

NEWS

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READING THE COOS BAY TIMES.
LOCAL AND TELEGRAPHIC NEWS
CONCISELY TOLD.

Coos Bay Times

MEMBER OF ASSOCIATED PRESS

VOL XXXII.

Established in 1878
as The Coast Mail.

MARSHFIELD, OREGON, MONDAY, SEPTEMBER 13, 1909—EVENING EDITION

A consolidation of Times, Coast Mail
and Coos Bay Advertiser. No. 52.

VICE-PRES. STUBBS SAYS COOS BAY-DRAIN LINE WILL BE BUILT

Leading Official of Southern
Pacific Gives Out Inter-
view In East.

SAYS HILL LINE
TALK IS BASELESS

Doesn't Think Northern Pacific
Is Going to San
Francisco.

NEW YORK, Sept. 13.—J. C. Stubbs, vice-president of the Union Pacific and Southern Pacific and chief director of all Harriman lines, who was summoned to this city by the alarming illness of Mr. Harriman, talked freely on conditions in the Far Northwest on the day of Mr. Harriman's death.

With reference to occupancy of the Deschutes Canyon, Mr. Stubbs says:

"As I understand it, the report that there is room for but one railroad in the upper half of the canyon is false. I believe there is sufficient room for a half dozen lines there, and we are building into Central Oregon without delay.

"Of the projected low-grade cut-off between Weed, Cal., and Eugene, Ore., the section to Klamath Falls has been completed for some time and construction toward Eugene is now in progress. Buckboard and horseback surveys have been made from Klamath Falls northeasterly across Oregon to Ontario on the Oregon Short Line on the Idaho border, and I presume that this line, about 300 miles long, will be constructed as soon as the Southern Pacific believes that it is called for."

Coos Bay Line.

As to the report that the Northern Pacific has been negotiating for waterfront property in the Coos Bay district, on the Oregon Coast, intending to extend its Deschutes Canyon line south and west to the Bay, bringing it over 100-miles nearer to San Francisco, Mr. Stubbs further says:

"I do not believe that there is any foundation for it. The outlook for traffic in this district is not such as to warrant much competition. We have already put in several months of construction work on a line to extend from Drain, Ore., to Coos Bay and this line will be completed eventually.

"I am a little skeptical about the financial value of this territory. Including the Portland-Seaside connection, when the traffic is divided among two or three roads. It seems to me that there is not much in it, save for the line which is first in the field, in a case where later lines are compelled to use its tracks. However, that is a point which the future alone can determine. I do not believe that the Hill plans call for an extension south of Coos Bay. As for the Hill roads entering San Francisco, I do not believe that will come to pass in our day."

Mr. Stubbs was particular in connection with these statements to have it understood that as to new lines and construction he might not be fully informed, as these are not under his supervision and he therefore was able to express only his personal views based upon such knowledge as he had gained.

VESSELS LATE TODAY.

Fog Delays Alliance and Plant Not In Yet.

The Alliance did not reach Coos Bay until late this forenoon owing to a heavy fog that prevailed last night and this morning. She had considerable freight to unload at Empire and North Bend and will not reach Marshfield until late this evening.

The M. F. Plant had not been sighted at 4 o'clock this afternoon.

The Czarina sailed yesterday with a large cargo of coal.

ROSEBURG TO RAISE MONEY

COMMERCIAL CLUB PLEDGES
\$6,000 TOWARDS COST OF SUR-
VEYING COOS BAY LINE AND
INDORSES HAINES
SURVEY.

Concerning the Roseburg Commercial Club's decision to raise \$6,000 to defray part of the expenses of a survey for a Roseburg-Coos Bay railway, news of which was printed in The Times Saturday night, the Roseburg Review Saturday printed the following:

"At the Commercial Club meeting Friday evening, the committee named to confer with the railroad committee from Coos Bay submitted the following report:

"Roseburg, Oregon, Sept. 10, 1909. Mr. President, and Gentlemen of the

"Roseburg Commercial Club:

"We, your committee, appointed to meet and confer with a like committee from Coos Bay and formulate some method by which we may combine our efforts and work in harmony for the best interest of both counties, and thereby secure an early completion of an electric railway from Roseburg to Coos Bay; beg leave to report that we met with said committee of Coos Bay, consisting of Mr. J. C. Gray, representing the Chamber of Commerce of North Bend; Mr. H. C. Diers, representing the Chamber of Commerce of Marshfield, and F. A. Haines, chief engineer for the Coos Bay, Oregon and Idaho Railway Company.

