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Coos Bay Times

MEMBER OF ASSOCIATED PRESS

SUCCESS

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SEYMOUR BELL AND ELIJAH SMITH PLAN NEW CONTEST

Want to Try and Holdup Work of Port of Coos Bay Commission.

ATTEMPT TO GET OTHERS TO JOIN

Capt. W. C. Harris of Commission, Discovers Move in San Francisco.

Capt. W. C. Harris of the Port of Coos Bay Commission returned today from San Francisco where he has been for the past two or three weeks investigating the dredging question for the commission. He is highly pleased with the success of his trip and believes that he secured much information that will be highly advantageous to the Port of Coos Bay Commission.

"While in San Francisco, I was requested to meet Capt. Goodall of the Oregon Coal and Navigation Company and had quite a conference with him relative to the Bay," said Captain Harris today. "I was surprised when he informed me that he had a letter from J. W. Bennett as attorney for Seymour Bell and Elijah Smith and their companies, inquiring if they would not join in a suit against the Port Commission. Capt. Goodall informed me that his company would not have anything to do with any such a proposition, that they were highly in favor of the Port Commission and believed that the men who compose the commission are representative men."

The above news is not surprising on the Bay as it was reported some time ago in The Times. Seymour Bell and Elijah Smith held a conference with L. J. Simpson and endeavored to have him join in a fight on the commission. He refused point blank, saying that he wanted to see Coos Bay developed.

According to the story told, it is claimed by Messrs. Bell and Smith that they can knock out the present commission on the ground that Governor Chamberlain neglected to sign the bill as was required to make it emergency legislation. They claim that instead of signing it, Governor Chamberlain merely filed it with the secretary of state to become a law in the usual manner, that is becoming effective ninety days after the adjournment of the legislature. They claim that the Port of Coos Bay Commission was appointed before the ninety days had elapsed and consequently that the appointments of the commissioners by Gov. Benson and all the acts of that body are null and void because they were made under the measure before it had become a law. They do not contend that the law is now valid but merely attack the commission and even if they were successful in their attack, all they would gain would be the delay incurred while a new commission was being secured.

Mr. Bennett Seen.

Mr. Bennett was seen in regard to the matter and said that he had been employed in regard to the matter last month and had written several letters which he read to the reporter and which he said he would give for publication unless his clients objected to trying their case in the paper as well as in the courts.

TELEGRAPH WIRES DOWN.

Service Out of Coos Bay Interrupted Again Today.

The Western Union's wire between here and Roseburg, went down about noon today. In consequence, The Times only received a small portion of its regular Associated Press service.

Manager Schetter hopes to have service reestablished by tomorrow.

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PURDY ANNOUNCES BIG DEALS

Oakland Electric Line Manager States That He Has Secured Part of Smith Company's Holdings Here.

W. W. Purdy, general manager and chief engineer of the Oakland and Tidewater Railway, announced today that he had closed a deal for one-half of the C. A. Smith Lumber Company's "reserve," the tract between Broadway and the Waterfront and Central avenue and Mill Slough. He stated that he had secured the half adjoining Mill Slough. Besides this, Mr. Purdy states that he has secured all of the right of way on this end of the line to the city limits, making seventy-five per cent of the right of way for the entire

line from Oakland to Coos Bay that he has signed up.

He announces that he will leave Saturday for the North and east to close some deals for the construction of the road, and expects to have the project underway within a short time.

He is not ready at this time to give out the details concerning the route by which he will enter the city.

Mr. Purdy had a long conference with C. A. Smith yesterday relative to the line, and it is understood that Mr. Smith offered him a big bonus providing he has the line in operation to Coos Bay within eighteen months as Mr. Purdy expects. Besides this, Mr. Smith informed him that he would pay a big price for a ticket over the line from Coos Bay to the Southern Pacific main line if he could use it within eighteen months.

REPORT THAT SOUTHERN PACIFIC MAY SECURE O. C. & N. PROPERTY

DOW DOESN'T BELIEVE RUMOR

Places Little Credence in Report of Southern Pacific Deal—Two Railways.

"I don't believe there is anything in the report of the probability of the closing of a deal whereby the Southern Pacific will acquire the O. C. & N. holdings here," remarked F. S. Dow, agent of the M. F. Plant, that company's steamer, who returned today from San Francisco. "I am quite confident that the property has not been sold and that it is not on the verge of being sold as the rumor has it."

Mr. Dow, who has been in California for a couple of weeks with his wife on a business and pleasure trip, says that business conditions there are rapidly improving and that he believes that the old era of prosperity on the Pacific coast is returning with a rush.

"Everybody down here thinks that Coos Bay will have two railroads within a short time—one the Southern Pacific and the other the steam road now underway. They seem to be confident of it and look for great development here within a short time."

GAGE MINUS HIS PRISONER

Coos County Sheriff Returns Home Without "Coon Skin Charlie."

