

COOS BAY TIMES

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IF THE CAMPAIGN WERE OVER.

IF THE political campaign were only a thing of the past, most people would be greatly pleased. It does seem as if common, ordinary presidential politics are one of the worst scourges inflicted on the country.

LOST ON THE RACE MEET

F. P. Norton Reports Showing Deficit Which He Has Made up.

The report of the finances of the race meeting held in Marshfield July 2 and 3 shows the expenses were \$84.50 greater than the receipts. The deficit was made up by F. P. Norton who had the races in charge.

Table with 2 columns: Item, Amount. Total receipts \$330.50, Total expenses \$415.00, Deficit \$84.50.

Table with 2 columns: Name, Amount. F. P. Norton \$165.00, M. H. Nay \$161.50, J. L. Knight \$96.15, E. G. Allen \$87.50, E. R. Preston \$87.50, Percy Ward \$45.00, E. T. Anderson \$25.00, Walters \$8.00, D. L. Rood \$7.75, Ferguson \$5.00, Wilson \$3.00.

Table with 2 columns: Item, Amount. Total \$692.00, Printing expenses \$7.50, The Record \$5.50, Coos Bay News \$5.00, Horse Review \$5.00.

WOULD KEEP DREDGE HERE

Chamber of Commerce Discusses New Plan for Harbor Improvement.

IMPOSSIBLE NOW The fact that Engineer Morrow has sent word that the Dredge Oregon must go to Grays Harbor in September of course makes it impossible to carry out the plan discussed at the Chamber of Commerce meeting last evening.

To improve the channel of the Bay in front of Marshfield so that it will have a total width of 550 feet allowing large vessels to turn around, is the plan of which was discussed at a meeting of the Chamber of Commerce last night.

Engineer Leeffe has made plans and maps showing the project. The idea is to widen the channel from the Libby coal bunkers to Commercial avenue.

The object of the Chamber of Commerce is to keep the dredge Oregon on Coos Bay and to raise money enough to pay operating expenses until an appropriation from Congress can be secured.

Dr. McCormac and Dr. Mings have both seen some of the big property owners and say that the plan seems to be agreeable to the most of them and believe that there will be little if any opposition.

At the meeting A. H. Powers said that he was willing to guarantee \$6,000 of the \$25,000 required and believed Marshfield could not afford to let the dredge be removed from

THE RAILROAD BUILDER

WE SAW a stranger on the street. His face was smooth, his clothes were neat. We recognized beneath his tan some earmarks of a railroad man.

Bill Jenkins, wise guy that he is, who knows 'most ev'ry stranger's biz, soon had us all in realms of joy because he knew him when a boy. He said the stranger is a spy who's hunted 'round since last July, and traced the bank of ev'ry rill for railroad terminals for Hill.

Oh! friends of mine, how sweet is hope. How dear each particle of hope. Let's not let disappointment rise. Let's keep at work and just look wise. —BOB STANLEY

ROSEBURG MAN WAS MURDERED

Belief That George M. Fenton Was the Victim of Foul Play.

The story of the supposed murder of a former Roseburg man is told in The Oregonian. The man was Geo. Monroe Fenton. He formerly resided in Roseburg and was well known there and also was known to some persons in Marshfield.

Though George Monroe Fenton, a Portland railroad man with a family living here, is believed to have been slain at Cello, last January, and though circumstantial evidence points to three men as being concerned in his disappearance, secret efforts which have been carried on for the last six months to fix the supposed crime on its perpetrators were abandoned last week.

Engaged in the search have been Governor West, the Albany lodge of Elks, of which Fenton was a member, the brothers of the missing man and private detectives. They were able to show that Fenton last was seen in a resort at Cello, two days before the time when he was to have been a material witness against the place.

Body Concealed, Is Belief. In the sand dunes of the Columbia, or in the Big Eddy of that stream, it is believed, the body lies concealed.

During all the time of the search four men have been kept under surveillance at scattered points, but now the espionage has been withdrawn. One of the four was all but an eyewitness to the supposed crime, and months have been passed in fruitless attempts to extort from him a repetition of incoherent revelations he once made when in his cups.

The events which led to the supposed murder of Fenton began some weeks before, when inmates of the dive engaged in a quarrel over a Mexican woman. A fight ensued in which the one who was worsted took his rifle and lay in wait outside of a "soft-drink" establishment for his opponent.

Kyniston deputized Fenton and the two arrested one of the fighters. He pleaded in extenuation that he was drunk, and when pressed to tell where he obtained the liquor, confessed that the place where he was harbored was a "blind pig."

On the Friday preceding, Fenton is known to have gone from Fallbridge, just across the river on the Washington side, to Cello, and direct to the saloon. He never was seen again.

