## **COOS COUNTY BEST** BET FOR INVESTOR

Coming of Railroads in Next Two Years Forecasts Wonderful Advance.

GREAT TONNAGE IN SIGHT

Addison Bennett Writes of Tremend-Possibilities of Country. Driving of Golden Spike to Be Great Day for Oregon.

BY ADDISON BENNETT.

COOS BAY, Or., Nov. 20,—(Staff Correspondence.)—You will look in your postal guide in vain for any such post-office as given in the date line above, for there is no such city or town, village or hamlet as Coos Bay. There is a county by the name of Coos, and in that county is situated a wonderful bay with the name given above, and on that bay are three towns, Marshfield, North Bend and Eastside, their size being in the order given.

I have written a letter from North Bend, I intend to write a letter from Marshfield, but the article now being written will deal with the bay and the surrounding country. And it will be written with a good deal of pleasure, for there is not a place in the state that furnishes anything like the material for one who is holding up a country for comparison that the Coos Bay section does. There is no part of Oregon that needs development more than this; on the other hand there are here being onducted enterprises and operations on such a colossal scale as to make even the oldest portions of our state, aye, the oldest portions of our state, aye, even the oldest portions of the West, sit up and take notice. Of course the principal one of these is the Smith mill, of which I wrote, hence there need be no more said about Mr. Smith and his enterprises, even though I but touched the outer edge of the subject in that letter. When I write from here again, which ought to be during the coming Summer, I will more than likely tell about the revolutions worked in the logging camps by electricity, and delogging camps by electricity, and describe in detail the felling of trees and every operation, even to the trimming off of the limbs and the removing of the rush, by the aid of that subtle agent Mr. Smith can now put his lumber on board a vessel at less cost than any other man or concern in the world, it is said, and yet he figures there must be a saving of 10 to 20 per cent on the present cost.

Trade Went to California. Coos Bay is in Oregon, and yet, until very recently, almost the entire trade of the section went to California. The first operations of any magnitude were conducted here by Californians and Cal-ifornia capital, Transportation lines carried freights from here to Califorcarried freights from here to Califor-nia, or from there here, at a much low-er rate than such service cost between here and Portland. It is only of late years that The Oregonian was able to supplant the San Francisco newspapers here. Indeed, but for a state loyalty and pride almost beyond belief, Coos Bay world be yet practically a Sun Bay would be yet practically a San Francisco town. Yes, there are some of the best Oregonians here I ever met,

makes regular trips from here to the Golden Gate.

Singe Ride Completes Trip.

There is a stage and boat line out via the Umpqua River and Drain. Boats leave here at various hours between 1 o'clock and 10 o'clock in the morning, the hour varying according to the tide. These boats take their passengers to a point on the channel nearly opposite Empire. Here they are transpersed by a life boat to a little steamer awaiting them around the point in the river. In this they travel to Gardiner, where they stop for dinner. In the aftennoon fibey are taken up the river, 21 miles, to Scottsburg. There they romain until 4 and 5 o'clock the following morning, when they take a stage ride over a rough road to Drain, a station on the Southern Pacific. If the stage road we was a stage and the construction of a road from Drain across from a point near Gardiner to Coos Bay, and the third excitement was on. How work suddenly ceased on this line is quite recent history.

Now there is more excitement, the fourth, and the Southern Pacific interests are building a road by what may gene to Coos Bay, and it looks like Coos Bay and it looks like Coos Bay is to have a better road than was fourther they stop for dinner. In the afternoon fibey are taken up the river, 21 miles, to Scottsburg. There they road to provide the stage of the following morning, when they take a stage ride over a rough road to Drain, a station on the Southern Pacific. If the stage over a rough road to Drain, a station on the Southern Pacific. If the stage will reach Coos Bay. When it does, all the deal with that dumpqua there is the making of the finest fresh water to coos Bay, and the third excitement was on. How works suddenly exact the squite recent history.