COQUILLE, Ore., Oct. 28. — The Herald says: "Sheriff Gage has returned from Idaho, whither he had gone after Chas. M. Neil, known in these parts as 'Coon Skin Charlie,' who had been apprehended for passing forged checks, represented to me being drawn by business men of Myrtle Point, but he had no prisoner. As the train gained the summit of the Blue Mountains and was pulling away from Kamela, and gaining headway down the descent, Neil gave the Sheriff the dodge and jumped off. It was in the night, and before Mr. Gage could get off the train, Neil had made his escape in the darkness.

"Mr. Gage is offering a reward of \$100 for his apprehension."

PLAN TO OFFER LARGE REWARD

Indianapolis People Raising \$10,000 to Apprehend Dynamiters.

(By Associated Press.) INDIANAPOLIS, Ind., Oct. 27.—An effort is being made to raise a reward of \$10,000 to be offered for the apprehension of the men who dynamited the building Sunday night, being erected by Contractor Von Speckelson.

Dr. Elliot's contention that there is no hell will never make a hit with some Coos Bay people who need some place to which they can consign their enemies.

Have you lost anything? Read the Times Want Ads.

Rumor That They Have Closed Or Are About to Close Big Deal.

LARGE HOLDINGS ON COOS BAY

Causes Much Comment On Coos Bay—Local Men Deny It.

According to an apparently well founded report on the Bay, the Southern Pacific has closed or nearly closed negotiations for the purchase of the Oregon Coal and Navigation Company's holdings on Coos Bay. The report could not be verified owing to the absence of C. J. Mills, general manager of the local Southern Pacific interests.

The deal does not come as a surprise to parties who have been keeping tab on the situation. The O. C. & N. holdings are one of the most valuable on Coos Bay. The holdings include the Libby coal mines, the steamer M. F. Plant and about 3,000 acres of land, mostly coal land, in Coos county in addition to extensive holdings of waterfront and city property.

The property will fit in well with the present holdings of the Southern Pacific on Coos Bay. The addition of the M. F. Plant to its steamer lines here and the securing of the Libby coal mines, the principal competitor of the Southern Pacific's Beaver Hill mines, will be advantageous. The joint properties can be managed and operated more cheaply, it is stated, than they can separately.

C. J. Mills left Sunday on the Czarina for San Francisco and rumor has it that his mission was to close the deal.

It is understood that experts have been going over the O. C. & N. holdings during the past few weeks and it is presumed that they represented the Southern Pacific. Henry Hewitt Jr., of Tacoma, and Seymour H. Bell were understood to have their eyes on the O. C. & N. holdings as well as one or two other parties but according to the information obtainable today, the Southern Pacific has "beat them all to it."

Goodall, Perkins and Company of San Francisco, owners of the O. C. & N., have been willing to dispose of the property for sometime past and numerous deals for it have fallen through. The property is understood to have been held by the company at between \$250,000 and \$300,000.

Patrick Hennessey, superintendent of the O. C. & N. Company's Libby mines, said that he had heard the report but placed little credence in it.

TO GET GAS BUOYS HERE

Will Petition Government For Aids to Navigation at Harbor Entrance.

Petitions will be placed in circulation in a day or two by the Chamber of Commerce asking the United States to place gas buoys at the entrance to Coos Bay harbor. The placing of the gas buoys which will be lighted all the time, will be a great aid to navigation and will greatly reduce the delays occasioned by fog or darkness on entering the harbor. The government maintains gas buoys on the Columbia and at other harbors and it is understood that the petition for them here will undoubtedly be granted.

Best FLOUR \$1.35. HAINES.

BAR QUESTION IS DISCUSSED

Send Committee to Confer With Engineers and Oregon Delegation.

Dr. E. Mingsus, Peter Loggie and J. W. Bennett were last evening recommended to the port of Coos Bay as a committee to be appointed to confer with the Oregon delegation and the United States Engineering Office in Portland with a view to securing the federal appropriation for improving the Coos Bay bar by means of jetties instead of the bar dredge. Just prior to the close of the meeting, a motion was adopted that it was the sense of the meeting that the jetty project be urged to the exclusion of the bar dredge.

The meeting was fairly well attended. Dr. J. T. McCormac presided and a half a dozen different speakers reviewed the situation, speaking in a vein similar to the views expressed at the previous meeting.

The report of the special committee appointed by the meeting of a week ago to confer with the Port Commission was adopted after some discussion. Some thought that its recommendation of the appointment of a committee of three to confer with the United States Engineers and the Oregon delegation ought to specify who should appoint the committee.

Francis H. Clarke urged that the committee by all means represent the Port of Coos Bay as he said that body had been organized for taking care of such matters, and had, and was entitled to a greater standing than anyone else or any other on Coos Bay.

Finally R. O. Graves moved that the meeting recommend to the Port of Coos Bay the appointment of Peter Loggie and Dr. E. Mingsus as two of the committee to confer with the engineers and Oregon delegation. L. S. Smith moved that J. W. Bennett be third one. No other names were suggested and the recommendation carried.

Henry Diers wanted the meeting to go on record as to just what the Bay wanted—that is whether it was in favor of the jetty project or none at all.

