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EASTERN OREGON LAND FRAUD SUIT BROUGHT BY GOVERNMENT

Henry Hewitt and Seymour H. Bell and Associates Are Defendants.

OVER 30,000 ACRES ARE INVOLVED IN IT

Bell Declares They Are "Innocent Purchasers" and Not Criminally Charged.

PORTLAND, Or., Oct. 3.—The Journal says: John McCourt, United States district attorney, filed suit in the federal court to recover the government's title to nearly 3,000 acres of valuable mineral and timber lands in Baker county. These lands, it is charged, were secured by the Hewitt Land company of Tacoma through the use of dummy entries, and by fraud and conspiracy between members of the firm, the United States commissioner at Sumpter, Charles H. Chance, and the 17 dummy entries.

The defendants, the Hewitt Land company, consisting of Henry Hewitt, president, and J. J. Hewitt, secretary, J. B. Stoddard, Seymour H. Bell and William H. Hewitt, has been summoned to appear in the United States court November 7. This is one of the last of the "old style" land fraud cases. The criminal feature of conspiracy to defraud the government has been outlawed, since the entries were made in 1901. The suit to recover title would have been impossible had the government waited another day to file its case, for the civil side of it would have been outlawed by that time. The government at Washington had to be telegraphed to, to obtain authority for beginning the suit.

DENIES ANY FRAUD.

Seymour H. Bell Declares They Are the "Innocent Purchasers."

Seymour H. Bell, who is spending a few days on the Bay, when he saw the announcement that the government had begun suit against them said that he and his associates were "innocent purchasers." He declared that the Journal's statement about "dummies," fraud, etc., was all "rot" and that the suit was merely an endeavor by the government to secure possession of the lands on the ground that they were illegally entered upon. Mr. Bell claims that he personally knows many of the entries and that they are not "dummies." He states that instead of 30,000 acres being involved that really 32,000 acres were involved. Messrs. Bell and Hewitt formerly owned the Coos Bay Gas and Electric company here and besides a controlling interest in the Bank of Oregon still have other extensive interests in this section. Consequently the suit arouses much interest here.

POTATOES, 10 POUNDS.

Dayton Farmer Raises Monsters in One Hill. DAYTON, Wash., Oct. 3.—Mr. D. Rinehart, a farmer living six miles west of Dayton, claims a record for the production of potatoes. Mr. Rinehart exhibits four potatoes of the Gold Coin variety, grown in one hill, the combined weight of which is 10 pounds. The largest measures 1 7/8 inches in circumference and weighs nearly three pounds.

On the ranch of J. Bullington, near Longs, tomato grapes have been successfully grown this year. These tomatoes resemble grapes, growing in clusters on trellises and producing profusely. The variety is harder than ordinary tomatoes. It is claimed.

AVIATOR DEAD.

(By Associated Press.) METZ, Oct. 3.—Aviator Haas was instantly killed while flying part of the distance in the race from Treves

BREAKS INTO LIVERY BARN

Stranger Attacks Man Who Is in Charge and Then Escapes.

Lee Watson, who works in the Heisner livery barn, off Front street, was attacked by an unknown man early Sunday morning. About 2 a. m. Watson heard some one open the end door of the barn. The door opens on an alley and admits to the part of the barn where the horses are kept. Watson thought he would catch the man and started back after him and in his haste neglected to turn the electric switch. The stranger saw he was going to be caught and made a vicious blow at Watson with a pitchfork handle. Watson was struck on the forehead. He was not seriously hurt but the blow was hard enough to make him unconscious and it was half an hour before he was straightened out again. The other man in the barn heard the commotion and went to Watson's assistance, armed with a neckyoke but the stranger, whoever he was, had gotten away.

Earlier in the evening the young men in the barn had noticed a man who sat outside the barn for quite a while and they think that perhaps he was the one who broke into the place. The man evidently was not there with any good intent and the boys think he was planning to rob the office as they had on hand considerable cash which had been taken in during the day.

It was reported to the police that a logger was held up Saturday night. It seems that the alleged holdup took place in the stairway of the Red Front rooming house. It was claimed that the logger was attacked by some other man and robbed of \$25. The matter was not reported to the police at the time so they had no opportunity to look into the case. It was thought that possibly the man who broke into the livery stable was the man who held up the logger.

COUNTY TOTAL IS \$15,514,919

Summary of Assessment Roll Shows Property and Valuations in Coos.