Now there is more excitement, the fourth, and the Southern Pacific interdent the bar is one of the easiest to open to a their dexcitement was on. How work suddenly excitement was on. How work sudden ernoon they are taken up the river, 21
miles, to Scottsburg. There they remain until 4 and 5 o'clock the following
morning, when they take a stage ride
over a rough road to Drain, a station
on the Southern Pacific. If the stage
makes a quick trip between Scottsburg
and Drain connection may be made with
the night train for Portland. But usually the night, or part of ti, has to be
spent in Drain, and Portland is reached
the next afternoon, from 50 to 72 hours
from Marshfield.

Another way is to take the railway

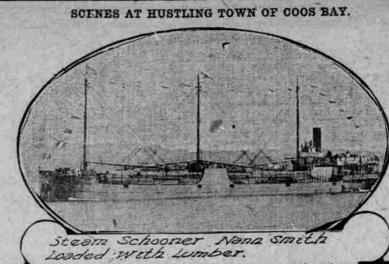
Another way is to take the railway

The former is of minor importance in
the West, save in territory adjacent

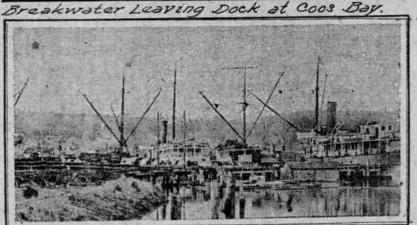
from here south to Myrtle Point, 26

this stage line.

Mail Comes by Wagon Road. The mail for Marshfield and other Coos Bay points comes in from Roseburg by a different route, over what is called the Coos Bay wagon road, which lies to the north of the Roseburg route mentioned. The mail is carried on pack







Steamers Nann Smith, Fifield and Redondo Loading Lumber.



Birdseye View of Coos Bay Oregan.

men who are proud beyond measure of their state, men who will go to almost any honorable length, entailing great financial loss, to uphold dear old Oregon.

In considering these things you must remember that San Francisco has had every advantage, save in the matter of distance. It is 365 miles from here to the Golden Gate, only 300 miles to the Golden Gate, only 300 miles to their state, men who will go to almost now make the trip, but the roads are not of the best. I mentioned above a railway. Oh, yes, there is a railway change that it can be laid down here at running from Coos Bay south to Myrtle point. I will give its name again, and you want to study that name, for it will give an insight into the hopes, beliefs, expectations, desires and, perhaps is there any considerable amount of the records as pub-

freight. Practically the freight business between the two-ports is confined to this vessel and the Alliance, the latter running from Portland to Eureka. But there are other smaller craft plying up and down the coast that touch here, and the Smith steamer Redondo makes regular trips from here to the Golden Gate.

Fourth Railroad Boem On.

It may be said that the second railroad excitement then began, as it was supposed that the Southern Pacific Company would at once extend it east ward. But nothing was done. In a short time, however, this company began the construction of a road from Drain, down Elk Creek and the Umpqua River thence across from a point near

ther way is to take the railway here south to Myrtle Point, 26 and then take the stage to Rose. miles, and then take the stage to Roseburg, then the Southern Pacific. I understand this route is a little quicker than the Drain route, but it entails a night ride. I never made the journey, it have been told that it differs not much in point of comfort from the Drain trip, so I have no desire to try it. The mail for Myrtle Point and the routes supplied from there, comes in by this stage line.

to large cities. And what tonnage has a road the right to expect from Coos Bay? It almost staggers the human understanding to analyze the subject, the figures baffle the mind, confuse the brain. Take the lumber business alone. It is said the timber tributary to this point amounts to a thousand billion feet. Cut that in half, then cut it again in half and we have 250,000,000, to 000 feet, and as each foot weighs two pounds we have—figure out the ton-nage yourself and give only a third of it to the railroads and the balance

Then remember that the timber is growing faster than it can possibly be cut and it will be seen that a half doz-

want to study that name, for it than \$6 a ton. It is delivered to Marshdistance. It is 365 miles from here to 
the Golden Gate, only 300 miles to 
Portland. As all freight goes to and 
fro by water that distance cuts a very 
small figure in the cost of carriage. 
But for many years there was no adequate service between here and Portland, but many vessels plying between 
here and California points.

