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Coos Bay Times

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Vol. III.

THE DAILY COOS BAY TIMES, MARSHFIELD, OREGON, MONDAY, OCTOBER 26, 1908

No. 91.

STEAMER M. F. PLANT WILL BE TOWED TO SAN FRANCISCO

Vessel's Rudder and Stern Post Damaged In Saturday's Accident.

PECULIAR FREAK OF SEA DID IT

Mountainous Waves Once Threatened to Overturn Steamship.

The steamship M. F. Plant, which was disabled while putting out to sea Saturday, will leave today for San Francisco in tow of the tug Columbia. The steamship had her rudder stock twisted and her stern post badly bent by the mountainous waves that struck her in rapid succession. About ten tons of butter, her entire deckload was swept overboard with the ralling. The vessel will have to go into dry dock at San Francisco for repairs which will necessitate her absence from the run but another vessel will probably be put on in her place.

When the sea began to get rough, Capt. Burtis ordered all passengers to leave the decks and get inside out of danger. In consequence no one was injured. Yesterday, while the vessel was lying at anchor near the whistling buoy, Agent F. S. Dow and others went out on a tug. None of the passengers cared to get off and return, so all will proceed on the vessel to San Francisco.

Accident Peculiar One.

The accident was one of the most peculiar known to local navigators. Before Capt. Burtis put out to sea, the water appeared perfectly smooth. Before he had gone very far, a high wave struck the Plant and others were following it. One monstrous sea picked the vessel up and turned her half way around and let her settle in the trough. For an instant, the watch at the life-saving station and some of the crew thought the vessel would turn over. She righted herself but the rudder had been hopelessly twisted. However, the remainder of the machinery was working all right and the engines were turned on full power. She was headed seaward, clear of the dangerous points and Capt. Burtis had ordered up the sails to use them largely for steering purposes.

However, the Eureka, which was just behind the Plant, followed her out and did not meet a single bad sea, the ocean having played one of its freaks on the Plant. The Eureka responded to Capt. Burtis' call and gave her a line but meanwhile other rough seas came in and before the two vessels were beyond possible danger, two hawsers had been broken.

The second fury of the seas continued so that Capt. Magenn of the Breakwater turned back. The Columbia which stood waiting near the bar decided not to proceed unless the distress signal was shown by either the Plant or the Eureka. However, both were safe. Later in the afternoon, the Plant found a safe anchorage and the Eureka left her. Thought It Fun.

A couple of easterners who were making their first or second sea voyage were on the Plant. They obeyed the order to get inside when the rough seas first struck the Plant but after closing the door to their berth, watched the waves through the window. As the seas dashed over the deck, they thought it great fun and after the Eureka had taken the Plant in tow and the passengers returned to the deck, one of them remarked:

"Gee, wasn't that great fun. I wouldn't have missed it for anything!"

She didn't know then how the great seas she thought immense almost spelled disaster.

Steamer BREAKWATER sails from Coos Bay for Portland SATURDAY, OCTOBER 31, at 2 P. M.

Are you cutting out your coupons in The Times Popular Voting Contest?

OLSON HERE WITH BRIDE

Captain of Alliance and Wife, Welcomed by Blowing of Whistles Today.

"Captain Olson and bride will arrive with us on the Alliance Monday morning."

This was the message that Agent H. W. Skinner received from Purser Brown and some other boys on the Alliance late yesterday, and when the Alliance appeared off North Bend, early today, the whistles on every side shrieked a welcome and again when the Alliance was drawing up to the Marshfield dock, every large whistle on the upper bay did likewise. It was a new kind of charivari but the tooting of the whistles proclaimed a welcome that everyone on Coos Bay who knows the genial master of the Alliance would have been glad to personally join in the demonstration, had they known of the event. Harry Skinner couldn't tell them all but he passed the word around among a few of the boys and they arranged with the engineers of the various large plants on the bay to do the best.

