

WANT COMMON USER CLAUSE

(Continued from page 1.)

was justified in doing so. Furthermore, he said that the company was endeavoring to get in here by the least expensive route and hence the desire to bridge the Bay. He said this would redound to the benefit of the citizens of the Bay as the charges or rates were based on the cost of construction and operation and consequently any reduction in this would be for the benefit of the people. He said that the line would cost about \$9,000,000 to construct and that the interest charges on this alone would be \$360,000 per year, or \$1000 per day. He said that the present business here would not justify it, but that the company believed that the development that would follow the coming of the railroad would. He said that it was not the intention of the company to interfere with any one or drive any one out.

C. A. Smith's Views.
C. A. Smith when called upon said that he had very little to say about the matter. He said that his views had been correctly outlined in an interview in The Times last Saturday and that his object in attending the meeting last evening was to hear C. J. Mills give the details of the Southern Pacific's proposition. As to bridging the Bay, he said that about ten days ago he met Vice-president Calvin of the Southern Pacific and the latter had told him of the desire to construct the bridge from Sand Point to near the mouth of Pony Inlet. He said this had been a surprise to him because he had previously understood the company intended to come up the east side of the Bay. When he saw the plans for the bridge, he said that the objection he originally had to it were overcome and he told Mr. Calvin he thought it would be acceptable to him. He said that while a bridge would not be beneficial to the harbor, still under the safeguards of the War Department it would not do much harm and that he thought this would be offset by the advantage of getting a railroad. As to the franchise, he said that he was entirely new to him and that he couldn't give an opinion on it until he thought it over. As to the common user clause so far as the bridge was concerned, he said that it was his understanding that the government required all bridges constructed across navigable waters to be subject to the common user clause.

Other Talks.
Hugh McLain told briefly of the proposition as Mr. Mills had outlined it to the railroad committee of the Chamber of Commerce. He said that Mr. Mills had promised to start work here within 60 days after the terms had been complied with and that the line should be completed within about two years, or before June 1, 1915, at the latest.
Supt. W. E. Miller said that one of the benefits which the community would derive from the construction of the railroad and which had been overlooked was the big increase it would mean in the amount of taxable property. Furthermore he said that an examination of the Coos county records would show that it was no promotion scheme, that the company had bought and paid for nearly all of the right of way required and that now there is not a single condemnation suit pending.

North Bend's Attitude.
Dr. Ira B. Bartle, president of the North Bend Commercial Club and member of the North Bend council, was called upon to tell of the situation there. He said that Mr. Mills' proposition to North Bend was about the same as it was to Marshfield. He said that the request was for franchises along a few blocks of street "with no strings attached," and he said that he felt confident he could promise that North Bend would comply with the demand. He said they were tickled because the company did not ask for even more. He said that there was no danger of them being bottled up and that they still had more streets, the use of which they would be glad to give to any other railroads that would come in. He declared that Marshfield and North Bend could not pull apart, that their interests were too nearly identical in matters of this kind. He said that he thought it was time for the two towns to get together and have a real love feast.

Mayor Straw's View.
Mayor Straw was introduced by Dr. McCormac as "the man who did

more than any one else for Marshfield." Dr. Straw said that he knew so little about railroad matters that he did not feel that he was capable of addressing the meeting. However, he said he was not opposed to the Southern Pacific and would not oppose it officially or personally. As to the bridging, he said he was not opposed to that unless it was shown that it would be damaging to the harbor. As to the possible conflict between the Southern Pacific and the Terminal Railway, he said he thought that was a matter for them to settle between themselves.

No Common User Clause.
J. G. Mullen, city attorney of North Bend, was next called upon. He said that the Southern Pacific's application for a franchise in North Bend was already on file with the city recorder there. He said that it differed considerably from what some of the speakers had intimated. Mr. Mills' proposition to Marshfield was. He said that the Southern Pacific did not want a common user clause in its franchise there and read a section from the proposed franchise showing that it merely provided for the common carrier service required by law.

J. W. Bennett's View.
J. W. Bennett made a rather lengthy talk in which he related a number of his anecdotes and yarns. As to the bridging of the Bay, he said that there would not be any great opposition to it now that C. A. Smith had said it would all right. He said that when the proposition had first been made, many in Marshfield felt that before consent should be given to it Mr. Smith should be consulted.
As to the franchise desired, he declared that the people of Coos Bay should see that the waterfront here is kept open by a common user clause to be insisted upon in any franchise granted on the waterfront streets. He said the people had once expressed themselves to that effect when the franchise was granted the Terminal Railway. Furthermore, he said that the stockholders of the Terminal Railway felt themselves duty bound to keep faith with the people and live up to that franchise. As to the council regulating the rates, he said that certainly the company should have confidence in the integrity of the members of the council who were residents of this community. Anyway, he declared, if the council through any political turmoil, should try to impose any injustice on the company the latter had recourse to the courts.

Bridge Resolution.
Upon the conclusion of Mr. Bennett's remarks, Dr. McCormac called for some one to make a motion expressing the sentiments of the meeting relative to bridging the Bay. Mr. Bennett offered a motion that it be the sentiment of the meeting that the plan of the Southern Pacific to construct a bridge from Sand Point to near the mouth of Pony Slough, subject to the restrictions of the War Department, be favored by the citizens of this community. Tom Bennett moved an amendment that the bridge should be subject to a common user regulation and the amended motion carried.