"The joint committee meeting was called to order by Mr. Josephson.

"Mr. Gray, of North Bend, asserted that the Coos Bay committee came from their respective commercial organizations with full power to act with the Roseburg committee on the Haas and Kuettner proposition or any other proposition for the best interest of both counties in securing the proposed line of railway.

"Mr. Diers, of Marshfield, took up the matter of railroad building, and outlined the present method used by the Coos Bay, Oregon and Idaho Railway Company in getting surveys and right of ways, by issuing survey and right of way certificates, of which a copy is herewith annexed and made a part of this report. He also took up the Kuettner and Haas proposition, but thought it impracticable to bind ourselves to any individual or company until the survey of the proposed line is completed and filed and at least a part of the right of way obtained.

"A general discussion followed by the members of the respective committees, and all expressed themselves in favor of using a combined effort in completing the F. A. Haines survey and obtain all of said right of way, if possible and these results could be best obtained by co-operating with the Coos Bay, Oregon and Idaho Railroad Company.

"Whereupon, Mr. Perkins moved that the committee appointed to confer with the committee from Coos Bay, report that we recommend co-operation with the Coos Bay, Oregon and Idaho Railway Company.

"Motion carried unanimously.

"On motion the committee adjourned until tomorrow evening, when said committee will submit the report to a called meeting of the Trustees of said club for consideration.

"Respectfully submitted,
"SAM JOSEPHSON,
B. W. BATES,
J. H. BOOTH,
J. W. PERKINS,
W. H. FISHER,
Committee."

"After a very brief discussion and a statement by H. C. Diers of Marsh-

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PEARY AND COOK BOTH MISTAKEN?

Raymond Lestonnat, Paris
Member of Superior Council
of Navigation So Declares
Today.

(By Associated Press.)

PARIS, Sept. 13.—Raymond Lestonnat, a member of the superior council of navigation, said today he thought the difficulties of ascertaining positions in Polar altitudes made it quite likely that both Peary and

Cook are in error. The delicacy of the recording instruments and the fact of excessive cold makes it necessary to handle them with muffled fingers, and together with the refraction of the rays of the sun make accurate use of the sextant almost impossible. He thought the dash to the Pole of little scientific value. The real secrets will be found at the magnetic Pole where a study of conditions might furnish important indications of the physical properties of the globe, he says.

HARD TRIP OF PICNIC PARTY

Launch Fails Them and Forty
Spend Night On the
Beach.

About forty residents of Eastside and Isthmus Inlet and a few from Marshfield had to spend all last night at the government works on the beach as a result of the engines of their launch, The Traveller, playing out. The failure of many of them to return caused much misgiving for relatives and friends, some of whom remained up all night in an endeavor to get some trace of them, fearing the launch might have met with a disaster of some kind. However, all arrived in this morning, the Meteor towing up The Traveller with tired crowd of picnickers who had not anticipated last night's weary vigil as one of the features of the outing.

George Wheeler, captain of The Traveller worked hard with his new thirty-horse power engine, but she refused to move. Finally about 10 o'clock last night, he and others in the party telephoned for another launch to come down and get them. However, owing to the unusually heavy fog prevailing, local launches refused to face the danger, especially when there were no lives at stake.

When 10 o'clock passed last evening and the picnickers failed to return, friends and relatives immediately began to investigate. Many of them were unable to ascertain until nearly morning what occasioned the delay and the picnickers were not the only ones who spent a sorrowful night.

The steamer Coos River was a couple of hours late coming down this morning, having had to wait at some of the ranches for the milk shipments.

Isthmus Inlet milk boats were also delayed, many because of the ranchers or their hired help being in the excursion to the government works that did not return until today.

EDITOR UNDER KNIFE TODAY

E. B. Piper of the Portland
Oregonian Suffers From
Appendicitis.

(By Associated Press.)