Before proceeding further it may be 
well to tell the uninformed how the 
Coos Bay people keep in touch with the 
outside world, how they go and come, 
how they get their mail. To begin with 
there is a boat owned by the Southern 
Pacific Company, the good ship Breakwater, plying regularly between here 
and Portland. During the summers she 
makes a round trip every five days, in 
the Winter months one trip a week. It 
takes her from 30 to 36 hours to make 
the run, depending on the tides. This 
is a fine trip, particularly in the Summer, and she usually carries a large 
passenger list and a good tonnage of 
freight. Practically the freight business between the two-ports is confined 
to this vessel and the Alliance, the latroad excitement then began, as it was 
you want to study that hame, for it 
will give an insight into the he hopes, bewill give an insight into the he hopes, bewill give an insight into he he he hopes, bewill give an insight into he he he hopes, bewill give an insight into he he he hopes, bewill give an insight into he he he hopes, bewill give an insight into he he he he logs, and parties of its builder—the Coos Bay, by 
formises of its builder—the Coos Bay. Navgation Company. The coot of the parties 
passenger list and a good tonnage of 
freight. Practically the freight business between the two-ports is confined 
to this vessel and the Alliance, the latroad was built along about 1859 
or, rather, it was begun then, 
by a San Francisco capitalist by the 
fresh who have as assisted by subsidies from both Coos and 
sisted by subsidies from both Coos and 
sisted by sub

Pittsburg, vieing with the ore resources in the lake regions.

Bay Affords Great Harbor.

Now, nothing has been said about the bay and the harbor and the channel and the bar and all that pertains to shipping. It would take a long article to deal with that question alone. But here is the making of the finest fresh water harbor along the coast, and the bar is are a coast, and the

and clams in abundance, and at one time the the bay was literally covered to adepth of several feet with oysters. In the dredging operations it has been found that the bottom of the bay has a mass of oyster shells about four feet in depth. Traditions says that about 150 years ago a "big fire" burned over this whole section and denuded the hills of the watershed of their timber. Then the rains came and washed down the mud and smothered the oysters, for the mud and smothered the oysters, for an oyster covered with an inch of mud or sediment is soon put out of business. Now a word as to the possibilities here for the homeseeker and the investment seeker. The former who comes here soon can find such opportunities as are almost unbelievable. Many of the old settlers want to sell out, and their little farms can be bought mighty low. It is true the fine ranches command big prices. The finest dairy lands are worth around \$300 an acre; and yet right at hand there are tracts that only need a little clearing tracts that only need a little clearing to be worth as much, which can be had at very low prices and on very easy

500 at One Meeting Denounce Attacks on Y. M. C. A.

CREDIT MEN TAKE ACTION

Ad Club Also Rallies to Defense of Institution Dragged in Dirt of Slander and Alleged Malice by Evening Newspaper.

Five hundred men and women at the First Presbyterian Church last night showed, by the applause that greeted a speech by Rev. T. H. Walker, how deeply they resented the attacks that have been made recently upon the Y.

M. C. A.

The meeting and dinner was held in support of home missions, but in his closing speech Mr. Walker said that at the present time one of the things needed from them all as Christians, whatever their denomination, was to could be considered in the contraction of the contr

whatever their denomination, was to assist a Christian institution.

"The Young Men's Christian Association has been lied about in a most scandalous manner; its good name has been dragged in the dirt, and it has been attacked in a malicious manner by an afternoon paper. No better occasion could exist than this for one and all to protect its good name, to speak up for its past record and to stand beside the association and its members. Credit Men Take Action.

"Wherever people get together they have a splendid opportunity of counteracting the evil reports that have been spread."

been spread."
Continued applause greeted these words by Dr. Walker.
Resolutions condemning as slanderous, malicious and libelous articles against the Y. M. C. A. appearing in the News were passed last night by the Portland Association of Credit Men at their monthly business meeting and hanquet held at the Multnomah-Hotel.
The association was held by the society to be an institution to which all of its members looked up; which they held in the highest respect, and held in the highest respect, and which they declared was deserving of the support and commendation of the entire community and county. "Its entire community and county. "Its work through the entire United States is upheld and supported by the best people in every community, from every standpoint, whether moral, religious or commercial," the resolution read.

