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Coos Bay Times

MEMBER OF ASSOCIATED PRESS

NEWS

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HOTEL MEN WILL MAKE MEAT EATING STRIKE NATIONAL

Say They Have to Do It to Curtail Cost of Living In United States.

SEE DANGER AHEAD FOR WORKING CLASS

Declare That They Will Be As Bad Off As European Peasants Soon.

AFTER BEEF TRUST. (By Associated Press.) WASHINGTON, D. C., Jan. 21.—Proceedings will soon be instituted by the Department of Justice against the so-called beef trust with headquarters in Chicago. A complaint charging operations in restraint of trade has been investigated by the department. The suit probably will be brought under the Sherman anti-trust law.

(By Associated Press.) DENVER, Colo., Jan. 21.—Something of a national character is to be given the recently inaugurated meat boycott, according to Sam Dutton, president of the Western Hotelmen's executive Association. The projected cutting down of meat consumption is to be considered by that body at a meeting to be held in Chicago January 31, when the association will be made national. "Unless something is done to curtail the consumption of meat," said Dutton today, "the time is coming when the poor in this country will be no better off than the peasants of Europe. When the people learn they can live just as well and feel much better and cut down the household expenses by eating vegetables, the condition of the working class will be greatly improved."

FEAR VESSEL HAS BEEN LOST

STEAMER WASHTENAW WHICH WAS FORCED TO GIVE UP TOW CANNOT BE LOCATED.

(By Associated Press.) PORTLAND, Jan. 21.—Marine men fear for the safety of the steamer Washtenaw which was forced to abandon the ship William H. Smith off the Columbia river, January 17, and which has not been seen since she parted from the Smith. The Washtenaw was a tank steamer bound from Puget Sound to San Francisco. She is in the employ of the Union Oil Company of San Francisco. Inquiry of vessels equipped with wireless resulted in reports that she had not been sighted.

NOW NEAR SEATTLE.

Tugs Towing William H. Smith Into Puget Sound.

(By Associated Press.) SEATTLE, Wash., Jan. 21.—A United Wireless message from Port Crescent says the dismantled ship, William H. Smith passed up the straits this morning in tow of the tugs Baring and Cudahy, the life-saving ship Snohomish acting as a convoy. The Smith is reported to be leaking badly but will make Port Townsend this afternoon.

WEDS IN SAN FRANCISCO.

SAN FRANCISCO, Cal., Jan. 21.—A marriage license was issued to Harry R. Dickey, 37, Porterville, and Anna Giles, 37, Myrtle Point, Ore., this week.

"MEAT STRIKE" IS DECLARED

Labor Union Men and Women In Various Cities Join In.

SLOGAN OF STRIKE! (By Associated Press.) BALTIMORE, Md., Jan. 21.—Buttons with the inscription "I don't buy meat, do you?" appeared on the streets here in large number today following the adoption by the local Federation of Labor of a resolution calling on labor unionists and sympathizers to abstain from eating meat this month.

(By Associated Press.) PITTSBURG, Jan. 21.—A meat strike has been organized in Greater Pittsburgh. Today hundreds of street car employes signed pledges to abstain from meat for thirty days beginning next Tuesday while thousands of affiliated members of the Iron City Trades Council are awaiting the word from their leaders before putting into effect the meat boycott resolution adopted by the council last night. Sharon, Pa., Wheeling, W. Va., and Youngstown, Ohio, have actively joined the crusade against high priced meat.

ST. LOUIS JOINS.

Women's Union There to Discuss Meat Strike.

(By Associated Press.) ST. LOUIS, Jan. 21.—The high cost of living will be discussed tonight at a meeting of the Women's Trade Union League and it is expected a resolution will be passed asking the members to abstain from eating meat. The Central Trades and Labor Union will act on such resolution Sunday.

KANSAS CITY JOINS.

Over 80,000 There Will Quit Eating Meat There.

(By Associated Press.) KANSAS CITY, Jan. 21.—That eighty thousand people of Kansas City, will join the anti-meat eating crusade during the next ten days, is freely predicted by labor leaders today. Various organizations are planning to adopt resolutions favoring the anti-meat crusade.