H. A. Sumner Talks.
H. A. Sumner was called upon by Dr. McCormac. Mr. Sumner said that he represented two lines, the Pacific Great Western and the Pacific Coast line. He said that they had already expended about \$225,000 in surveys, buying right of way and land, etc., and hoped to get actual construction under way soon. He said that his companies did not anticipate any difficulty in gaining access to the towns on the Bay. He said that if the common user clause was objected to that there was room in the street for two tracks. He said that it should be more than two years and half until the roads would reach here and that he certainly had been pleased with the expression of the sentiment of the meeting and that he would tell his people so.

Just before the close of the meeting Dr. McCormac stated that he certainly would dislike to see any obstructionists do anything that would prevent the Southern Pacific starting construction on this end of the line this summer.

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BANDON LOST TALLY SHEET

Judges in Precinct Fail to Make Proper Return—Canvass of Vote.

COQUILLE, Ore., April 23.—Owing to the judges of the West Bandon precinct failing to enclose their tally sheets with the primary election returns, the official canvass of last Friday's vote is being delayed. One of the judges had a copy of the tally-sheet and this will be sent up this afternoon.

In consequence of this, no additional figures on the primary election will be obtainable for a day or so yet.

TIRZAH TRASH CLAIMANT FOR UMPQUA RIVER LAND

Native Douglas County Survivor of Once Powerful Indian Tribe Asks Allotment

The Sunday Portland Journal contains a familiar picture, that of Tirzah Trash at 18 years of age, once known as the most beautiful Indian girl in America. She is the daughter of Cassius Trash, well known in Roseburg, was born at Mt. Scott, Douglas County, and is one of the few survivors of the Umpqua tribe of Indians. Public attention is drawn to her again through her attempt to secure recognition from a tardy government. Her people gone, for years she made her home with other tribes in the Northwest, first at one reservation, and then at another, where the bureau at Washington saw fit to shift her, but never was she allotted a piece of land as her own, as was done to her cousins of other tribes. Now from the home of her white husband in Portland she is demanding her birthright, a small piece of land in Douglas county whereon her ancestors once roamed as undisputed owners.

Hon. Binger Hermann has been retained by her, and he is trying to secure the allotment long due her.

Tirzah was chosen as a model for the statue of Sacajawea at the Lewis and Clark Exposition. Because of this selection, the comely Indian girl was given the name of the courageous little woman of her own race who guided the intrepid white explorers through the wilds of the Northwest more than a century ago and she is known by it almost as much as by her real name. Aside from the distinction Tirzah Trash secured through her picture, she has won much admiration by the beauty of her arm, which is said by artists to be almost perfect.

Skin is Fair No Longer
Though at eighteen she was as fair skinned as many white girls, in recent years she has become much darker, and her present appearance refutes the claims that have sometimes been made that she is not an Indian. She is not a full-blood, but only one part in four is white, though this one part in her youth was much more discernible than the red.

Her grandfather was one of the Umpqua warriors who took part in the general uprising of the Northwest Indians in 1855, and he fought all through the two years' war which followed. When she was born her people had so dwindled away and the remnants were so scattered that no particular reservation was assigned to them. Tirzah Trash thus was placed on the Umatilla reservation, where she made her home for years. Her intelligence brought her to the notice of the white authorities, and she was sent to the Carlisle Indian school, from which institution she was graduated.

Afterwards for many years she had no fixed home, being sent from the local reservation to that of the Blackfeet, and from the latter to that occupied by the Siletz tribe. She has been married twice, the first time to one of her own race, and the second time to a white man, and with her latter husband she is now living in Portland. In making her plea for an allotment of land, she calls attention to the fact that there is still much vacant land along the Umpqua River.

♦♦♦♦♦
♦ WIDOW, 81 YEARS OLD, ♦
♦ TAKES UP HOMESTEAD ♦
♦ EUGENE, Ore., April 23.— ♦
♦ Mrs. Margaret J. Mathews, Lane ♦
♦ County pioneer of 1852, widow ♦
♦ of the late Alexander Mathews, ♦
♦ left Eugene for Fossil, in eastern ♦
♦ Oregon, near which place ♦
♦ she will take up a homestead ♦
♦ adjoining one filed on by her ♦
♦ daughter some time ago. Mrs. ♦
♦ Mathews is 81 years old, is hale ♦
♦ and hearty and has no other ♦
♦ thought than that she will live ♦
♦ to brave up on the claim in five ♦
♦ years and then enjoy her new ♦
♦ home for many years thereafter. ♦
♦♦♦♦♦

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EGGS FOR HATCHING

Care should be taken in the selection of eggs for incubating. They should weigh 24 ounces to the dozen. The shell should be smooth and free from lumps and ridges.

Generally speaking, the newer the egg the better it is for hatching. Eggs will often hatch when they are three weeks old, but the chicks are never as strong as those from fresh eggs. Eggs intended for hatching should be kept in a cool place at a temperature of about 50 degrees. They should be turned over daily until ready for the incubator or broody hen.

Over-large eggs seldom hatch, says Farm and Home. The small egg is usually from a pullet that has not fully matured and should be rejected. Thin-shelled eggs are unsafe to use, as they are liable to be broken. The pointed egg and the round egg should go in the egg basket. All eggs that vary greatly from normal shape should be rejected.

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Prof. Beggs will begin a dancing class for children, Saturday at 2 p. m. in the Finnish hall, Marshfield. He will open classes in Coquille on Wednesday at 4 o'clock and Bandon a few days later.