Captain Olson and Miss Veronica Ley were married in Portland late Saturday afternoon. Both were agreed that their honeymoon trip should be on the Alliance where they first met a few years ago. Their marriage marks the happy culmination of rather a romantic meeting. Miss Ley was a trained nurse at St. Vincent's hospital and was accompanying a patient, a well-known Marshfield lady, to Coos Bay. They came on the Alliance and, of course, she was introduced to the captain. Other meetings followed, something about the pretty nurse making Capt. Olson forget his resolution to remain a bachelor. Whether it was the kind and careful attention that she gave her patient caused Capt. Olson to imagine that some day he might not always be well and able to brave the storms and the seas or something else—well, anyway that's nobody's business but Capt. and Mrs. Olson's. Neither are some other romantic stories of the courtship:

At any rate, everyone who knows them unites with The Times in wishing them continuous fair weather, favorable winds and sunshine for their voyage on life's sea, carrying them to the harbor of continual happiness.

The Alliance's passengers list follows: Walter Sutton, W. R. Hurst, Geo. Forty Albert Larsen, Fred Martins, Julia Martins, Phil R. Clark, E. Zandeciacom, A. Fredericks, W. Peterkin, Erick Olsen, S. H. Fenwick, Mrs. S. H. Fenwick, Miss Fenwick, Thos. Fenwick, Arthur Fenwick, H. Hucking, Mrs. H. Hucking, Beatrice Hucking, Hewitt Hucking, Mrs. Jno. Varney, Floyd Varney, W. F. Hendricks, Otto Neumann, L. W. Mangan, A. L. Peter, O. F. Turner, Mrs. O. F. Turner, Miss J. Haines, Mrs. Brooks, Mildred Brooks, D. Pearson, Erick Pearson, E. J. Pearson, Viola Brooks, M. L. Buckingham, Mrs. Buckingham, Phil. Park, Mrs. Phil Park, Leslie Park, Doris Park, W. Doyle, S. E. Masters, M. J. Stahl, Miss Dever, S. O. Seaton, H. E. Lupton, Owen Owens, A. Hoffman, Frank Lents, Chas. Brown, Y. Hill, Geo. Dagarten, J. Luvedes, J. S. McCrea and twelve steerage.

MAN SHOT FOR BEAR.

Oscar Webber of Roseburg Killed by Friend.

ROSEBURG, Ore., Oct. 25.—Oscar Webber, Southern Pacific fireman from Roseburg, could not distinguish his friend, Alex Frank, from a bear, and placed three rifle bullets within a four-inch circle around the region of Frank's heart, killing him instantly. The dead man was married only three weeks or so ago. His bride was with him on this hunting

WHIRLWIND FINISH IN CAMPAIGN

Presidential Candidates and Forces of Both Parties Make Hard Pleas For Votes a Week From Tomorrow.

NEW YORK, Oct. 26.—With election day little more than a week away, the leaders of all political parties today started out in the final effort of what is expected to be a sensational finish of the national. New York is the real battle ground in the opinion of the campaign managers and here today were gathered practically all the heavy artillery of both parties. Taft and Bryan came in from stumping tours yesterday and spent the night in this city. Both were astir early today to begin a week's work which will tax their endurance to the utmost.

Bryan's schedule for the day includes speeches in half a dozen towns and a long formal address before a big mass meeting at the Madison

Square Garden this evening. Taft had a mid-day engagement in New Haven, but will return to New York this afternoon and deliver several addresses before midnight, and will then devote the entire week to New York.

In addition to Taft and Bryan, several hundred speakers will appeal to voters of all classes throughout the state today and for the remainder of the week. They will include candidates for governor, members of the cabinet, United States senators, members of congress and political spellbinders.

Vice-presidential Candidate Sherman is scheduled for a number of speeches in New York state during the week.

Of other states, the greatest activity will be in Ohio and Indiana. Vice-president Fairbanks and John W. Kern, the Democratic candidates for vice-president, are the leading speakers in Indiana and in Ohio. Several Roosevelt's cabinet will speak for Taft.

WHAT ARE SURVEYORS DOING HERE?

Arrival of Party Today Gives Rise to All Sorts of Railroad Rumors and No One Knows What Their Mission Is.

The presence of a surveying party which came down from the Umpqua today, in Marshfield this afternoon, gave rise to all sorts of railroad rumors, some declaring that they were selecting a route for the Hill road to Coos Bay, others that it is a Harriman party, and others declaring it was for some other railroad system. The party wasn't talking and just who they are and what their object

is had not been ascertained late this afternoon.