NEW YORK JOINS IN.

Wants 1,000,000 Housewives to Help Strike.

(By Associated Press.) NEW YORK, Jan. 21.—New York today joined the country-wide meat boycott. Scores of laboring men have agreed not to eat meat. Mrs. Alitia Comfort Brooks, prominent in club circles, has come forward with the suggestion that a million of housewives unite to force down the prices.

(By Associated Press.) OMAHA, Jan. 21.—An anti-meat eating crusade has been inaugurated here.

MYSTERY IN KANSAS CITY.

Col. Swope and Relative Die Under Peculiar Circumstances.

(By Associated Press.) KANSAS CITY, Jan. 21.—John H. Atwood, attorney for the Swope estate, upon his arrival from Chicago today, announced there will be no important developments in the Swope mystery before next week. Specialists are examining the stomachs of Col. Swope and Christian Swope have not concluded their investigations.

ALFALFA meal at HAINES.

Let Us Talk It Over

THERE IS AN old tale that tells of seven tallors of Tooley street, London, who met and prepared a petition to the king, which they began with, "we, the people of England." I was reminded of this story when I learned that a meeting of the North Bend Commercial Club held Wednesday evening at which there were about 16 present, solemnly resolved that if the Southern Pacific desired to bridge the bay they not only be permitted to do so, but that they be encouraged. I have not seen a copy of the resolution but if my friend, Col. Brigham did not begin it with "we, the people of Coos Bay," he overlooked the one best bet.

I have only the friendliest feeling for the North Bend Commercial Club as an organization and the kindest regards for its individual members. I must confess, however, that I am unable to understand the mental strabismus from which they suffer when they deliberately take action of this kind. Coos Bay harbor is the one great asset of this section. It is God Almighty's gift not to the North Bend Commercial Club but to the Southern Pacific, not to the people of Coos Bay but to the world. There would be no North Bend, no North Bend Commercial Club if it were not for the bay and yet the members of the North Bend Commercial Club would deliberately strangle and choke up with a bridge that which has made their existence possible. Why, the man who killed the goose that laid the golden egg was a person of Solomon-like wisdom with the prescience of the ruler of paradise compared with them. North Bend and all the other cities of this section have grown and prospered without the Southern Pacific and will continue to grow and prosper if the whistle of a Southern Pacific engine never awakens the echoes of these hills, but prosperity would be but a myth without the bay.

The specious plea of the promoters of this proposition that the Willamette has been bridged at Portland and the Columbia has been bridged is idle talk. These are rivers that cannot be got around. Here it requires only a little additional expense and some skillful engineering to overcome any obstacles that the Southern Pacific or any other railway may encounter in entering Coos Bay. It does not require a technical knowledge of engineering to know that a pier bridge across Coos Bay would ruin it as a harbor. The sand formation and the tides which even now are filling the harbor wherever there is so slight an obstruction as a pile are an indication of what the piers of a massive bridge would do. It would require a half-dozen half-million dollar dredges, and a half million dollars appropriation for each one of them each year to keep an open channel and even then the harbor would be ruined.

The shortsightedness of men is proverbial. What one generation builds up another often tears down and vice versa. There is no question of the loyalty, patriotism and communal pride of the members of the North Bend Commercial Club. They are equally interested with every other resident of Coos Bay in its continued growth and prosperity. Notwithstanding this for some slight temporary advantage as they may see it they would lend aid and counsel to a colossal corporation that would throttle the one great commercial asset of the bay. The Times is not opposed to the Southern Pacific railway. On the contrary, it is most friendly. It believes in lending them every legitimate aid and encouragement. It believes that the attitude of the people should be and is of the most friendly character. It would be even in favor of granting them a bonus, right-of-way, terminal grounds and everything within reason. But let them come here as a creative and constructive factor and not as a destructive force.