Ad Club Resents Attacks. Commendation of a similar nature Commendation of a similar nature was accorded to the institution by the members of the Ad Club, which expressed its hearty indersement of the Y. M. C. A. at the luncheon yesterday and its disapproval of statements that have been made public which have tended to cast odium upon the organization. The following committee was zation. The following committee was appointed and instructed to draw up resolutions of confidence to be dispatched to the officers of the Y. M. C. A. and to offer all assistance from the Ad Club in overcoming the sianders directed against the organization: J. E. Werlein, Don C. Prentiss, E. D. Timms, Will Lipman and E. O. Burdon. The Greater Portland Plans Associa

tion at its annual meeting last night passed resolutions indorsing the Y. M. C. A. and severely censuring "publi-C. A. and severely censuring publications that have circulated statements casting odium upon it." A copy of the resolution was ordered sent to the secretary of the Y. M. C. A.

VOTE OF TWO TO ONE.

Federation Will Continue Policy of Trade Autonomy-Gompers Defends Present Order.

ROCHESTER, N. Y., Nov. 20.—After a the radical wing of the American Federation of Labor were defeated nearly 2 to 1 in their attempt to have the Fed eration adopt the principle of industrial unionism in place of its policy of trade autonomy. Two hundred and forty-nine delegates voted against the minority report of the committee of education, which favored the principle of indus-trial unionism, and 142 voted in its

servative wings, and the number of votes polled by the radicals was slightly under their advance estimates. The vote of the United Mineworkers (2670) and the Western Federation of Miners (506) was cast solidly for the minority report. Other groups that lined up solidly with the radicals were the bakers and confectioners, iron, steel and tin workers, printing pressmen, rallway carmen and journeymen.

As a result of the adoption of the majority report, the federation will continue, for a year at least, to recognize the independent autonomy of international and National unions affiliated with it, and wherever its policy of ly under their advance estimates. The

ated with it, and wherever its policy of trade autonomy seems unsuited to the

industry, it will introduce the principle of industrial unionism.

Among those who advocated the minority report were John W. Mitchell and Joseph D. Cannon, of the Western Federation of Miners. President Gompers defended the present policy of the federation. federation.

### NOVEL BANQUET PLEASES Prominent Men Laud Campaign for

Greater Albany College.

of the kind ever held here. The campaign for the \$250,000 en-dowment found for the college will be closed this week so far as this city is concerned. The dinner was one of the concluding events of the campaign. Prominent men from various parts of the state discussed the history, work and future of Albany College.

animals, so I guess the road is not quite as good as an asphalt street, particularly in the wet season. Mail reaches their from Portland in 43 hours. The Coos Bay and take care of her lumber toniage and all grow rich.

Coos Bay people get The Oregonian at their breakfast table on the second morning after publication.

In the wet season there is no greation in any trip from here to the "outhie," for even by boat you have two bars to cross, and unless you are coper-lined you will feed the fishes going or coming; in the dry season any of the poorest. In fact it is just a good at an asphalt street, particularly and the care of her lumber toniage and all grow rich.

But this is only one side of the subject, for Coos Bay has about the only our border below Alaska. You will hear all sorts of stories about Coos hars to cross, and unless you are coper-lined you will feed the fishes going or coming; in the dry season any of the poorest. In fact it is just a good at the good at the poorest of the flouse of the House of Representative Warburton's Campaign Cost \$765.

OREGONIAN NEWS BUREAU, Wash-hear all sorts of stories about toos have to cross, and unless you are coper-lined you will feed the fishes going or coming; in the dry season any of the poorest. In fact it is just a good at the clerk of the House of Representative Warburton's Campaign Cost \$765.

OREGONIAN NEWS BUREAU, Wash-hear all sorts of etories about toos ington, Nov. 20.—Returns received by the clerk of the House of Representative Warburton's per-lined you will feed the fishes going or coming; in the dry season any of the class of 1891, of Albany, College.

Carlton E. Sox, of Albany, Carlege, two dollars, who wants a home on the land, can find openings unequaled in Coos.

Warburton's Campaign Cost \$765.

OREGONIAN NEWS BUREAU, Wash-hear all sorts of the House of Representative Warburton's Campaign Cost \$765.

The college's Right to Live, "Leave the barburton special cost of the House, while J. A. Munday, of Vanday and the construction of the class of 1891, o Carlton E. Sox, of Albany, a member of the class of 1891, of Albany College, was tonstmaster at the banquet. The

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ALBERS Bros. Milling Co., Front & Marshall KERR, Gifford & Co., Lewis bidg.

