

THE BRIDGE HEARING LONG

MILL SLOUGH HEARING BRIEF

(Continued from Page One.)

number of names of those who had signed the petitions favoring the bridging of the Bay, under the supervision of the War Department, should be considered in contrast with those who had written opposing the bridge. He said that most of the opposition came from those who had property interests on the east side of the Bay and who would be benefited by the road going there. He said that as long as the big interests like the C. A. Smith Company and others had signed in favor of the bridge, he didn't think the people had to worry, as they had so much at stake that they certainly would not allow anything to be done that would be ruinous to their property.

For Highway Bridge.

Judge John F. Hall of the Coos County Commissioners, asked Capt. Robert if the engineers could not make provision for the construction of a highway bridge on the same structure as the railroad bridge. Capt. Robert said it would be considered, but that he thought this was a matter for the county and railroad company to agree upon.

To Make Statement.

C. F. McKnight, as representative of the Southern Pacific, asked permission to make a written statement relative to the objections to the bridge and show what their probable motive was. Capt. Robert said that this could be done within the next week.

Claude Nasburg wanted to know if the objectors would have an opportunity to see this statement. Capt. Robert said they would if they thought there was anything in it that should be referred. Mr. Nasburg pressed the point, saying that Mr. McKnight might not express the exact facts. Mr. McKnight replied that he would serve a certified copy of the statement on Mr. Nasburg.

Height of Bridge.

W. A. Reid wanted to know if the bridge could not be made a little higher, so that the ordinary crafts could pass under it without necessitating the working of the draw. Capt. Robert said that the bridge was to be 12 feet 6 inches above ordinary high tide and that the engineers wanted to know if this height should be increased or the draw kept open except when trains were using it. He said that if a highway bridge was maintained, the draw could not be kept open.

A. H. Powers said that he thought the 12 feet 6 inches would permit practically all the smaller vessels on the Bay to pass under the bridge without the draw being raised.

Common User Clause.

C. F. McGeorge wanted to know if the common user clause was to be made to apply to the approaches as well as to the bridge itself. Capt. Robert replied that Major Morrow's previous recommendation made this provision.

Claude Nasburg wanted to know if it was certain that the bridge permit, if granted, would include the "common user" clause. Capt. Robert said that Major Morrow's previous recommendation did so and that it would be considered again. Mr. Nasburg finally made a motion that it was the sense of those present that the "common user" clause should be inserted in the permit and it carried unanimously.

Favor of Bridge.

When L. J. Simpson's resolution was put, C. F. McGeorge was the only one who arose and voted against it. The resolution was that the meeting was in favor of bridging the Bay under the supervision or direction of the War Department.

In the general discussion of the matter, Mrs. Petrolmeux, C. F. McGeorge, W. A. Reid and several others joined with suggestions which were received by Capt. Robert.

Capt. Robert also said that the height of the vessels plying on the Bay was being ascertained in order to determine about the height of the bridge and the draw.

He also stated that the engineers were ascertaining the speed or force of the currents near the bridge site and asked that any one having such information furnish it to them.

Praise Engineers.

Upon motion by L. J. Simpson, a resolution praising the efficient service of F. E. Leeffe as government engineer on Coos Bay was adopted. Mr. Leeffe expressed his appreciation of it briefly.

Mr. Simpson also introduced a resolution thanking Capt. Robert for the fair and impartial manner in which he had conducted the hearing. Capt. Robert expressed his appreciation of it briefly.

J. W. Bennett Talks.

Following the closing of the bridge hearing and the opening of the Mill Slough hearing, J. W. Bennett appeared and asked permission to be heard. He said that this could be easily proved. He said that he differed from the physicians about the slough being unsanitary. He said that the recent construction of a sewage system in West Marshfield eliminating the dumping of sewage into Mill Slough and that the nauseating odors must come from the Bay, where the city sewage is dumped.

W. A. Reid said that he wished in behalf of E. G. Perham, one of the largest owners of property on Mill Slough, to go on record in favor of closing the slough. He said that the slough was unsanitary, a stink-hole in fact. He said that while Mr. Perham probably had a

million and a half feet of logs that could be floated out on the slough, if left open, he was willing to waive this right and have it closed.

J. Albert Matson said that personally the closing of the slough would cause him to lose the waterfrontage, but that in the interests of the public welfare he thought it should be closed. He said that very few were using it for commercial purposes. Also that unless it was during a freshet, no one had ever been able to navigate the slough at low tide.