The Times would not devote so much time and space to this matter if it were not so plainly evident that the meeting of the North Bend Commercial Club was part of a well laid plan of concerted action by the Southern Pacific to secure this advantage so detrimental to the best interests of Coos Bay. On the day before the North Bend Commercial Club met and passed its resolution, the Portland Oregonian, the official organ and mouthpiece of the Southern Pacific, printed the following article headlines and all. You will notice that it has no Coos Bay date line, but was dictated and possibly written in the Oregon headquarters of the Southern Pacific. Here is the article:

MARSHFIELD ASKS MEET. SOUTHERN PACIFIC TO BE REQUESTED TO CHANGE SURVEY.

Rumored Resumption of Coos Bay Road Work Leads Citizens to Take Action.

Anticipating early resumption of construction work on the Coos Bay branch of the Southern Pacific, Marshfield residents have asked for a conference with railway officials with the hope of securing a change of survey so that the line will cross a portion of the bay by trestle and drawbridges instead of skirting the shore.

A similar proposal was made to the company soon after the road was definitely located. It is the desire to secure easy rail facilities for prospective manufacturing sites. It is understood a right-of-way will be offered the company free of cost.

The Southern Pacific officials, however, are maintaining their attitude of uncertainty as to immediate resumption of work and have advised the Marshfield residents that a conference at this time would be premature.

Chief Engineer Hood's version of the statement made by him which was elaborated into practically an announcement that the road would be built this year, has been received by the Harriman offices. Mr. Hood's statement was that he was engaged in making estimates on the cost for the completion of the line which might or might not be adopted.

Rather remarkable coincidence, isn't it, that this article the day before the Commercial Club of North Bend met and resolved. The Oregonian says that the people of Marshfield want, nay, are even anxious that the Southern Pacific change its survey. They want a conference with the Southern Pacific officials to arrange it. Notice also how coy and diffident the Southern Pacific is. The article says:

"The Southern Pacific officials, however, are maintaining their attitude of uncertainty as to immediate resumption of work and have advised the Marshfield residents that a conference at this time would be premature."

Pretty and pathetic, isn't it? The Southern Pacific doesn't think that they are in a hurry to come just now. They would like a little more anxiety on the part of the residents of Marshfield. You will observe that it is the people of Marshfield that are anxious about having this bridge built according to the Oregonian. Will the Oregonian be a little more explicit and give its readers the names of the Marshfield residents who are lying awake nights to devise ways and means to secure a Southern Pacific bridge across Coos Bay? The closeness of the Oregonian to the Southern Pacific is shown by the concluding paragraph saying that Hood's explanatory statement had just been received at the Harriman offices. Will the Oregonian reporter make another trip to the Harriman offices and get a list of the names of the Marshfield residents. It will be important news in this section. Let us have the names.

If the interested reader will watch the outside papers now, he will undoubtedly see that the action of the 16 members of the North Bend Commercial Club will be heralded as the overwhelming sentiment of Coos Bay. The sentiment of the people of Coos Bay is not favorable to such a commercial and industrial outrage. When the proper time comes it will be so expressed and when it is expressed there will be no mistaking its meaning. Think it over.

EASTERN MEN HERE TO TAKE OVER GAS AND ELECTRIC

RUMORS RIFE OF RAILWAYS

Reports of Southern Pacific Plans For Drain Line Are Revived.

More railroad rumors were rife on the Bay this morning than have been started in a long time. However, they were of indefinite origin and were said to have been inspired by parties arriving on the Breakwater. However, the authenticity of them could not be established.

One of the stories was that General Manager O'Brien of the Harriman lines had announced in Portland that the construction of the Drain line was to be resumed in six weeks and crews would be put to work at both ends of the road. That Mr. O'Brien did not make any such definite announcement is indicated by an interview he gave out in Portland this week concerning the improvements projected in Oregon this year. He said that the whole matter was up to the eastern officials of the road who have not yet approved of the recommendations made by the various officials.

Bridging the Bay.

There was much discussion of the proposed bridging of the Bay owing to the announcement that the North Bend Commercial Club has passed a resolution favoring such an action. The great majority of the people here expressed themselves as opposed to the idea.

