

WHEN BUSINESS IS SLOW, ADVERTISE. THAT IT PAYS IS EVIDENCED BY SUCCESSFUL BUSINESS HOUSES EVERYWHERE

MEMBER OF ASSOCIATED PRESS

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MOISSANT MAKES SUCCESSFUL AIRSHIP TRIP IN EUROPE

Young Spanish Aviator Flies With Ease From France to England.

OTHERS IN RACE COME TO GRIEF.

Wind Was Severe But Machine Is Handled With Great Skill.

(By Associated Press.)

DEAL, England, August 17.—With every prospect of success in completing the aerial trip from Paris to London in competition for the cup offered by the London newspapers and the proceeds of the subscription raised by Graham E. White, which the English aviator generously raised after his defeat in the London-Spanish race, Moissant, a young Spanish aviator, descended near here today, having accomplished the flight from Paris to Calais and the journey across the Channel to Deal with ease. Moissant in a trip across the Channel, carried a passenger, his mechanic, Albert, making the cross-Channel flight not merely an incident in the long Paris-London journey but an achievement which surpassed the feats of Bleriot, DeLesseps and the unfortunate Rolis, whose machines were burned in crossing the straits. He is now preparing to continue the trip to London, which he was forced to interrupt because of having been numbed by cold during the trip across the Channel. Hubert Latam, who started from Isy, a suburb of Paris to race Moissant to London, had a series of accidents, culminating in a wreck. The trip across the Channel was accomplished in a strong breeze, the wind being so high that the experienced aviators looked on the start as foolish. He launched his aeroplane from the cliffs near Calais at 10.45 this morning and headed for the English shore. The biplane pitched and rolled so dangerously that the spectators believed it in imminent danger, but though one of the roughest aviators, Moissant managed the machine with the greatest skill. He expected to land at Dover, but was driven a few miles north by the wind and made the coast near Deal at 11.15 A. M., landing at Yelmsdown, some distance from here. The trip from Calais to Tilmanstone occupied approximately thirty-seven minutes.

CROSS-COUNTRY RACE.

(By Associated Press.)

PARIS, August 17.—Half of Paris foretook its beds last night and remained in the streets until morning to watch the conclusion of the great cross-country aviation race, which was won by Lebatanc in a Bleriot monoplane. Aubrun, also in a Bleriot, finished second, 20 minutes behind Lebatanc. None of the other competitors finished.

DREDGE TO COME SOON

Major Morrow Wires It Will Be Here Before Bad Weather Sets In.

Henry Sengstacken, secretary of the Port Commission, has received a telegram from Major Morrow, of the government engineers' office, stating that the dredge for Coos Bay will be sent here before bad weather sets in. It is expected that the dredge will reach here within a short time. She will work on the channel of the bay.

TORPEDO BOATS SINK.

Two of German Fleet Come Together Near Kiel.

KIEL, Germany, August 17.—The German torpedo boat "S-76," in a collision last night in Kiel Bay, rammed torpedo boat "S-32." Both boats sank, but the crews were saved.

Buy your groceries at SACCHI'S.

COUNCIL HAS BUSY SESSION

Street Contract Extras, Specifications and Sewer Contract Changes Talked.