John D. Goss spoke in favor of the slough. He said that although F. M. Friedberg had stated that he knew of no sickness along the slough, that he (Mr. Friedberg) had been out of the city for a year or more on account of ill health. He said that the closing of the slough would not inconvenience any one.

Judge Hall also called attention to the fact that the slough was needed as a harbor for the smaller crafts, saying that the dredging of it would eliminate the crowded condition along the waterfront.

Capt. Robert wanted to know how many boats were using the slough. Mr. Friedberg stated that he, Charles Hickox and L. M. Noble were using it regularly, that W. S. Chandler kept his launch there and that some others kept their launches there, in addition to the hauling of material or fuel for the old electric plant.

Capt. Robert wanted to know the nature of the shop or manufacturing enterprise that Mr. Friedberg was going to start. Mr. Friedberg said that he planned to enter the iron business and that he was now organizing a company, but that he did not wish to make his plans public at this time.

A. H. Powers said that the only tools or workshop Mr. Friedberg had there now was a "two-inch auger and a frying pan."

During the hearing Mr. Friedberg said that the government had previously recognized the slough as a navigable waterway, as Mr. Conannon, a dredge man, had several years ago been prevented from filling in the slough by the War Department.

Letters from C. A. Smith favoring the closing of the slough were read. They were addressed to the engineers.

to make a few remarks on the bridge question. Capt. Robert said that, although late, he would receive them and have them submitted to the reviewers as later evidence.

Mr. Bennett said that he believed the majority of the people on the Bay were in favor of bridging the Bay under the supervision of the War Department. He said that the fact that the C. A. Smith Company, the Simpson Company and the other large interests which had the most at stake had agreed to it, that he did not think it was in the province of the smaller interests to object. Anyway, he said, that he had explicit confidence in the United States engineers and that they would safeguard the harbor. He said that he would like to see a provision made in the permit that if the Southern Pacific did not build the bridge within the specified time, they would forfeit \$100,000 or so, like the Terminal Company would have forfeited \$10,000 if it had not lived up to its franchise in Marshfield.

Capt. Robert said that in behalf of the engineers he wished to express their appreciation of the confidence placed in them by the people here, as had been expressed by Mr. Bennett and L. J. Simpson.

During the day, L. K. Ballinger took a list of those present with an expression from each as to whether they favored or opposed the bridging of the Bay.

ALLIANCE OUT FOR PORTLAND

Arrives From Eureka on Regular Run With Passengers and Freight.

The steamer Alliance arrived in today from Eureka. Among the passengers were a number of young women who will be employed in the salmon cannery in this city. The Alliance sails for Portland this afternoon.

The incoming passengers follow: E. Doherty, Ed Peterson, Mrs. C. J. Moore, H. L. Kert, V. Cisar, Mrs. Pawlen, M. Zanada, Lydia Yrell, Hilda Yrell, Thille Mattson, Bessie Juntti, Alida Ostrom, Esther Maunus, Hilda Muonio, Mrs. Tammola, Theo. Rosenburg, John Zoss.

Those leaving for Portland were: Clarence Hackenburg, Mrs. Grace Hackenburg, Mrs. Mary Moffitt, Mrs. Ed Reims, Joseph Sottol, Ed Reims, Wm. Reims and Clifford Coggins.

COOS RIVER QUINCES and COOS RIVER GRAVENSTEINS make an elegant jelly. Get the fruit at Stauff's Grocery.

HOT CHICKEN TAMALES at Stauff's.

Advanced Showing Benjamin Hand-Made Clothes



☐ The Men's Store is ready. ☐ Stocks are complete to the smallest detail. ☐ Suits, Coats, Hats, Furnishings. ☐ You'll find when you come here tomorrow that we have made wonderful preparations for you. ☐ Now is the time for you to lay away the summer garments and appear in the new, snappy models for fall. ☐ Every good fabric will be found in our stocks. ☐ The desirable mixtures will make your fall clothes buying a pleasure. ☐ There are swaggar clothes for the young man. ☐ Conservative business models for the business man. ☐ In all the showing the characteristic Hub system predominates. ☐ And emphasizes the reason for our growth. ☐ Largest Because Best. ☐ We will expect you tomorrow.

"MONEY TALKS"

Marshfield Hub Clothing & Shoe Co. Bandon

CAPT. ROBERT ENTERTAINED

Smoker Given in His Honor at Millicoma Club Last Night.