"The price is too great even as much as we would like to see the Drain line built," remarked one man this morning. "To bottle up the bay and eliminate the opportunity of making a great harbor here is something that every citizen who has the future of Coos Bay at heart should oppose. The little gain of consent to such a thing would be offset a thousand times in future years. Besides, Coos Bay now has more assurance that it will get a railroad in the near future without bridging the Bay than when it turned the proposition down a few years ago. Another thing, you want to remember and that is the Southern Pacific will come to Coos Bay whether or not they are permitted to bridge the bay as the hundred thousand dollars or so that the construction of the line via the other route would cost will not bar them, especially when they are aware that a rival road is coming in."

One story in circulation today is that L. J. Simpson of North Bend, is now in San Francisco conferring with Southern Pacific officials relative to the bridging of the bay and the construction of the Drain line. It is understood that he accompanied Steve Henderson there, the latter now being classed as a Southern Pacific representative here. Mr. Simpson left last week via Drain. The annual meeting of the Simpson Lumber Company and its subsidiary corporations will be held in San Francisco early next month and he may remain over for it.

Local officials of the road are understood to be without any definite information concerning the status of the Drain line other than that the last newspaper utterances of Chief Engineer Hood that he is preparing plans and estimates for the work have been substantiated.

THE WHEAT MARKET.

(By Associated Press.) CHICAGO, Jan. 21.—Wheat closed as follows: January, \$1.10 2-4; May, \$1.09 1-2; July, \$1.00 5-8; September, 96 5-8c.

WATCH GOODRUM'S display WINDOWS.

DANCE at SUMNER, SATURDAY JANUARY 29TH.

Billingsby and Company Buying Henry Hewitt's Public Utilities.

DEAL SAID TO BE NEARLY COMPLETED

Head of New Company Will Probably Reach Here Sunday Or Monday.

Representatives of Billingsby and Company of Chicago, who are purchasing Henry Hewitt's public utility corporations in Tacoma and Coos Bay, arrived here this morning and immediately began investigations which, it is expected, will close the deal. Isaac Milkevitch, a Chicago attorney, is today examining the company's franchises in North Bend and Marshfield and the titles to the property. Seymour H. Bell and Mr. Corbett are expected in Sunday or Monday via Drain, and it is likely that J. J. O'Brien, who represents the eastern syndicate acquiring the property, may come with them. Mr. O'Brien was here sometime ago. H. H. Hyde, who has been head of Mr. Hewitt's Tacoma public utilities, arrived on the Breakwater this morning.

It is understood that the price paid for the Coos Bay property of the company is upwards of \$300,000 of which one-third is held by L. J. Simpson of North Bend.

Pending the closing of the deal, no official announcements concerning the new owners or their plans will be made. It is understood that it is one of the largest public utility corporations in the country and is possibly a subsidiary organization of the Standard Oil Company which has been taking over the gas and electric plants along the Pacific coast.

ADMITS MANY AWFUL DEEDS

Jas. F. Logan of Colville, Said to Have Confessed to Four Murders.

(By Associated Press.)

SPOKANE, Jan. 21.—According to the statements made by Dr. B. Harvey of Colville, Wash., and Dr. M. F. Steers of Spokane, a man known as James F. Logan, whose real name is believed to be Frederick Jahns, on trial at Colville for the murder of Mrs. Agnes Janson, has confessed not only to that crime but to two others. He is said to have killed Mrs. Janson by breaking her neck in the heat of anger and then burned the body in the fire. Also Logan admitted he murdered E. R. Shively in Spokane, shipped the body north in a trunk and burned it on his farm. He also confessed he killed the real James Logan of Maple Falls, Whatcom county, Wash., and hid the body under a bridge near Maple Falls. He also confessed his intention of committing other murders and also to forgery.

PLAN BIG UNION.

Metal and Coal Miners of North America May Unite.

(By Associated Press.) INDIANAPOLIS, Jan. 21.—An aggressive organization of metal and coal miners of North America is the design of the leaders of the Eastern Federation of Miners and the United Mine Workers of North America, presented to the convention of the United Mine Workers in this city.

REMOVAL SALE

Mrs. J. H. Somers, corner Front and Central streets.