A bill for extras on the Fifth street paving, the West Marshfield sewage system changes and specifications for new bituminous rock paving on Anderson avenue and on North Front street, made last evening's session a rather animated one. There was a small attendance at the meeting, only four or five outside the members of the council. Mayor Straw was present part of the time and all of the council except A. J. Savage. Most of the session was taken up with a discussion of the Coos Bay Paving and Construction Company's bill for \$314.50 for extras on the South Fifth street (formerly Baines street) paving. The company claimed to have moved about 500 yards of extra dirt at forty-five cents per yard, wanted \$42 extra for having had to use the street roller on the dirt before putting on the concrete, although the specifications provided for rolling. \$25 for moving some gravel that had been erroneously put in at the wrong place but did not specify any allowance to the city for 190 feet of curbing which they did not put in. City Engineer Sandberg said that they had removed only 298 yards of dirt more than the original contract provided instead of 500 which they claimed, and he protested against allowing them \$42 for rolling the street, which he said was provided for in the specifications and which they had been notified to do. Councilman Coke said that, furthermore, the company had taken a large amount of the dirt and sold it at 25 cents per yard, some of it to Thomas Blaine and the rest to property owners who had cement sidewalks put in. This dirt, which was taken from the street, is supposed to be put in in low places in the street it is taken from or in other streets instead of being used to fill private property. Consequently Mr. Coke wanted the money the company received for it collected from them. He said that the company did not haul it a half block further than they would have had to haul it had they put it in Johnson avenue, where it will be needed some day soon. After figuring over the bill, Councilman Albrecht said that all the extras the company was entitled to was about \$132, but that he was willing to allow them \$135. Councilman Nelson held the same view. Councilman Coke proposed that they be allowed, \$152.50, which would eliminate the city's charge of \$17.50, which the council had to pay a man for running the street roller doing work the contractors were required to do under their contract. Councilman Powers and Hennessey would not agree to this. They maintained that although the specifications had provided for rolling the street, that this provision had not been enforced on the other streets and that the contractors had gone ahead and arranged to do the work without rolling it and that they were caused an additional expense by being required to roll it. They wished to allow them \$177. Engineer Sandberg protested against this as he said that not only was the matter of rolling specified in the specifications but that both he and Street Inspector Lawhorne had personally notified the contractors and that they had stated emphatically that they would not roll it. North Second street was not rolled, although the specifications provided for it, and City Engineer Sandberg so notified the contractors. Finally on a vote, the motion by Councilman Powers, seconded by P. Hennessey to allow Messrs. Whitmore and Morrissey \$177 carried, Powers and Hennessey and Coke voting for.

PLANT IN A HEAVY FOG

Caused the Vessel to Be a Day Late in Arriving in Coos Bay.

The steamer M. F. Plant arrived from San Francisco last evening about 6 o'clock. She was twenty-four hours late due to a heavy fog. The vessel was outside in a dense fog for many hours before she was able to cross in. She also encountered a heavy wind coming up from San Francisco and her progress was slow. The Plant will sail to-morrow morning at 10 o'clock from North Bend.

HAD BEEN APPROACHED.

Jurymen in Chicago Case Make Admission to Court.

(By Associated Press.)

CHICAGO, August 17.—When the second panel of veniremen, called in the case of Lee O'Neil Browne, reported to-day nearly all, as was the case of the panel yesterday, admitted they had been "approached" with reference to their possible service as jurors. Judge Kerston called counsel for Browne into his chambers for consultation.

NOTICE.

All members of Marshfield Fire Department meet at the hall at 7.30 to-morrow night and wear their drill uniforms. By order of L. W. TRAVER, Fire Chief.

NOTICE TO ELKS.

The regular meeting of Marshfield Lodge No. 1160, B. P. O. E., to have been held Wednesday, August 17th, has been postponed until the first Wednesday in September. GEO. GOODRUM, Sec.

PACER WINS RACE WITH WOLF

She Makes the Twenty-Mile Course in Fifty-Five Minutes and Fifty-One and a Half Seconds.

The Pacer of Portland won the big speed boat race against the Wolf this morning. The Pacer had the best of it and won with ease. The course was from North Bend around a buoy opposite the cold storage plant in Marshfield. The boats made the round trip five times, which made the course about twenty miles in length. On the last lap the Pacer was about two miles ahead of the Wolf. Her time for the twenty miles was 55 minutes and 51 1/2 seconds. The Wolf was ten minutes slower.

Other Races.

The Anto won the twenty-five foot class race over an eight-mile course. The Tag was second. The Piker, Navajo and the Venus also ran. The Outlaw and the Scouts II ran a race in which the Outlaw won. An endurance race for cruisers was interesting. In it were entered Edgar Simpson's Kooos, Charles Van Zile's Rambler and Edgar McDaniel's Printer's Devil. They ran sixteen miles. The race was to be decided on the way the boats ran and the condition of the engine at the end. They were all in such good condition that the winner has not yet been decided, but it will probably be either the Kooos or the Rambler.