Welcome to Capt. H. H. Robert, acting head of this district of the United States Engineers, was expressed by a half dozen speakers at an informal smoker given at the Millicoma Club last evening in his honor. The smoker was well attended and proved to be one of the many enjoyable functions that the club has tendered on similar occasions.

John D. Goss presided and impromptu responses were made by Capt. H. H. Robert, Engineer Broughton of the Southern Pacific, J. W. Bennett, F. E. Leeffe, Mayor Straw, L. J. Simpson, Hugh McLain and Dr. J. T. McCormac.

Capt. Robert spoke briefly, saying that he had been more than favorably impressed with Coos Bay and its citizens. He said he was tired after the hard day's work and that he had not had opportunity to prepare any remarks.

Engineer Broughton simply said he was glad to be here and that he had merely come to see the country.

The brevity of his remarks caused much merriment as Master of Ceremonies Goss had intimated that Mr. Broughton might tell something new about the Southern Pacific's plans. Mr. Goss came back with the declaration that it was the most candid and definite statement that had been secured in years from the Southern Pacific.

Mr. Bennett spoke briefly of the Bay and in praise of the United States engineers, telling a few stories to illustrate his points.

Mayor Straw and Mayor Simpson responded with a few stories.

Praises Harbor.

Mr. Leeffe departed from the storytelling and his remarks were in a more serious vein. Mr. Goss, owing to the announcement sometime ago that Mr. Leeffe was to take charge of the Sluslaw work, had stated that Mr. Leeffe might make a farewell address. Mr. Leeffe said that he wasn't going to make a farewell talk as he liked Coos Bay so well that he would like to make his home here. He said that he had heard much of Coos Bay before coming here and that his experience here had more than met his expectations. He said that actual experience in the harbor work had demonstrated that it would not be difficult to make a great harbor here and do it economically. He said that with the north jetty restored and extended and with the aid of the bar dredge as an auxiliary, a sufficient depth could be obtained on the bar to admit the deep draught ocean going vessels. With this done and some work in the interior bay, a channel 25 feet deep from the Smith mill to the sea could be obtained. Mr. Leeffe said that he wished to express his appreciation of the cooperation that had been shown him during his stay here.

Hugh McLain said that he was confident that Coos Bay would be the scene of extensive operations by the government. He said that the government was now experimenting with

Coos Bay coal as fuel for the navy, that immense fortifications would be built at the entrance to the Bay and that in all, he could see only the most roscate future.

Praise Dr. McCormac.

Near the conclusion of the evening, Dr. McCormac came in and was called on by Master of Ceremonies Goss for a few remarks. In doing so, Mr. Goss praised the work that Dr. McCormac had been doing toward developing Coos Bay. He said that Dr. McCormac had always been one of the first to extend welcome to new arrivals on the Bay, had devoted his energies and abilities to secure the development of the Bay, had become widely known outside of Coos Bay for the effective work he had done in its behalf and that his departure from here would be a serious loss to the Bay.

Dr. McCormac replied briefly, saying that he had come to Coos Bay thirty-five years ago as a boy of twenty, had accumulated his portion of the world's goods here, and married here and reared his family here and was tied to Coos Bay by the closest ties that could bind man to any spot. He said that it was with regret that he is leaving here and that his going was on account of climatic conditions. However, he declared, he would spend his summers on the Bay. In reference to his work for the community, he said he had enjoyed it and was only glad to have been of service. He spoke of the attractions and resources of Coos Bay and how the coming of the railroad would bring the realization of the dream that residents of Coos Bay had been dreaming for many years.

In conclusion, he said he wished to express his appreciation of the kindness that had been shown Coos Bay in the past by government representatives and especially by the engineers. He said their reports had been invariably favorable to the Bay and while they had not brought as quick results as some had hoped for, still other things had been instrumental in keeping work back. However, he said that a new era was now dawning and the realization of the hopes of years was soon to come.

PUTS BLAKE IN REDONDO TO ANNANIAS CLUB

George Doll Emphatically Denies Statement Made in Letters.

The following communication is self explanatory:

I wish to correct a statement made by Mr. J. M. Blake in his correspondence regarding the bridging of the bay, and published in your issue last evening.

Mr. Blake states that I told him that my brother, Alva Doll, took the title to certain tide flats on the East side of the bay for the Southern Pacific Railroad.

I wish to say that I never made any such statement to Mr. Blake or any one else, and that he has absolutely no warrant or ground whatever for imputing such statement to me.