The summary of the assessment roll of Coos county for 1910 has been completed by Assessor T. J. Thrift. The summary shows the total of various kinds of property in the county. The figures as published in the Coquille Sentinel are as follows:

Table with columns for Category and Value. Includes items like Acres of tillable land, Acres of non-tillable land, Improvements of deeded lands, Town and city lots, etc.

Total \$15,514,912.00. Railroads, rolling stock, telegraph and telephone lines not included in the above list.

FOR SALE—Small fireproof combination safe. See L. J. Simpson, North Bend, Ore.

HARD TRIP IS MADE BY AUTO

F. C. Moullen, of Eugene, and Party Make Record Run Drain to Allegany.

After having driven the first auto into Allegany that had ever been seen in the Coos county town and also having the honor of making the first trip in an auto over the new road leading from Scottsburg to Allegany, F. C. Moullen, of Eugene, an auto salesman, came to Marshfield yesterday enthusiastic over the trip. Despite the fact that the road, which was finished a few weeks ago, was in rather bad shape due to the recent rain, they made the trip through in record time and without mishap. It was a trail trip for a 30-horsepower White gasoline machine and the only stop they had to make was the 70 miles between Drain and Allegany was to put on an extra set of mud chains.

With Mr. Moullen were A. N. Denny, of Drain, who has been running an auto between Drain and Scottsburg this summer, and Mrs. Perkins of the Hotel Perkins at Drain and Miss Grace Moon. The drive was made as a demonstration trip to determine whether or not the White auto would be a success on the hard drive.

"The machine really proved itself a wonder," said Mr. Denny yesterday. "It was really one of the hardest tests an auto could be given but we didn't have a single breakdown. It was a remarkable endurance showing besides making wonderful speed over such heavy grades and a road in such awful condition."

Mr. Moullen started with the auto at Roseburg and made the drive of 40 miles to Drain in three hours. From Drain to Elkton, it took an hour and a quarter and from Elkton to Scottsburg it took another hour and forty-five minutes. Scottsburg is 35 miles from Drain. From Scottsburg to Allegany, 35 miles, took six hours.

"The first three miles out of Scottsburg is at least a 30 to 35 per cent grade," said Mr. Moullen. "Some places where the road was soft and shaded, the wheels would slip around and it was hard on the engine, but it stood it without the least hitch. In the 70-mile run, we only used about nine gallons of gasoline."

Mr. Denny is planning to get one of the machines as quickly as possible to afford new service into Coos Bay from the railroad. When the proposed new road from Loon Lake to Elkton is completed, the heavy grades near Scottsburg will be eliminated and the distance from Drain to Allegany reduced to 45 miles. This will enable an auto to make the round trip between the two points in a day easily. Captain Edwards of Allegany is planning to put on a two-hour boat service between Marshfield and Allegany so that the trip from Coos Bay to Drain can be made in about eight hours.

Mr. Moullen, who conducts the Mozach garage at Eugene, left Allegany this morning with his party on the return trip.

SURVEYING ON SIUSLAW.

Railroads Investigating That Route to the Ocean.

The Lane County Asset company has made public a letter from its chief engineer showing that the route for the proposed electric line from Eugene to the Siuslaw is the most available one for the road and that the cost of construction will not be great. A Eugene newspaper states that there are now four surveys from Eugene down the Siuslaw river and another is being made by the Southern Pacific from Junction City to Florence.

INCREASE SUSPENDED.

(By Associated Press.) WASHINGTON, D. C., Oct. 3.—Interstate Commerce commission ordered the proposed increase in the freight rates on lumber and forest products generally from the Pacific Northwest to points of eastern destination suspended until February 1, 1911.

Have your calling cards printed at The Times office.

SCHOONER ECHO GOES ON THE SAND FLATS IN LOWER BAY

AUTO RACES KILL MANY

Sporting Events Brings Death and Injury to Those Taking Part.

(By Associated Press.) LONG ISLAND MOTOR PARK WAY, Oct. 3.—Dead and injured marked nearly every mile of the course of the sixth Vanderbilt cup race won Saturday by Harry Grant, driving the 120-horse-power auto Alco. Joe Dawson driving a Marmon finished 25 seconds after Grant and 1 minute ahead of John Aitken in a National. Grant captured the race last year in a car of the same make. The winner's time 278.08 minutes, or 4 hours 15 minutes and 28 seconds, an average of 65 1/4 miles an hour, a new American record. The race was marked with fatalities second only to the Paris-Madrid race. Harold Stone of Los Angeles, driver of a Columbia, was probably fatally hurt soon after the race started.

