

ADS.

WHEN BUSINESS IS SLOW, ADVERTISE. THAT IT PAYS IS EVIDENCED BY SUCCESSFUL BUSINESS HOUSES EVERYWHERE

Coos Bay Times

NEWS

GET IT WHILE IT IS NEW BY READING THE COOS BAY TIMES. ALL THE NEWS ALL THE TIME TERSELY TOLD

Established in 1878 as The Coast Mail. MARSHFIELD, OREGON, TUESDAY, MARCH 8, 1910— EVENING EDITION — A consolidation of Times, Coast Mail and Coos Bay Advertiser. No. 202.

PHILADELPHIA BUSINESS MEN TRY TO SETTLE BIG STRIKE

Commerce of Quaker City Almost Paralyzed By Labor Troubles.

UNIONS CLAIM THAT 125,000 ARE OUT

POLICE SAY THAT LESS THAN 20,000 MEN QUIT WORK—SEEK ARBITRATION TO END THE EXPENSIVE STRUGGLE THAT THROTTLES TRADE.

PHILADELPHIA, Pa., March 8.—All Philadelphia hopes the wide movement begun yesterday by the United Business Men's Association to end the great strike, meets with more success than the effort last week when the same body of men asked the Philadelphia Rapid Transit Company and Mayor Reyburn to arbitrate with the men, but got no satisfaction. The association will make a united attack on the warring elements in the interests of the peace and general welfare of the city business, especially in the central part of the city has suffered to an extent not known in years. Union leaders say 125,000 unionists are on strike and that 20,000 non-union employes have joined the strikers, while the police state less than 20,000 are on strike.

SPLASH DAMS KNOCKED OUT

Oregon Supreme Court Decides Local Case Adverse to Loggers.

J. W. Bennett has received a copy of the decision of the Supreme Court of Oregon in the case of Moon, Flynn et al, vs. Vaughan and McDonald, in which the highest court of the state holds adversely to the use of "splash dams" to get logs out of navigable streams. The case was carried up from Coos county and is of vital importance to every logging company in the state. The case arose over splash dams which Vaughan and McDonald built in the North Fork of the Coquille to get out about \$30,000 worth of logs. The water was low but by building the small "splash dams" sufficient water could be obtained to float out the logs without waiting for a freshet. Messrs. Moon, Flynn and others began suit for an injunction and damages holding that the splash dam system was injurious to their property. An injunction was granted but not long afterward a freshet came and the logs were carried out. However, the logging companies of the county wanted to settle the matter for good and secured J. W. Bennett to appeal the case to the Supreme Court in hopes of overruling the decision of the circuit court and thus permit them to continue the use of splash dams. The appeal was taken but the decision is against the logging companies. However, Judge McBride in a dissenting opinion upholds the logging companies but the majority of the court is against him. Under the new decision, the use of splash dam in or near navigable waters is forbidden without the consent of the owners of all abutting property is secured. This is practically impossible.

THE WHEAT MARKET. (By Associated Press.) CHICAGO, March 7.—Wheat closed as follows: May, \$1.11 3/4; July, \$1.03 5/8; September, 99 3/4c.

SUMMER MILLINERY. My fine line of summer millinery will be placed on sale Wednesday, March 9, and all ladies of Coos Bay are invited to inspect the latest styles. MRS. ELROD, North Front Street. Planet Jr., SEEDERS and CULTIVATORS at MILNER'S.

ASSESSMENTS TALKED OVER

County Assessor Thrift and Marshfield City Council Confers.

Last evening, Assessor T. J. Thrift and Deputy Assessor Hawkins of Coquille, met with the Marshfield city council, and discussed valuations in Marshfield at a considerable length. Mr. Thrift said that the object of the conference was to enable him to get a better idea of values throughout the town and assess all holdings alike.

