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DREDGE OREGON WILL COME TO COOS BAY IN SIX WEEKS

Such Is Information Given Out at Engineer's Office in Portland.

ENGINEER TOWER IS TO BE IN CHARGE.

Work on Inner Harbor to Be Done on \$50,000 Appropriation.

(Special to The Times.)

PORTLAND, Ore., July 25.—The dredge Oregon will be returned to Coos Bay to start work improving the inner harbor channel within six weeks or two months, according to information given Coos Bay men who called at the United States Engineers' Office here. The Oregon is now at Grays Harbor, but has the work there nearly done, and Major Morrow is arranging to have it brought here and thoroughly repaired and then taken to Coos Bay to start work on the \$50,000 appropriation made by the last Congress for that purpose.

Major Morrow is arranging to have Engineer Tower, son of Major Tower of Empire, transferred from San Francisco to Coos Bay to have supervision of the harbor work under the direction of Capt. Polhemus. Capt. Polhemus will remain in Portland, but will have general supervision of the harbor work there on account of his familiarity with it.

Major Morrow expects to personally visit the Bay within the next few months, probably about the time the Oregon will start work there to familiarize himself with it as in the future he, instead of Major McIndoe, will be in charge of that project.

According to the Engineers here, it will probably be eighteen months or two years before the Coos Bay bar dredge will be in operation there, unless the department decides to buy a dredge instead of building a new one. The bar dredge will be similar in type to the dredge Clatsop on the Columbia, only larger. It will have a steel hull and will have to be built on the eastern coast, unless it is decided to buy a dredge for Coos Bay instead of building one.

Major Morrow is absent on a trip now and, in consequence, the Coos Bay men were unable to obtain exact information as to the plans for the work there other than what could be volunteered by Lieut. Roberts, who is in charge in Major Morrow's absence, and while Capt. Polhemus is on a vacation. However, they made a number of suggestions and asked a number of questions which will be answered by letter when Major Morrow returns.

When informed that the sentiment on Coos Bay was that the bar dredge was likely to prove of little value, members of the engineering office pointed out that it was included in Project No. 1, which requires the extension of the jetties so that the government's expense of testing it out will be comparatively small and the only handicap, if it may be so termed, will be the delay in starting the jetties as the bar dredge can be used as intended with the engineer's plans for the jetties.

Lieut. Roberts promised that arrangements would be made at once to have the snags taken out of Coos River and that channel improved. The \$5,000 appropriation made for that purpose by Congress is available and the government has an old boat at Coos Bay that can be used for removing the snags.

The dredge Oregon will first cut down the worst shoals in the channel and then will start in and cut the eighteen-foot channel from Marshfield to the bar. It is estimated that the cost of operating the dredge Oregon will be between \$100 to \$150 per day, so that the present \$50,000 appropriation will keep her busy a long time.

In this connection, Henry Sengstacken has taken up with Congressman Hawley, who is in Portland, a plan whereby the dredge Oregon will remain permanently on Coos Bay henceforth. The plan is for Mr. Hawley to work with the Washington delegation and secure another dredge for the Washington harbors, thereby giving each State its own government

CLOUD BURST CAUSED FLOOD

Cheyenne River Reaches Flood Stage and Three Are Drowned.

(By Associated Press.)

PIERRE, So. Dak., July 25.—A cloud burst caused the Cheyenne River to reach the flood stage yesterday. Three young women members of a picnic party were drowned. Miss Blanche Atwood, Miss Etta Aldrich and Miss Sadie Trener were fording the river in a carriage when they were swept to their death.

SEVERE HEAT IN NEW YORK

Many Prostrations Are Reported and Suffering in Tenement Districts Great.

(By Associated Press.)

NEW YORK, July 25.—The intense heat is causing much suffering and five deaths and many prostrations in the past twenty-four hours have occurred. The city sweltered all night and the suffering in the tenement districts especially was great. To-day the heat continued, but the humidity was not so great as yesterday, but reports of prostrations from every section of the city began to come in early.

FOUND DEAD IN HER BED

Mrs. Helen Richmond, Old Resident of Coos River, Has Passed Away.

Mrs. Helen Richmond, mother of Mrs. Jennie Landrith, died at her home on North Coos River, early Sunday morning. For some time she had been suffering from paralysis. She probably died from heart failure, as she was found dead in her bed. Mrs. Richmond was born near Edinburgh, Scotland, seventy-two years ago. She came with her husband and settled on Coos River some thirty or forty years ago.

The funeral will be held at the home of Mrs. Jennie Landrith, North Coos River, on Tuesday morning at 11 o'clock. Rev. Frank R. Zugg will conduct the services.