BALFOUR-GUTHELE & CO., Board of Trade
M. H. HOUSER, Board of Trade,
Northern Grain & Warshouse Co., Bd. of Tr.

THE W. A. GORDON CO., Board of Trade.

GEOCERIES.

ALLEN & LEWIS (Est. 1851), 46 N. Front.
WADHAMS & CO., 69-75, 4th st. HARDWARE, Marshall-Wells Hardware Co., 5th and Pine. HATS AND CAPS. THANHAUSER HAT CO., 53-55 Front st.

J. H. Klosterman & Co., Leading hay dealers HIDES, FURS, PELTS, WOOL, TALLOW, THE H. F. NORTON CO., 313-15 Front st. HIDES, PELTS, WOOL AND FURS. BISSINGER & CO., Front and Salmon. HOP MERCHANTS, M'NEFF BROTHERS, 614 Worcester bldg.

IRON, STEEL, HEAVY HARDWARE, OBERTSON Hardware & Steel Co., 68 5t HODAKS AND PHOTO SUPPLIES. LEATHER AND SHOE STORE SUPPLIES. HERTSCHE BROS., 304 Pine at. LIME, CEMENT AND PLASTER.

LOGGING MACHINERY.
F. B. MALLORY & CO., 251 Pine st.
Loggers' & Contractors' Much. Co., 71 5th st. LUBRICATING OILS.
Balfour, Guthrie & Co., Beard of d of Trade.

MEN'S AND WOMEN'S NECKWEAR, OLUMBIA Neckwear Mrg. Co., 83 Fifth a JONES CASH STORE, Front and Cak. FRANKLIN & CO., 132 Front st.

MEN'S FURNISHING GOODS. NEUSTADER EROS. MILIANERY.

B. O. CASE & CO., 5th and Oak,
BRADSHAW BROS., Morrison and 7th sta NOTIONS AND FANCY GOODS. MILLER, SIMINGTON, Calbour Co. 45 4th, ORNAMENTAL IRON AND WIRE.

PAINTS AND WALL PAPER. PIONEER PAINT CO., 186 Front st PAINTS, OILS AND VARNISHES.
P. FULLER & CO., 12th and Davis. PAPER BOXES AND SHELF BOXES, rtland Paper Box Co., 92 Front Carto PERIODICALS, BOOKS AND POSTCARDS, THE OREGON NEWS CO., 71 Front st.

PICKLES AND VINEGAR. KNIGHT PACKING CO., 474 East Alder. PIPE, PIPE FITTING AND VALVES.

PLUMBING AND STEAM SUPPLIES.
M. L. KLINE, 84-86 Front st.
M. BARDE & SONS, 240 Front st. POULTRY, EGGS, CALVES, HOGS, HENRY EVERDING, 45-47 Front st. ROPE AND BINDER TWINE. SAND AND GRAVEL.
COLUMBIA DIGGER CO., Ft. Ankeny st. W. P. FULLER & CO., 12th and Davis.

PORTLAND Iron Works, 14th and Northrup. SPRAYING MACHINERY. THE HARDIE MFG. Co., 49 N. Front st. WALL PAPER.

Heat Miller Wall Paper Co., #2 1st st.

RGAN WALL PAPER CO., 230 Second. WHOLESALE DRUGGISTS. Clarke-Woodward Drug Co., Alder at W. Park

WINES AND LIQUORS.

JOHN ECKLUND, 123-125 First st.

BLUMAUER & HOCH, 105-107 12th st. WIRE AND WIRE BOPE. WIRE AND IRON WORKS.
Portland Wire & Iron Wiss., 2d & Columbia.

# SPRECKELS IS SUED

Sugar Concern Accused of Indirect Bribery.

"TIPPING" IS WORD USED

Giving of Money to Government Employes Admitted, but Declared to Have Been Meant Only to Insure Good Service.