After a lengthy discussion, in which the members of the council and the assessors expressed the belief that general values were high enough and that the only thing necessary now was to equalize values by having certain tracts here and there, especially acreage within the city, brought up equal with surrounding property. Mr. Thrift will investigate those further and probably will raise some of them. In dealing with the acreage, the Portland plan of assessing the acreage within the city limits on the same basis as surrounding lots will probably be followed out, the tracts being divided into lots and the value of the lots estimated, instead of bulking it off at \$200 or \$300 an acre. It was pointed out that lots immediately south of the Southern Oregon Company's eighty-acre tract near Nob Hill are assessed at \$100 and upwards per lot while the large tract is assessed at \$300 per acre. Eight ordinary lots make an acre. Mr. Thrift said that none of the property in the county was assessed at near its actual value. The present basis of assessment was fixed three or four years ago when the values placed on property were fixed at about seventy-five per cent. He said if a general raise was attempted in Marshfield, the values in North Bend and all the other towns in the county would also have to be raised.

Talks On Taxes. Deputy Assessor Hawkins who is also mayor of Coquille, was invited to make a short talk before the council and responded by taking up the tax question. He said that taxpayers generally throughout the county were now protesting against the large amounts they have to pay but he said they should remember that the increased taxes is not due to the increased assessments, but is due to special tax levies. He said these additional levies had resulted from petitions of the people for special improvements here and there. He said that the county commissioners had been loath to make some of the special levies but the property owners were insistent and they had finally placed them. However, he said that he was confident that if the tax money for these improvements is expended judiciously and the people get the value of their money, next year they will be glad the money is spent. The improvements will enhance their property values.

"I want to praise and commend the city council of Marshfield and the people generally for the great improvement they have made here, especially in the streets said Mr. Hawkins. It not only reflects great credit upon them as a progressive city, but is bound to bring great returns. We have attempted to start similar improvements in Coquille, but we are handicapped by a charter that makes such improvements almost confiscatory on certain property. We are now trying to amend or change this charter and hope to do so soon. "Another thing, I want to commend and that is the efforts of the people to get better roads generally and especially the through road from Empire and Coos Bay through the Coquille Valley. This road when improved in the proper manner is bound to be traveled much and will unite the towns and different sections of the county and make them pull together better than they have ever done."

Mr. Hawkins brought forth a round of applause from those assembled.

T. C. PLATT DIED LAST NIGHT

Former United States Senator From New York Succumbs to Old Age and Will Be Buried at Utica.

(By Associated Press.) NEW YORK, March 8.—Covered with flowers the coffin containing the body of former Senator Thomas C. Platt, was taken today to Owego for interment tomorrow. He died suddenly last evening after long illness.

For years Senator Platt had been the leading figure in New York and national politics and held his sway until the infirmities caused his retirement from the Senate a few years ago when he was succeeded by Elihu Root. He was one of the republican machine leaders and wielded great power. He was also one of the heads of the Wells-Fargo Express Company. During recent years, he had become involved in considerable scandal, through the suits of May Woods and through a second marriage.

WILHELMINA LEAVES HERE

Gasoline Schooner Sold By Chas. Thom to Capt. Tyler of Yaquina.

The gasoline schooner Wilhelmina has been sold by Chas. Thom to Captain George Tyler of Yaquina, and will be taken from Coos Bay to the northern port about March 15. The deal has been pending for some time, but was not closed until yesterday.

Associated with Captain Tyler are a number of Yaquina Bay men who plan to operate the vessel between Portland, Astoria, Toledo, Alsea and the Siuslaw. The Wilhelmina was built a little over a year ago for Mr. Thom, but she was found not to be just the kind of a craft he desired for the local run. It is understood that she was sold for about \$18,000.

It is stated that another vessel with a similar draught but of greater carrying capacity will shortly be secured to replace the Wilhelmina here.

ENGINE RUNS WILD ON ROAD

Locomotive On Cunningham Creek Logging Line Is Wrecked.