What appeared at one time to be a hopeful clue was the discovery that an Elks' chain belonging to Fenton had been reclaimed at a Portland jewelry store by a stranger. The jeweler gives a description of him which is entirely different from that of Fenton.

Twice since the hunt commenced reports have reached the inquirers that he had been seen alive. These, when traced down, were found to be baseless.

The Mill Slough proposition was brought up again and it was stated by A. H. Powers, Dr. Leslie and others that some of those who were opposed to the filling of the slough were willing to withdraw their complaint. It is thought that practically all of the property owners interested in the matter are now in favor of closing the slough and the plans will be taken up with the government engineers.

Remember the NATIONAL STOCK CO. present "THE COUNTRY GIRL" the ROYAL tomorrow night.

IMPORTANT BANK CHANGE

(Continued from Page One.)

success, and his experience here, his success in the new capacity is assured. His advancement will be a source of gratification to the many friends he has won on the Bay during his residence here.

Mr. Kretzer will also succeed Mr. Horton on the directory board of the First National. The directory board will be composed of leading, progressive men of Coos Bay, being W. S. Chandler, W. U. Douglas, Wm. Grimes, Stephen C. Rogers, John S. Coke, John C. Merchant, John F. Hall, W. P. Murphy and Dorsey Kretzer.

Tribute at Old Home. Mr. Horton practically closed the negotiations for the purchase of the big interest in the Bank of Poplar Bluff during his recent eastern trip. An indication of the high regard in which he is held by his old friends and neighbors at Poplar Bluff is given in the following article from The Daily Republican of Poplar Bluff:

"M. C. Horton was an honored guest last evening at a reception attended by probably 125 business men. It was tendered by H. I. Ruth at his beautiful residence on North Main street. Probably there has been no such large and representative business gathering, socially, in Poplar Bluff's history.

"The guest of honor expects to depart tonight for Marshfield, Ore., where he is the head of a strong bank. Formerly he was cashier of the Bank of Poplar Bluff in this city. He has made several home trips since his original departure.

"Last evening every department of business in Poplar Bluff was represented. It was an exceedingly pleasant social assemblage. Formalities were left at home and men discussed freely the things that were closest to them. The host and honored guest were delighted with the spirit of the occasion and the manifest pleasure that the gathering gave the scores present.

"In the course of the evening the men enjoyed steaming coffee, palatable sandwiches, olives, chicken salad, radishes and, lastly, cigars. It was a distinctly men's night. The lovely home was brilliantly illuminated and the guests grouped and promenade while they talked business and social affairs.

The diamond shaped badge on one side bore the inscription "A Welcome to Our Friend, Mr. M. C. Horton," and on the other side the following:

"Isn't it funny— Some folks you can't miss, And some you miss a mile. You can't miss, you see a lot The other just once in awhile.

"The reception was expected, and proved to be a warm, hospitable welcome by the business men extended to Mr. Horton, who was deeply impressed by it."

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MANY CHANGES OF S. P. MEN

List of Appointments of Officials Announced Recently From Head Office.

The following are the new appointments made by the Southern Pacific, reference to which was made last week in connection with the appointment of C. J. Mills:

- E. E. Calvin, vice president, in general charge of operation and construction. C. J. Mills, assistant to the president. W. R. Scott, slated for general manager. G. W. Luce, freight traffic manager. A. H. Babcock, consulting electrical engineer. H. A. Jones, assistant treasurer. Thomas A. Graham, assistant freight traffic manager. A. H. Rising, general freight agent. W. F. Taylor, assistant general freight agent, central district. F. C. Lathrop, assistant general passenger agent, central district. J. M. Fulton, assistant general freight and passenger agent at Reno. G. J. Blech, district freight agent, Los Angeles. F. S. McGinnis, district passenger agent, Los Angeles.

The San Francisco Call in referring to the recent changes made says: "What amounts to a 'shakeup' among the general officers of the Southern Pacific company was announced yesterday, just before departing for the north on a week's inspection trip.

The effect of the reorganization brings E. E. Calvin, vice president and general manager in charge of operation, up directly under Spruille, with the new title and responsibilities of vice president in general charge of operation and construction. W. R. Scott, assistant general manager and G. W. Luce, assistant to E. O. McCormick, vice president in charge of traffic, will be made freight traffic manager.

The appointments will become effective July 15, next Monday. Occasion for the changes is the retirement of C. H. Redington, assistant treasurer, who has seen 45 years of service with the company. His position is filled by H. A. Jones, now freight traffic manager.

Other important changes are the elevation of C. J. Mills, vice president and general manager of the Coos Bay, Roseburg and Eastern, to the position of assistant to the president, and that of A. H. Babcock, electrical engineer now in charge of the trans-bay lines, to consulting engineer of the entire Southern Pacific system.

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