NEW YORK, Nov. 20. - (Special.)-Charges that gratuities which amount- really represented O'Neil's campaign aced to bribes were paid by the Federal Sugar Refining Company, of which Claus A. Spreckels is president, to Government weighers, were made today by the Government attorney in connection ALBANY, Or., Nov. 20.—(Special.)—
More than 200 men attended the Greater Albany College sea food dinner in this city Monday night. The banquet was served in the Albany Armory and was one of the most successful events of the kind ever held here.

ALBANY, Or., Nov. 20.—(Special.)—
the Government attorney in connection with a suit brought by the Government that the supplemental contends that cargoes of sugar received at the sugar company's Yonkers plant between 1902 and 1909 were so frequently under-weighed that Yonkers plant between 1902 and 1909 were so frequently under-weighed that this amount is still owing. Summons and complaint were filed today in the United States District

and papers were served upon Court, Spreckels. Spreckels Emphatic in Denial.

Spreckels Emphatic in Denist.

Spreckels denied emphatically that the difference in weight always had been against the Government.

"So far as we are concerned," he said, "I wish to say just this. We have done no wrong. We are an honest concern, and not in the same catalogue with concerns that used spring scales." Referring to the report that criminal ction might be instituted, Spreckels

"Any talk of criminal proceedings at this time can be nothing but an attempt to force us to pay a claim that we deny the justice of." Spreckels then brought his fist down with a bang as he added:

said:

"We'll fight this thing right to the spreeme Court."
Spreckels admitted it was perfectly true the money had been paid to Gov-ernment employes, but declared the "tips" were in no sense bribes, but just such a fee as a man gives his waiter in NATIONAL GRANGE TO MEET IN a restaurant to insure good service.

WYMAN SAYS PROBE FALSE O'Neil Juggled Accounts, Testifies ex-Cashier at Wallace.

COEUR D'ALENE, Idaho, Nov. 20.—
That as the result of a false report made in January, 1909, for the benefit of the directors of the State Bank of Commerce, at Wallace, a dividend of report of the committee on co-oper-15 per cent, or \$15,000, was declared by ation, favoring the establishment of a

ords for the defunct bank showed, on October 24, 1910, an overdraft of \$31,-000, which was entered, "William K. Shissier donation account," but which count when he was candidate for Gov- none of the officers of the National count when he was candidate to Grange should have any connection o'Neil had told him that the Shissler with it. account was his campaign account.

Outbreak When Ettor Jury Returns

Verdict Guarded Against.

SALEM, Mass., Nov. 20.—City Marshal Rehan completed today plans to prevent any outbreak or demonstration when the jury returns a verdict in the trial of Joseph J. Ettor, Arturo Glovannitti and Joseph Caruso, who are charged with the murder of Ahna Lovannitti the Lawrence textile strike.

Because of the circulation of incen-diary literature, much of it among the foreign workers in this vicinity, police will be stationed around the Court-house to prevent the assembling of crowds, and no overcrowding of the courtroom will be permitted. Counsel for the defendants made their pleas to the jury tdday.

A course in penal studies was recently instituted by the University of Montpellier, France. Physicians, publicists, lawyers, police and court officials were among those who enrolled for the course.

Bureau of Information and Denatured Alcohol Principal Topics

of Wednesday's Session.

EAST NEXT YEAR.

SPOKANE, Nov. 20 .- The entire afternoon session of the National Grange the directors, was testified to late today by Edgar S. Wyman, ex-cashier,
when recalled to the stand in the trial
of Bernard F. O'Nell for alleged violation of the banking laws.

Wyman also testified that the recwind the defence bank showed on on farm products and supplies. The point at issue was that the proposed bureau should be conducted by a speciallynamed business agent, in order that

The report of E. T. Pettit, of Cali-SALEM POLICE CAUTIOUS in the pay of county deputies or in the appropriations for extension work in

various states, was adopted.

New Hampshire was awarded the next annual conclave of the National Grange. Six other states submitted invitations for the meeting. While the National Grange delegates select only the state leaving the naming of the

pizzo in the Lawrence textile strike last Winter.

Because of the circulation of incenGrance texts.

Grange today. A resolution was adoptive durging Congress to institute an investigation as to why not a single agricultural distillery has been established in this country.

The Grange supported the denatured alcohol measure, which was passed five years ago, and it was hoped that the cheap light and fuel made available by the utilization of waste farm products. the utilization of waste farm prod