Word was received here today of a rather disastrous wreck on the Cunningham Creek road of the Smith-Powers Logging Company. An engine and a few cars were ditched and the locomotive is declared to be totally destroyed, representing a loss of \$5,000 or more.

As near as could be learned, the engine ran wild and as soon as the engineer discovered that he could not control it, he and the others of the crew jumped. The engine had been backing and had stopped for a car. When it was started again, it went with a jump and the air failed to respond. The engineer tried to throw it on the forward gear, but it would not respond. After plunging down the grade for nearly a mile, it jumped the track on a curve and landed at the bottom of the grade about twenty feet below.

No one was hurt in the accident.

SCHIFF FEARS JAPS' UNION

Big Banker's Prophecy of Trouble For America Causes Much Commem.

(By Associated Press.) NEW YORK, March 7.—The note of warning which Jacob H. Schiff, the banker, sounded regarding the situation in the Far East and the possibility of war with Japan was discussed in the board rooms of many banking houses today. Mr. Schiff helped to finance the Japan loan in her war with Russia. Mr. Schiff made it clear that the world's peace was threatened by the recent union of Japan and Russia, with Great Britain in the back ground. The banker said, "My remarks were based solely on my own observations of the situation and not upon any specific information. I spoke of a coming struggle but not of war and I simply decided to arouse the people of the United States to the necessity of promptly meeting the situation in a spirit of righteousness. It was with this thought in mind that I injected into my remarks the words "not by might nor by power; but by my spirit, saith the Lord."

All of the city officials except Councilmen Coke and Powers were present.

Little Business Up. There was little business of importance up last evening. An ordinance reducing the license of peanut, popcorn and candy vendors to \$5 per month was adopted.

The council adjourned until two weeks from tonight when it is expected that a number of street improvement projects will be ready to adopt.

MILLINERY OPENING — WEDNESDAY AND THURSDAY, MARCH 9 and 10.

MRS. JOHN H. SOMERS, Designer. Fresh VIOLETS FOR SALE on arrival of PLANT. FISHING LICENSE \$1 at MILNER'S

STANDARD OIL COMPANY TO BATTLE FOR ITS EXISTENCE

SEND MCINDOE REPORT HERE

Government Engineer's Special Statement On Coos Bay Bar Projects.

The Marshfield Chamber of Commerce has just received a copy of Major McIndoe's special report to congress on the Coos Bay bar in response to the request for it soon after the Czarina disaster. The report was asked for by Senator Bourne who has forwarded the copy here.

The special report is of particular interest here on account of the manner in which Major McIndoe answers the requests made of him to change the recommendations from the bar dredge to the jetty work, and which he steadfastly refuses to do.

His report which is made to the Chief of Engineers is as follows: "In compliance with a telegram from the Chief of Engineers dated January 27 and with 3rd indorsement dated January 28, 1910, I have the honor to submit the following report:

"The 'Czarina,' an old iron steamer owned by the Southern Pacific Railway Company, left Coos Bay with a load of coal in the afternoon of January 12, en route to San Francisco. She arrived at the bar, which was exceedingly rough, just as the tide began to ebb and in attempting to proceed to sea was wrecked. With the exception of the first Assistant Engineer, Mr. Harry Kentzel, who floated ashore on a spar, the entire crew and one passenger were drowned, 24 lives being lost. The following extracts are taken from the statements of the sole survivor, which appeared in the Portland Morning Oregonian, January 14:

"We went over the bar when it was rough and we simply struck more sea than we could combat. One wave after another struck us with terrific force. We did not lose any men on the bar, as was supposed, nor did the water put out our fires, but we simply hammered about more than the boat could stand. We did not have the power to go through the sea that was encountered.

"We got around the jetty and were dashed up north of the bar. Sometimes the vessel wouldn't move at all. The engines were still running and the fires kept going until there was five feet of water in the boat. Then the fires were pulled and the captain ordered the chief engineer and his assistant to take to the rigging.