The dredge Oregon will be good for fifteen years or more yet. Unless this arrangement is perfected, it is doubtful if the Oregon can be retained at Coos Bay after the \$50,000 is expended. If it is, however, the Oregon can be retained there permanently, and in case there is no government funds to pay for her operations, the Port of Coos Bay can furnish the funds and the government will continue her work.

The cost of bringing the Oregon back to Portland and repairing her will be borne by the appropriation made for Grays Harbor, but the cost of towing her from Portland to Coos Bay will have to be borne by the Coos Bay appropriation. This information was volunteered in answer to questions by Coos Bay men, who pointed out that Coos Bay the last time had to pay for taking the Oregon there, pay for bringing her back to Portland and then paying for the overhauling.

Those who called on the engineers and took the matter up with them were C. A. Smith, Wm. Grimes, Henry Sengstacken, John D. Goss and Dan Maloney.

THINK HILL BACKING EUGENE LINE

Men From That City Believe Railroad Magnate Intends Extending Oregon Electric From Eugene to Coos Bay.

(Special to The Times.)

PORTLAND, July 25.—That Hill is now planning to extend the Oregon Electric from Eugene to Coos Bay is the belief of Eugene men who were in Portland last week to confer with President John F. Stevens regarding the franchise for the Hill line in Eugene.

The Lane County Asset Company held a franchise in Eugene over the route the Hill line wanted, and this was holding the matter up. At the conference, the Lane County Asset Company agreed to turn over their rights on condition that the Hill line would grant them the privilege of using the line when the company wants it. This the Hill line agreed to do.

At the conference, the Eugene men were given to understand that the electric line extensions would be pushed with great rapidity and that it was the expectation to have the line completed into Eugene within eighteen months.

President Stevens was out of the city all week on one of the many mysterious trips he is making through Oregon. He travels under an assumed name Incognito, generally

with an expert engineer and gathers what data he desires. In this connection, Eugene men were surprised recently to find that Stevens a short time ago spent over a week in that vicinity without anyone there knowing anything about it. Consequently they believe that he has or is about to do the same in regard to the Coos Bay-Eugene line, and has or will have all the data he wants about it.

According to reports at Eugene, the Hill interests have been endeavoring to buy one of the largest banks there and having failed, are preparing to start one there soon.

In connection with the Hill operations, it is claimed that some time ago, James J. Hill informed associates that he planned to take advantage of the building of the Panama Canal by building electric lines inland from all of the harbors on the upper coast. By this means, he plans to corner the distribution of much of the freight that will be brought through the canal to the Pacific Coast as well as gaining control of the short haul on the timber or coal that is likely to furnish most of the railway business in the North Pacific States for the next few years.

There is nothing new in the operations of the Lane County Asset Company. General Manager Kidder is now in Minneapolis. The Eugene men identified with it seem to feel certain that it will go ahead in due time.

MAJ. KINNEY IS IN PORTLAND

Seeking Adjustment of Deals — Grist of Other Coos Bay Gossip.

(Special to The Times.)

PORTLAND, July 25.—Major L. D. Kinney is in Portland trying to straighten out his deals with Kollack and Waite and declares he will not leave until they are straightened out. Waite says there is "nothing doing," so it seems that the Major will have to make an extended stay.

Somers in Rapid Transit.

According to information coming from Roseburg, J. H. Somers and his associates have given out that they are now in a position to go ahead and take over the Rapid Transit Company and build a line to Roseburg. It is claimed that the assistant to the treasurer of the United States in San Francisco is included in their company. They are now negotiating with Frank Alley of Roseburg relative to the Roseburg-Coos Bay project.

Former Coos Bayites.

Jake Goldie returned this week from Oakland, where he was called several days ago by the sudden death of his father. He and E. D. LaChance are still running a bar in the Lumberman's building. LaChance just returned from a trip to Hibbing, Minn.

Lawlor in Politics.

Had it not been that Fred Gettins was in the field for Water Commissioner for the western district of Oregon, William Lawlor, formerly of Marshfield, would have entered the race. He and some of his Portland friends had the matter framed up, but when it was found that the Coos county delegation was pledged to Gettins, Lawlor dropped out.

Congressman Hawley Coming.

Congressman Hawley, while in Portland last week, announced that he was planning to spend several days in Coos county within the next couple of months. He is planning to visit every point in the district in his campaign tour, but expects to spend more time in Coos county than ordinarily, as he wishes to familiarize himself more thoroughly with the harbor and river needs of Coos Bay and the Coquille.