Parade To-Night.

There will be a parade of boats this evening. A lot of fireworks are on hand and these will be distributed among the boats at North Bend and the launches will come to Marshfield and make a display of fireworks.

Prizes Awarded.

The committee on the decorated launch contest had considerable difficulty on arriving at a decision, by reason of one of the programs reading that the prize was to be "For best decorated boat, night decoration," and the other saying, "Fifty dollars cash prize for the best decorated launch." It was conceded by the committee that the Alice H. was the best decorated launch for day decorations and the Mirac was the best decorated for night decorations, therefore in view of this discrepancy in the programme it was concluded to give the Alice H. and the Mirac the first and second prizes jointly and the third prize was awarded to the launch Tourist.

Pacer Cost \$8,000.

There is a good deal of speculation as to what is the cost of the speed boats which are taking part in the boat races. The Pacer of Portland, which is here to run against the Wolf is one of the most expensive boats of its class. It cost \$8,000. The engines in the boat cost \$6,000 and the boat itself cost about \$2,000 more. The two boats which are owned by A. H. Powers are also expensive, but did not cost as much as the Pacer.

Special Train Accommodation.

To accommodate the Coquille Valley people coming to the Bay, Agent Miller of the local railway announced to-day that there would be special trains from here to the Valley Thursday, Friday and Saturday nights. The trains will leave at 11 o'clock, after most of the festivities are over.

The Alice H. is owned by Levi Smith. The Mirac by Dr. Bartie, and the Tourist is owned by D. Wolcott. The committee consisted of Gov. Bowerman, John Greeves and J. W. Bennett.

Fight Promoter Reputed to Have Invested in Coos County Mines.

Tex Rickard, who gained fame or notoriety through promoting the Jeffries-Johnson fight at Reno on July 4th, has become a Coos county booster, according to San Francisco dispatches, although it is not known here just how or to what extent. The press dispatch from San Francisco states that he has purchased some extensive coal land holdings here, but no one on the Bay has been found who is aware of it. Some think that he may have become interested in the Richardson syndicate which is to take over the Libby mine and the Oregon Coal and Navigation Company properties. The San Francisco dispatch says:

"When Tex Rickard, the fight promoter, who successfully promoted the 'greatest battle of the century,' arrived at the St. Francis, he announced he was out of the 'square game' for the rest of his life. He proposes to become a coal miner—not the wearer of a candle in his hat or a pick in his hands, of course, but the developer of coal properties in which he has become interested. He has bought several properties in Coos county, Oregon, and declares that he intends to develop them. He will never enter the prize fight business again."

BAD FIRE IN LOGGING CAMP

Property at Daniels Creek Is Endangered and Logs Burned.

The McDonald-Vaughan logging camp on Daniels Creek was threatened with destruction yesterday by a forest fire which is still burning. So far none of the buildings have been burned, but it is likely that some of the bridges and trestles of the logging railroad will be swept away.

The fire started about three weeks ago. It was gotten under control and all danger was supposed to be past, but there was still fire burning in the underbrush and yesterday a high wind fanned the flames and a big fire was soon started. Most of the loggers had left the camps and not more than four or five men were left at either of the two camps. The fire was near camp No. 2. It looked for a time as though the cook house and everything in the camp would be destroyed. The big Humboldt logging engine, which cost \$5,000, was in immediate danger and it was only saved by the men covering it with dirt. They literally buried the big engine and then carried water and poured on the dirt.

Telephone messages were sent to Marshfield and North Bend calling back the men who had come to the cities for a vacation, and to-day there is a big force of men fighting the fire. The blaze is under control and it is thought that the fire will be prevented from spreading any farther.