The surveyors had seven pack horses and were brought across the bay on a scow. They did not stop long after landing and not one of the small party who saw them land ascertained any definite information.

A. H. Powers, who came overland with his wife, said that he understood that the party was sent out by the United States geological survey. But the number of men and the equipment caused some doubt to this report.

C. J. Mills said that the surveying party did not belong to the Southern Pacific.

GOMPERS HITS AT ROOSEVELT

Labor Leader Scores President For His Attitude In the Present Campaign.

(By Associated Press.)

WASHINGTON, Oct. 26.—Replying to President Roosevelt's letter to Senator Knox in reference to an application for a writ of injunction in labor disputes, President Gompers in a statement today severely criticizes the president for what he terms a "change of position from at least apparent friendship to a bitter, indefensible antagonism." Gompers says he has often discussed the matter of injunctions with the president, but never until the issuance of the letter to Knox had he heard the president even hint that the measures advocated by Gompers were "lawless, unfeeling, brutal or wicked," and this despite the fact that the President well knew what measures were being advocated. Gompers declares that Roosevelt makes a "direct and specific attack upon labor," in his letter to Knox and says the cause of this attack is found in the fact that the labor element is aroused and determined to deliver its own vote, which has led the President to what he characterizes as his "worst exhibition of demagogism and display of impotent rage and disappointment, and an awful descent from the dignity of the high office of President of the United States." "No one," says Gompers, "will be deceived to the purpose of Roosevelt."

trip, and they were honeymooning in camp on-Catching Creek, near Riddle, Ore.

Frank was a Southern Pacific brakeman, also a resident of Roseburg. The two men and Anthony Webber, brother of Oscar, were camped about a mile from where the fatality took place. Webber was about 60 yards from Frank when he shot. The latter was descending a hill.

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CASTRO TURNS NOTES DOWN

Venezuela Rejects the Netherland's Proposal and Prepares For War.

(By Associated Press.)

CARACAS, Venezuela, Oct. 26.—President Castro in answer to the second Netherland's note, declined to revoke his decree of May 14, providing for trans-shipment of goods for Venezuelan ports from Curacao which has been so obnoxious to the people of the island. President Castro asks the Netherlands to send a confidential agent to Caracas to arrange terms for an amicable settlement of the differences between the two governments.

The chief of the artillery branch of Venezuela's army has completed preparations for the defense of La Guira in anticipation of a naval demonstration by Holland before that port November 1. Shells have been distributed and all modern guns installed on the mountain side above La Guira.

MANY SEARCH FOR KLOEBER

Washington Man Lost In Woods While Hunting For Dead Companion.

(By Associated Press.)

TACOMA, Wash., Oct. 26.—A special to The News from Green River, Hot Springs, says a party of twenty-five experienced woodsmen headed by J. S. Kloeber started today to search for Frank Kloeber, who, with a companion, was lost in the mountains while hunting for the body of a companion, Julius Kumle, whose body was found yesterday.

OREGON-IDAHO DEVELOPEMENT CONGRESS BOOSTS COOS BAY

LYON REPLIES TO BOURNE

Marshfield Man Writes Letter to Oregon's Junior Senator.

Walter Lyon has written the following letter to Senator Jonothan Bourne in regard to a recent interview which Mr. Bourne gave out regarding Coos Bay:

"I note that you have been interviewed by the 'Telegram' reporter and you will permit the correction to the effect that there is no difference of opinion among the people in this district or people acquainted with the conditions here, over the appropriations for improvements of the bar.

"So far as I know there is none here, or none who have been here and are acquainted with the conditions, who believe that the bar could be successfully improved without at least raising the present submerged jetty. It is true, the engineers are not urging an appropriation involving an expenditure sufficient to start on the jetty work, but it should be understood that Colonel Roessler did not recommend an appropriation for dredger only, until the War Department, who cannot be in possession of advice of late date, informed him that the last congress could not be depended upon for an appropriation large enough for that purpose.

"The fact is, Colonel Roessler submitted to us the draught of his intended report, which provided for jetty improvement, involving an expenditure of \$2,650,000.00; before that report was officially turned in, Colonel Lockwood, chairman of the Board of Engineers, dropped in the Portland office and gave Colonel Roessler to understand that a plan involving less expenditure of money must be submitted. Accordingly the Colonel prepared the dredger project of which you speak and which has been approved by the War Department.