PORTLAND, Ore., Sept. 13.—The condition of E. B. Piper, managing editor of the Oregonian, who was operated upon early this morning for appendicitis, was reported as very satisfactory at 9 o'clock this morning.

Gets New Shaft.—The Wilhelmina, which has been undergoing light repairs and having new shafts installed at North Bend will resume her run to Bandon this afternoon or tomorrow morning.

PIANO STUDIO of Louis H. Boll in First Trust and Savings Bank Building. Pupils desiring appointments should apply immediately.

MACK N IS AN EASY WINNER

Marshfield Horse Finishes
First In \$300 Race at
Eugene.

According to a wire from Sam Marsden today, his horse, Mack N, finished first in the big race at Eugene Saturday, winning a \$300 purse. Mr. Marsden's wire was brief and did not give the time, but merely stated that Mack N was an easy winner. The Eugene track has been slow at the present meet. Friday Mack N showed up well even after he had been put off his feet by a collision with Driver Mauzey's sulky, finishing third.

From Eugene, Messrs. F. P. Norton, George Herron and Sam Marsden take their horses to Salem to participate in the state fair races.

BOBBIE WILSON WINS.

Marshfield Jockey First In Race at Eugene.

A Eugene dispatch says: "Seth Dixon's 'Yankee Boy,' entered by W. W. Cardwell, and ridden by Bobby Wilson, captured the seven-eighths mile dash at Eugene Thursday. Councillor, owned by John Herron of Marshfield, and ridden by Heavenor, was second. Time, 1:31. Third in this race was Sharp Boy, who ran away after the finish, despite the persistent efforts of his jockey to stop him. Finally the mounted policemen headed off the frenzied animal but not until his rider became so exhausted that he fell from his mount and sustained some painful bruises. In the 5-8 mile dash a Eugene nag was first, with Dr. Rowell second."

Yankee Boy, Seth Dixon's speedy running horse, with Bobby Wilson in the saddle, keeps on winning races. He took the one-mile dash at Eugene Friday in the time of 1:48, four seconds slower than when he established a new track record near Roseburg last week. Councillor was third, F. P. Norton's Zomoak was third in the 2:31 trot.

WIRES DOWN AGAIN TODAY

Telegraph Service Suspended
After 11 O'clock This
Morning.

Coos Bay enjoyed telegraph service for a few hours this morning and then the Western Union wires went down again. Since 11 o'clock, the wires have not been working and The Times is again short on Associated Press report, receiving only a couple of items filed early this morning.

Manager Schetter says that the blasting of stumps on the Coos Bay wagon road is responsible for the trouble. H. C. Diers, who came in that way last evening, said that a big force of men with ox teams and dynamite were clearing the road.

It may be a good thing for the road but it is hard on anyone relying on telegraph service.

MRS. ELLERBY MISSING TODAY; FAILS TO ANSWER INDICTMENT

DREDGE WILL LEAVE TUESDAY

Tug Richard Holyoke Arrives
From Portland to Take
Her North.

With the dredge Oregon in tow, the tug Richard Holyoke will leave tomorrow at 9 o'clock for the Columbia river if the weather is favorable. Capt. Al. Reed, a former well-known Coos Bay mariner, but who is now one of the leading tug boat captains, being selected by the Port of Portland as the commander of the Richard Holyoke, will be in command.

The Richard Holyoke arrived in yesterday having made the run from bar to bar in seventeen hours and a half. The Holyoke, although about thirty years old, is a 300-horsepower tug. She carries a crew of eleven.

They report a fairly good trip down. The weather was almost ideal aside from a heavy northwesterly swell.

Captain A. E. Cann, sent here by the Port of Portland to inspect the Oregon and to get her ready for the trip and Captain Peters will go up on the Holyoke. Capt. Cann while not talking for publication is said to be very dubious about the Oregon standing the trip. Her weak construction and the further weakening of her when the sunken piling punctured her bottom cause him misgiving. Unless they get unusually good weather, it is freely predicted that the dredge Oregon is likely to go to the bottom.