Will Replace Channel Buoys.

The channel buoys on lower Coos River and in the Bay will be replaced and repaired in the near future. Henry Sengstacken took the matter up with Capt. Ellicott of the lighthouse department, and he promised to have it attended to at once. He expects to visit the Bay soon to look after it. Part of Coos River in need of channel buoys is not now included in the government project there, but Capt. Ellicott said that he would take it up with the office at Washington and felt sure that it would be allowed.

AUTO RUNS INTO DITCH

W. U. Douglas' Machine Turns Over and Mrs. Lee Brown Is Injured.

Attorney W. U. Douglas had an accident with his automobile Sunday afternoon near Empire. The car turned on its side, the passengers were thrown out and Mrs. J. Lee Brown was quite badly bruised, but it is thought not seriously hurt. Mr. Douglas's youngest daughter had her left hand lacerated.

Those in the machine were Mr. and Mrs. Douglas, their four daughters and their son, and Mrs. Brown. Mr. Douglas was running the machine himself. He says that the accident was due partly to the fact that the road was in bad condition and probably partly due to his inexperience in handling the automobile.

Just before reaching Empire there is a bad turn in the road. On the left hand side there is an embankment which is probably six feet down from the road. Mr. Douglas says that the right wheels of the machine were in heavy sand, while the left wheels were on the hard road. Mr. Douglas was trying to get the machine out of the sand. He turned toward the left and with power on necessary to get the machine out of the sand. When the machine got on hard ground it shot ahead suddenly and struck over to the other side of the road, where the wheels on the left side of the machine sunk into the sandy edge of the road.

Mr. Douglas says that the weight of the machine pushed down the sandy edge and that the car slid down with the sand and turned over on its side against a stump.

The passengers were, of course, thrown out. Mrs. Brown struck on her side, but it is believed that she is not injured further than being bruised. The little daughter of Mr. Douglas struck her hand in something sharp, causing a flesh wound.

Judge John S. Coke happened along in his auto soon after the accident and brought the ladies and children to Marshfield. Mr. Douglas and his son righted the machine and brought it back home on its own power.

RAILROADS WIN.

Substantial Victory Scored in Lumber Rate Suit.

(By Associated Press.)

ST. PAUL, Minn., July 25.—The railroads won a substantial victory in the findings filed Saturday by Frederick N. Dixon, Master in Chancery. These are the preliminary findings in the lumber rate suit instituted in 1908 against the Interstate Commerce Commission by the Great Northern, Northern Pacific, Union

FORMER MAYOR OF RIDGEWAY, VA. KILLED BY DYNAMITE BOMB

NEW BRIDGE IS FINISHED

L. J. Simpson First One to Cross Over South Slough Span.

The new bridge over South Slough has been finished and L. J. Simpson was the first man to cross over the new span with a vehicle. The bridge cost about \$11,000 and its completion opens up the roads to the lighthouse, to Sunset Bay and to Bandon. The drives on that side of South Slough will hereafter be popular.

COOS BAY PORT MEETS

Public Invited to Express Feeling Regarding Proposed Harbor Improvements.

The members of the Port of Coos Bay Commission are holding a meeting this afternoon at the Chamber of Commerce rooms. The commission met this morning and disposed of routine business and adjourned until this afternoon when the business men and property owners are expected to appear to express themselves regarding the proposed harbor improvements.

COWBOY AND GIRL KILLED

Latter Is a Blind Child and the Shooting Is a Mystery.

(By Associated Press.)

GREENEY, Colo., July 25.—Jerome McCahan, a noted cowboy character, and Edna Cobb, an eleven-year-old blind girl, were shot and killed by Walter Reisen, a ranchman living near Rayner. The cause of the shooting is a mystery. Reisen, who surrendered, refuses to talk. The man and the girl were driving past the Reisen place when a volley of five shots from ambush carried death to them.

ANOTHER KILLING.

(By Associated Press.)

DENVER, Colo., July 25.—Mrs. Lulu Harris early to-day shot and killed her husband and then herself. It is supposed infidelity of the husband caused her to commit the act.

Pacific and Chicago, Burlington & Quincy companies. They were served on the attorneys for both sides. The lumber rates established by the Interstate Commission from the Pacific Coast to all points west of the Pembina line, which is made up of the western boundaries of Minnesota, Iowa and Missouri, are sustained but the rates from the coast to points east of that line are declared unreasonably low. The railroads ask for a rate of fifty cents a hundred weight on lumber shipped from Portland, Oregon, to St. Paul, and sixty cents from Portland to Chicago. The Interstate Commerce Commission cut this to 45 cents from Portland to St. Paul and 55 cents from Portland to Chicago. Dickson upholds the contention of the railroads and recommends an injunction nullifying the order of the Interstate Commerce Commission on these rates and on other lumber rates from coast points to the Pembina line.