"I will be pleased to furnish you a copy of the draught of the Colonel's first report when you reach the Bay. I would also be pleased to have you talk with Captain Polhemus, assistant engineer who is familiar with the conditions here and who doubtless had to do with furnishing data for Colonel Roessler's draught of report.

"You are quoted as saying: 'How do they (people) know it will be a failure until it is tried.'

"That might be answered by the question: 'How do people know when wheat is running into a hopper at the rate of a bushel and a half per minute and out at the rate of a bushel per minute, it is only a question of time when the hopper will be chuck full and running over.'

"The facts are, the old jetty is submerged and some of the end washed away and these northwesterners bring the sand sweeping over the jetty into the channel in copious quantities. The best dredger ever built by man cannot successfully defy God Almighty. The bar is now shoaled until such vessels as the 'Breakwater' and 'Alliance' touch going over.

"You doubtless are right in your position that the way to get appropriations, is for the people to make known their wants through their representatives at Washington; that is certainly what we are trying to do. We have had a somewhat difficult time in getting some of them here to see what we really need and want, but we have had Senator Fulton, Mr. Hawley, and Mr. Ellis is here today.

"We shall be pleased indeed to know that you have conquered the grip and are on the way also, and when here, I promise that you will go away thoroughly convinced jetty improvement is what Coos Bay people should ask for and are entitled

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Better Transportation Facilities Advocated at Roseburg Meeting.

DELEGATES ADOPT STRONG RESOLUTIONS

Dr. Smith and Francis H. Clark Among the Prominent Speakers.

ROSEBURG, Ore., Oct. 25.—Addressing the Oregon and Idaho Development Congress which closed Saturday afternoon, Dr. Andrew C. Smith, of Portland, declared that the great necessity of Oregon at the present time is a substantial highway from Portland to Ashland or some other point near the California border. After the construction of such a road, he said, another of like pattern should be built easterly and westerly across the state, with Roseburg as the intersecting point and Coos Bay as the western terminal.

"Of course, Roseburg needs a railroad to Coos Bay," said the speaker, "but if the line cannot be built now, then substitute a modern wagon road and the railway will follow sooner or later. The history of the development of New England shows that good roads have been the forerunners of the railways. One first-class through highway in this state would stimulate road building in general, and in a few years Oregon would become as noted for its good roads as it now is for its poor ones."

In explaining the proposed manner of defraying the expense of building through highways, Dr. Smith stated that the Legislature would be urged to appropriate \$500,000 annually to meet one-third of the cost, the counties through which the road extends would be asked to pay one-third and the abutting property-owners, the remaining third.

Binger Hermann, who spoke at the conclusion of Dr. Smith's remarks, not only indorsed the plan of financing the state highways, but favored asking the federal government for aid. "The government has spent about \$60,000,000 improving the waterways of the nation," said Mr. Hermann, "while the aid given toward the building of good roads has been comparatively insignificant. However, there is a very generous sentiment towards the good road movement in congress just now, and I believe the time is at hand when some substantial appropriations along that line can be obtained."

Francis H. Clark, representing the Marshfield Chamber of Commerce, spoke for over two hours on the subject of a railroad from Roseburg to Coos Bay, the need of which he emphasized by stating that he had been obliged to travel in a roundabout way for nearly 500 miles in order to reach Roseburg, 40 miles distant, in comfort and safety. From one of Mr. Clark's statements, it is evident the Coos Bay people have no hope of Harriman completing the railroad started coastward from Drain. "Mr. Harriman," said Mr. Clark, "abandoned work on the Drain railroad when he discovered that his competitor, the Western Pacific Railroad, which was heading for Coos Bay from California, had been disarmed."

Senator Bourne was present, but merely as a visitor although he joined a little in the general discussion.

Resolutions Adopted.

The following set of resolutions, presented by a committee consisting of Francis H. Clark, Frank B. White and G. A. Hurley, was unanimously adopted:

Resolved, That we hereby reiterate and reaffirm and approve the resolutions of the last Oregon-Idaho Development Congress held at Marshfield, Ore.; and

Resolved, That it is the sense of this convention that the time has arrived for the development of the state of Oregon when the needs of business in all productive and distributive lines require the improvement

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