"We dropped anchor about a mile or so above the bar. The captain's idea in dropping the anchor there was to hold the ship in safe water outside the breakers, but the sea was so rough that the vessel was driven into the breakers where she foundered. The anchor held her so that she could not be carried upon the beach where the lifesavers could reach her. If the anchor had not held the vessel she would have been driven upon the shore and the lifesavers could have taken the men off."

"Captain Magee of the tug 'Astoria' was watching from the lookout at Empire when the 'Czarina' went out, and is reported as stating that 61 breakers swept the deck of the vessel when she was crossing the bar. He, as well as the captain of the life-saving crew, and others who have watched the bay, stated that the bar and sea were rougher than ever seen in years.

"A survey of the bar entrance to Coos Bay was made in the summer of 1907, report of which is printed in House Document 958, 60th Congress, 1st session. Since the North jetty was completed in 1895, it has been necessary to restore it twice, once in 1897, by the addition of 159,000 tons of stone, which raised it to the level of high tide throughout, and again in 1900, by the addition of 100,000 tons of stone.

(Continued from page 2)

Rockefeller's Octopus Files Brief In Noted Dissolution Case.

NO VIOLATION OF LAW IS ADMITTED

"RIGHTS OF INDIVIDUAL CITIZENS" IS KEYNOTE OF THE DEFENSE WHICH DENIES RESTRICTING COMMERCE OR TRADE.

(By Associated Press.)

WASHINGTON, D. C., March 8.—The Standard Oil Company today filed in the Supreme Court of the United States its brief in opposition to the attempt of the government to dissolve it as violating the Sherman prelude to the oral argument of the anti-trust law. This comes as a prelude to the oral argument of the case to be made by the attorney for the defense and for the government. The key note is the defense of the so-called preservation of "Rights of individual citizens of the United States."

The brief states "The business was a lawful one and the owners thereof were and are lawfully entitled to continue same and if in 1906 when the petition was filed they were not restricting interstate trade, or by unlawful means seeking a monopoly (which it is not), the court should not have interfered with it."

NEW ENGINEER FOR COOS BAY

This Harbor Changed From Portland District With Maj. Morrow In Charge.

WASHINGTON, March 8.—Major Jay J. Morrow, of the Engineer Corps, now in charge of the improvement of the Potomac River and Washington City aqueduct, and lately a member of the Board of Commissioners of the District of Columbia, was ordered to Portland to assume charge of engineer district No. 2, which includes Cello canal, Upper Columbia and Snake Rivers, and some harbors on the Oregon coast, including Coos Bay. Major McIndoe will remain in charge of Portland district No. 1, and continue supervision of the improvement of the mouth of the Columbia river, the channel from Portland to the sea, the Willamette River and other projects of that district.

The lighthouse work of Portland district will be turned over to Major McIndoe. The War Department states that the business of the Portland district has become so heavy that one chief engineer had to be added. Major Morrow is a graduate of the United States Military Academy in the class of June, 1887. Major Morrow is a native of Maryland and has been attached to the engineer corps at Washington, D. C. During the Spanish-American war he was a major of engineers in the Third Corps.

M. F. PLANT IN TODAY.

Steamship Arrives This Afternoon From San Francisco.

The M. F. Plant arrived in this afternoon from San Francisco after a fair trip. She will sail at 10 o'clock Thursday morning from here. Among those arriving on the Plant were the following: C. D. Miner, Mrs. Deets, M. McLaughlin, Mrs. Lawlor, Mrs. Roberts, A. E. Lout, A. Fuller, E. D. Peck, F. D. Carr, A. L. Leckie, Gus Kramer, K. E. Mincher, B. Filger, Mrs. B. Felger, C. S. Lowman, J. Resch, F. Nye, Sol. Israel, H. Anderson, F. Blundel, E. Bigelow, M. Hart, J. Goeb, J. Boell, W. Eagen, C. Suhr and A. Larson.

TROUT FLIES—Leaders—SILK LINES and Jointed Rods at MILNER