Assassinated By Unknown Murderer While Sleeping in Hammock at Home.

VICTIM'S BODY IS HORRIBLY MUTILATED.

If the Assassin Is Captured He Will Probably Be Lynched.

(By Associated Press.)

RIDGEWAY, Va., July 25.—Ex-Mayor H. A. Bousman was assassinated by a dynamite bomb thrown from the street into a hammock in which he was lying last evening. He died an hour after the explosion. There is no clue to the assassin.

Mr. Bousman had spent the hot evening sleeping in a hammock on the lawn in front of his residence. It was about 10 o'clock when the bomb was thrown by some one passing along the street. It landed in the hammock and exploded. The victim's body was frightfully mutilated. If the assassin is captured he probably will be lynched.

BRINGS MANY TO COOS BAY

Breakwater Arrives Sunday and Leaves For Portland Again This Afternoon.

The steamer Breakwater arrived Sunday morning from Portland. She had an unusually large passenger list and about the usual amount of freight. She will sail for Portland at 1 o'clock this afternoon.

The following is the list of the passengers who arrived Sunday:

Miss Martha Griffith, Mrs. S. J. Morton, S. J. Morton, Mrs. D. L. Rood, Mrs. C. Olds, Mrs. Bergquist, Mrs. Barrows, Mrs. Charles Webb, Oella Webb, Wm. Isseleton, H. Borgelet, R. B. May, J. Bergman, Mrs. Bergman, Geo. Parker, Miss E. Borquist, Wm. Borquist, Mrs. Borquist, Anne Widland, E. Brant, Chas. Raphael, L. Graves, H. Sengstacken, G. H. Noel, Chas. Bausch, R. L. Noel, Mrs. C. A. Sehlbrede, Mrs. W. R. Reid, G. P. Kilburne, F. K. Gettins, G. C. Culver, Mrs. Culver, J. M. Durea, Chas. Selby, M. Heyman, J. B. Davis, Joe R. Wall, G. Anderson, Mrs. Geo. Webster, W. Taylor, M. H. Harris, E. Black, Miss Grace Black, C. Bucher, W. H. Ekblad, C. Sisson, Mrs. Baker, Lyman Gullens, G. R. Bleecker, J. B. Sehalt, Geo. Graham, Fred Marx, Geo. Moulton, Mrs. Nosler, Mrs. Stamer, Florence Mason, Ethel Mason, Mrs. E. B. York, O. York, V. Langwell, J. L. Windom, O. Huston, A. P. Hagensen, G. Rosa, Mrs. Rosa, R. H. Rosa, C. M. Jones, Mrs. Jones, J. R. Finletter, Mrs. Finletter, L. E. Smith, Mrs. Winter, G. L. Mann, Mrs. Mann, T. Hickey, Mrs. Hickey, Chas. Sneddon, Mrs. Ballinger, N. B. Matson, J. Parrier, T. Frecha, E. Crispin, Wm. Grimes, Mrs. Blyvens, Mrs. L. J. Simpson, Miss Simpson, C. G. Magnus, H. Coleman, Mrs. Stair and two children, Chas. Leach, E. B. York, E. Savage, L. Gould, D. Swift, J. J. Handsaker, R. Palmer, A. Thorall, A. J. Devlin, A. S. Hammond, F. Greenough, Geo. Driscoll, Mrs. Driscoll, J. Driscoll, H. Driscoll.

Outgoing Passengers.

The outgoing passengers were: Dan McKinnon, W. P. Peres, R. Berge, S. C. Fisher, Mrs. Fisher, Clarence Fisher, Ruth Fisher, J. A. Decker, Mrs. Decker, F. J. Baumgardner, R. Williams, K. Kan, Julia Goodell, Grace Goodell, Lucile Anderson, C. Bercher, R. Fahringer, Dr. Frankfurter, Clara Myren, May Myren, Mrs. R. Myren, O. Lawson, E. Bushong, Mrs. Whitty, J. D. Wetmore, H. Play, P. J. Christensen, G. W. Fisher, N. Gruber, S. L. Perkins, Mrs. J. P. Smith, Mrs. T. C. Bobell, Miss Smith, S. Van Derral, John Lynch, A. Lywood, G. C. Twilt, T. Andy, C. Anton, E. Olson.