The camp which was threatened by the fire is about nine miles back from Coos River and is about two miles back from camp No. 1. A logging railroad extends from the camps to the river. It was thought this morning that some of the bridges on the railroad would be burned in which event the logging operations would be interrupted. At least some of the logs which have been cut at the camp have been burned, but it is not yet known how much damage was done. There is a heavy smoke and it is yet impossible to estimate the damage.

COAST LEAGUE BALL SCORES

Twelve-Inning Game Is Played Yesterday By Portland and Oakland.

HOW THEY STAND.

Table with columns: Won, Lost, P. C. Rows: Portland, San Francisco, Oakland, Vernon, Los Angeles, Sacramento.

(By Associated Press.)

PORTLAND, Ore., August 17.—Portland and Oakland, which played the long, hard games at Oakland ten days ago, have resumed their struggle and played a twelve-inning game yesterday with a score of 1 to 0 in Portland's favor. The games yesterday were as follows:

Table with columns: R, H. Rows: Portland, Oakland.

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JOHNSON IS CHOSEN BY CALIFORNIA REPUBLICANS

TEX RICKARD IN COAL DEAL

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His Plurality Will Be Probably Something Over Twenty Thousand.

HITCHCOCK LEADS IN NEBRASKA FIGHT.

Roosevelt Is to Take an Active Part in the New York Campaign.

(By Associated Press.)

SAN FRANCISCO, August 17.—Returns coming in slowly from all parts of the State seem to add to the completeness of the victory scored in yesterday's primaries by the Lincoln-Roosevelt league as an insurgent faction. It is estimated the plurality of Hiram Johnson, its candidate for Governor, will not be less than 20,000. McKinley and McLachlan both appear to be defeated in their districts for Congressmen. William E. Kent, for whom Pinchot stumped the Second District, leads McKinley by a safe margin, while W. D. Stephens has a similar lead over McLachlan in the Seventh. Hayes, insurgent in the Fifth, has been renominated in the First and Eighth Districts. In other districts the State wards were not opposed. Incomplete figures on the advisory vote for United States Senator to succeed Flint, puts John D. Works of the Lincoln-Roosevelt League in the lead.

IN NEBRASKA.

(By Associated Press.)

OMAHA, August 17.—Returns from outside counties indicate that the race between Dahlman and Shallenberger for the Democratic nomination for Governor is very close. While Dahlman has carried this (Douglas) county three to one, returns from the outside give Shallenberger the lead. Both sides are claiming a victory. Cady, for the Republican nomination for Governor, has a good lead over Aldrich, while Senator Burkett seems to have secured the nomination by a good majority over Whedon. For the Democratic Senatorial nomination, Congressman Hitchcock leads Metcalf, editor of Bryan's paper, more than two to one in the returns so far received. For Congressman of the Second District, Sutton, Republican, and Lobeck, Democrat, have been nominated.

IN NEW YORK.

(By Associated Press.)

NEW YORK, August 17.—There was a marked calm to-day over the troubled waters of the Republican political sea following the storm of yesterday when the "Old Guard" in the Republican State Central Committee downed Roosevelt for temporary chairman of the State convention in New York. County Chairman Griscom, who presented Roosevelt's name to the committee, says the fight will be carried to the primaries and to the convention, and that Roosevelt, as a delegate to the convention, intends to urge a progressive platform and candidate for Governor.

The Colonel's statement issued last night says his speech "Would be of such a character that it might help if the convention named the right man, but would hurt if neither the right kind of man was nominated or the right kind of platform adopted."

REFUSES TO TALK.

(By Associated Press.)

OYSTER BAY, N. Y., August 17.—Col. Roosevelt refused to add anything to the statement yesterday relative to the refusal of the State Central Committee to recommend him for temporary chairman of the convention. The impression is that Roosevelt will make a more vigorous fight than ever for a platform which will meet his views. He made it clear to-day that he would not permit his name to be presented to the convention for the gubernatorial nomination.

THE DRAIN-COOS BAY STAGE LINE has inaugurated an automobile service, and passengers can now go through to Drain in one day from Coos Bay.

(Continued on page 4.)