Peter Loggie said that he thought that Coos Bay could make a showing like the one Portland made a few years ago relative to an emergency appropriation to save the jetties at the mouth of the Columbia. The Columbia then secured an appropriation of \$400,000 and Mr. Loggie said he thought a committee could show the Rivers and Harbors committee of Congress that it was necessary to do something to save the Coos Bay jetty.

Finally the report of Col. Roessler on the Coos Bay improvement was read, Peter Loggie having a carbon copy of the original report. In it, Col. Roessler referred to the bar dredge as an experiment and stated that he recommended it because the present commerce of the Bay did not justify the expenditure of \$2,700,000 for jetties. However, he pointed out that there is bound to be a big increase in the commerce of Coos Bay.

Relative to this, Henry Diers and Peter Loggie pointed out that Col. Roessler's first report had been for the jetty improvement alone but that the Rivers and Harbors committee had decided to scale down all recommendations of the local engineers for appropriations and had sent a special committee around the country to do the "trimming." This committee, Messrs. Diers and Loggie said, had scaled down everything and when at Portland they took up the Coos Bay project, the chairman

(Continued on page 4.)

DRY FARMING NAME STANDS

Arid Soil Boosters Refuse to Change Title—New Officers Elected.

(By Associated Press.) BILLINGS, Mont., Oct. 27.—In spite of the efforts of the railroads and every land agent interested in boosting dry farming to have the name of the congress changed, the Dry Farming Congress today declined to change its name by a vote of 372 to 148.

The following officers were elected: President, F. W. Mondell of Wyoming; American vice-president, Frank C. Bowman of Idaho; H. B. Heming of New Mexico; and R. W. Thatcher of Washington; foreign vice-president, Geo. Harcourt of Alberta; W. R. Motherwill of Saskatchewan; Senor Viada of Mexico; Laszto Geyer of Hungary, and Dr. Theo Kryshstofvitch of Russia.

JOHNSON WILL MEET JEFFRIES

Black Pugilist Wants to Personally Assist in Drafting Terms of Fight.

(By Associated Press.) NEW YORK, Oct. 28. — Jack Johnson arrived here today reiterating his willingness to make a match with Jeffries under fair conditions. A big crowd of the negro's admirers were at the depot to welcome him and George Little, his manager. "I hope to meet Jeffries soon, the sooner the better," said Johnson. "I never felt better except for a boil on the back of my neck bothers me some."

Johnson said his manager would meet Berger and arrange for the meeting. He says he will be there to meet Jeffries. "Jeffries and I can do more in five minutes to settle this matter than all go-betweens can do in a day," said Johnson.

Jeffries was delighted when he learned Johnson had reached this city and said he was ready at any time to arrange terms.

YOAKAM THE SNEAKER.

(By Associated Press.) DALLAS, Tex., Oct. 27.—B. F. Yoakam, chairman of the board of directors of the Frisco-Rock Island Railway, was the principal speaker at the state fair today.

MASQUERADE BALL at Sumner hall, November 6.

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LILY WASHES OFF THE SPIT

Gardiner Mill Company's Schooner Not Badly Damaged By Accident.

(Special to The Times.) GARDINER, Ore., Oct. 28.—The Gardiner Mill Company's schooner, the Lily, which was driven on the North Spit of the Umpqua bar a week ago, today is tied up to her wharf at Gardiner and her cargo of freight is being taken off. She was just six days getting off the spit.

The Lily is not badly damaged, her damages consisting of the loss of her rudder and a slight leak from her sprung center board. As soon as the cargo is taken off, she will be put on the sands and repaired, the damages being such that they can be easily repaired here.

It will not take long to repair her and she will leave soon with a cargo from the Gardiner mill.

M. F. PLANT IN EARLY TODAY

Steamship Arrives From San Francisco With Good Passenger List.

The M. F. Plant arrived in early this morning from San Francisco after a fairly good trip up the coast. She had a good passenger list and a fair cargo of freight.

The Plant will sail at 11 o'clock Friday for San Francisco.

Among the incoming passengers were the following:

Gene Smith, Mrs. A. Lund, Mrs. M. Roberts, Aima Gustavson, E. F. Morrissey, Geo. E. Peoples, K. J. Hromada, J. Mirrasoul, E. A. Anderson, Capt. W. C. Harris, F. S. Dow and wife, Miss A. Soren, R. C. Gray, H. Winter, Mrs. Smith, Mrs. J. W. Flanagan, Miss L. Nyland, Sophia Selen, Sam Lando, Alex Dawson, Sol Israel, Mrs. Mirrasoul, Mrs. E. A. Anderson, T. McCarthy, Mrs. A. Kork, J. Lemanski, Chas. Selen, L. Kork.

TWENTY AFTER ITO.

Slayer of Japanese Prince Identified Today.

(By Associated Press.) HARBIN, Manchuria, Oct. 28.—The assassin of Prince Ito was identified today as Incha Angan, former editor of a newspaper at Seoul. He headed an organization of twenty Koreans who had taken the oath of killing Ito.

RAINY DAY SNAPS at COOK'S GROCERY. See advertisement for particulars.