—GEORGE DOLL

DUCK DINNER SUNDAY. Get the DUCKS at STAUFF'S Grocery.

INSPECTS THE LOWER BAY

Capt. Robert Taken on Trip by A. H. Powers and Others.

In company with members of the Port Commission and a number of citizens, Capt. H. H. Robert of the U. S. Engineering Department, this morning made a trip of inspection to the lower bay. The party were guests of A. H. Powers on the tugboat Powers and made the trip to the government works and the bell buoy.

Capt. Robert was greatly impressed with the trip and the opportunity of inspecting the situation as it is. He took a number of pictures of the old jetty, railway and government works and discussed in detail the conditions in the lower Bay with men long familiar with them. He expressed himself freely in favor of the necessity of early improvements in the harbor.

Among those in the party were: Port Commissioners L. J. Simpson, A. H. Powers, Peter Loggie and A. O. Rogers, C. R. Peck, Engineer F. E. Leeffe, Dr. Robert, C. F. McGeorge, Capt. Jas. Magee of Empire, A. T. Haines, D. C. Green, Arno Meehan, T. J. Thrift, Dr. White, J. Wilson and John Merchant.

This afternoon or tomorrow morning, Capt. Robert will go to Bandon to conduct a hearing there on Coquille river improvement projects.

CHICKEN STEWS for that Sunday dinner. Get the CHICKENS at STAUFF'S GROCERY.

Picture Sale Saturday. See our window.—PEOPLE'S.

PUTS BLAKE IN REDONDO TO ANNANIAS CLUB

Arrives From San Francisco Last Night With Freight and Passengers.

The steamer Redondo arrived from San Francisco about 6 o'clock last night with a full passenger list. She will sail at 10 o'clock Sunday morning. The following were the incoming passengers:

W. A. Harter and wife, Mrs. L. H. Hazard, Marian Hazard, Adrienne Hazard, H. G. Butler, Mrs. Clara Raymond, J. T. Reams, J. H. Cochran, P. Jam, R. Hedifant, H. Lewis, C. A. Carlson, T. Relka, D. Booth, J. Jackson, Steve Velozko, A. Gillas, M. Shannon, J. Medel, Frank Russell, E. Fernandez, Wm. Sullivan, W. McBurl, R. Williams, P. Chickens, H. Hite and F. Bans.

"HAPPY THOUGHT" Let's go to SARTER'S for it.

COAST LEAGUE BALL SCORES

PORTLAND LOSES GAME TO LOS ANGELES—OAKLAND AND SAN FRANCISCO WIN.

STANDING OF CLUBS.

Oakland	97	68	584
Los Angeles	93	66	584
Vernon	91	68	572
Portland	63	83	422
San Francisco	73	92	422
Sacramento	58	98	372

PORTLAND, Or., Sept. 20—Portland was defeated by Los Angeles yesterday at Oakland, the San Francisco ball team beat Sacramento, and Oakland, playing at Los Angeles, won from Vernon. The scores of yesterday's games follow:

At Los Angeles	R	H	E
Vernon	0	7	0
Oakland	2	5	1
At Oakland	R	H	E
Sacramento	1	6	1
San Francisco	3	9	0
At Portland	R	H	E
Portland	3	8	2
Los Angeles	4	7	2

FINE PICTURE ON SATURDAY

COMING OF COLUMBUS IN THREE REELS TO BE SHOWN AT THE MASONIC THEATER SATURDAY NIGHT.

Photo play critics and all others who have been fortunate enough to witness this subject at private exhibitions are loud in their enthusiastic predictions of what lies in store for the moving picture.

The Solig Polyscope Company, the manufacturers of the film, claim that the Coming of Columbus is their masterpiece, and that means a great deal when one remembers their productions of Cinderella, the Two Orphans and Lost in the Jungle.

Over three years were employed in producing this film, nearly 100 people taking part. There are an extraordinary number of scenes and the cost of staging is given at \$100,000, a record sum. Our patrons have indeed a great treat in store for them.

On account of the extra heavy expense the theater has been put to in securing this film, the prices will be: Reserved seats for the entire lower floor will be 20c. Balcony 10c. Last show starts at 10 o'clock o'clock.

Manager Keller of the Orphan decided to show this great reel at the Masonic theater in order to insure an opportunity for everyone to see it.

SPECIAL CANDY SALE Saturday and Sunday at STAUFF'S. All fresh CAMELS. 35c a pound.