It is estimated that under the best conditions, the dredge cannot be towed up from bar to bar in less than two days or possibly two days and a half. Members of the crew of the Holyoke when they saw the Oregon said the chances were against her ever reaching port safely.

ELKS LARGER HERE

Not the B. P. O. E. But the Four-Footed Ones.

EUGENE, Sept. 13.—That the elk of Curry, Coos, Douglas and other Oregon coast counties, and those of western Washington, are larger and heavier than the elk of Wyoming and Colorado, is the belief of J. E. Sawyers, county treasurer of Douglas county, and an authority on deer, elk, and other game of the Oregon coast districts, recognized by the chief hunting journals of the United States. The bull elk of the coast ranges sometimes weigh as much as 1,200 pounds, while those of Wyoming and Colorado rarely exceed 1,000 pounds. The difference in weight of the average elk of the two regions is about 200 pounds.

"The reason for the difference is the conditions under which the elk of the regions live and feed," said Mr. Sawyers. "For four or five months in the year the Rocky Mountain elk, especially when developing and growing, leads a life of hardship. Whether he lives at all is a question so great that philanthropic sportsmen now feed the herds. On the other hand, the elk of the coast district have during the winter no cold and snow, but an abundant amount of shoots and young leaves on which to subsist. The elk, like the deer of Oregon, browse more than feed, though both animals can live on the diet of cattle and horses."

Empire Woman Charged With
Breaking and Entering T.
H. Barry Home.

HOMER LEEP IS
PAROLED BY JUDGE

Passer of Bogus Checks Under
Five-Year Sentence—
Court News.

(Special to The Times.)

COQUILLE, Ore., Sept. 13.—Mrs. Jack Ellerby Jr., of Empire, cited to appear today in circuit court to answer an indictment charging breaking and entering has failed to do so, and it is intimated that she may not do so. District Attorney Liljeqvist refused to discuss the possibility of her not appearing, saying that she had been bound over under bond. It was stated here that she went to San Francisco some time ago and that there was a possibility for her returning on the M. F. Plant which is due at Coos Bay today.

Mrs. Ellerby is charged with robbing the T. H. Barry home, L. A. Frey of North Bend, furnished a \$500 bond for appearance before the grand jury.

Leap Is Paroled.

Homer Leep, the young son of Dr. Leep, formerly of Myrtle Point but now of Eugene, appeared at 10 o'clock this morning for sentence. On the first indictment, Judge Coke sentenced him five years in the penitentiary, but in view of his youth, his promises to reform and the request of the father who had made good all the bad checks passed by his son, paroled him during good behavior. On a second indictment, sentence was suspended.

Liquor Man Fined.

Jas. Bean of Lampa, who was indicted last week for the illegal sale of liquor, appeared today and pleaded guilty. He was fined \$200 and costs by Judge Coke. Chas. Norris and Mr. Muetzel of Ten Mile, will be tried tomorrow on the charge of illegally selling liquor.

The old grand jury made its final report Saturday night and returned two secret indictments. The indicted parties have not been arrested yet. Owing to a misunderstanding, they did not return a special report that was expected of them.

A new grand jury was impaneled this morning and will take up the various cases from the Bay, including an investigation of the prize fighting, bawdy houses and alleged illegal sales of liquors to minors and on holidays.

This morning and the greater part of the day today will be devoted to motions, etc. Tomorrow, the criminal matters will be taken up.

PICKS PIMPLE; DIES.

Tacoma Girl Succumbs to Blood Poisoning.

TACOMA, Sept. 13.—As a result of picking a pimple on her face, Ellen F. Larson, 19 years old, a beautiful and accomplished young woman, died of blood poisoning at her home here.

Two weeks ago an infection set in, following the appearance of a small pimple which Miss Larson opened with her hands. Her condition grew steadily worse and a physician was summoned. He found the poisoning so far advanced that he could do nothing to check its progress.

Miss Larson was a student at the University of Puget Sound and a talented pianist.

Expect Railroad.—W. R. Haines returned today from an overland trip to Crescent City, going down along the coast and returning the same way. He says that it is reported that Northern Pacific and Southern Pacific are in that section and that a road will be built to Crescent City soon. Also that Medford capitalists will build an electric line from there to Crescent City.