Matthew R. Bacon, Stone's mechanic, was instantly killed. Henry Bagger, a clerk employed by a local auto firm, who was watching the race, was killed by Joe Dawson's car.

Charles Miller of Marquette, in a Buick driven by Louis Shevrolet, was killed in a collision with a touring car on the road. Ferdinand D. Zubia, New York manager of the Pope-Hartford company, was killed in a smash-up with one of the racers. The number of accidents short of fatalities ran into the scores. From a sporting point of view the race was a thriller and will go down into the annals of racing as the most successful race ever held. Judging it by the toll in killed and maimed, however, the race was a revolting spectacle and the managers were severely arraigned for the manner in which it was conducted.

JAMES L. DIES PASSES AWAY

Nearly Ninety Years of Age and Was Native of Canada.

Died, at the home of his daughter, Mrs. E. E. Bodine, in South Marshfield, Saturday evening at 6 o'clock, James L. Dies, aged 89 years, 7 months and 8 days. Mr. Dies was born in Canada February 23, 1821. He moved to the United States when a young man and has lived in various sections of the country, including Missouri, Nebraska and Southern California, and has resided in Marshfield for the past eight years. Besides a brother, Allen Dies, of St. Paul, Minn., he is survived by six children, Mrs. E. E. Bodine and Mrs. M. R. Brown of this city, Mrs. C. B. Coffin of Rifle, Colo., A. L. Dies of Des Moines, Iowa, Carl M. Dies of Seattle, Wash., and Edward Dies of New York, and many grandchildren, several of whom reside in this locality. He leaves five great-grandchildren, three of whom reside in Marshfield.

Mr. Dies lived a faithful Christian life since early manhood, having been a member of the Methodist Church for 68 years. He was also a member of the I. O. O. F.

Funeral services were conducted from the M. E. Church this afternoon, Rev. H. I. Rutledge officiating, and the interment was in the Marshfield cemetery.

Phone I. S. Kaufman & Co. your Coal Order. \$4.50 PER TON.

For the Queen of the Bay, see East-side.

Drags Anchors During Storm, But Is Probably Not Damaged Any.

IS PULLED OFF BY TUG COLUMBIA

Both Get Aground Again and Wait for the High Tide.

The barkentine Echo, which has been loading in the lower bay with lumber for South America, had trouble yesterday and went on the sand. The wind was so high that the vessel dragged her anchors and went up on the sand near Empire. She is heavily laden with lumber and she laid over on one side. The tug Columbia pulled her off in high tide, but the tug also got into trouble and today the tug was on the flats and the Echo was also stuck on the other side of the bay. The Echo was this morning not in as bad a position as yesterday, as she was standing on her keel. She may float without assistance at high tide. The tug will probably also be able to get off the sand flats without assistance.

Apparently the Echo has not been damaged. She has been at anchor in the lower bay for over a week and has been loaded with lumber which will be taken to Chill. The vessel is owned by the Simpson Lumber company.

METHUSELAH ONLY 78.

Jewish World Says Period of Moon Cycle Was Called Year.

LONDON, Oct. 3.—Methuseelah loses his famous record, for his 963 reputed years are whittled down to 79.

Thus says the Jewish World in a discussion of Jewish characteristics. It is surmised, the Jewish World says, that in the earliest times, the month, the period of a moon cycle, was called a year. Thus Adam's 930 years of life, calculating a year at 29 1/2 days, work out to 75 and one-fourth years.

After the month year there came a five-month year, the limit of five being derived from the fingers on one hand, it being remembered that primitive people always used the fingers for counting purposes. Then came the twelve-month year.

Excuse for this rearrangement is found in the Psalmist's limit of life to three score and ten years. On the five-month year basis Abraham's 175 years' work ended at 72, and Isaac's 150 at 74 years.

Perhaps, too, there intervened a six-month year discovered by Jacob while watching Laban's flocks. Thus Jacob's 147 years' work run out at about 73.

WESTERN UNION WIRES DOWN

Storm in Night Causes Trouble and Communication Is Cut Off.

The telegraph wires are down today. There was trouble with the wires Saturday evening, but for a time Sunday some messages could be received. Today the wires are entirely out of business and there is no telegraphic connection. Manager Schetter was trying to locate the trouble today. It is thought that the storm in the night blew down the wires or caused trees to fall upon the wires in the mountains.

ENGINE BLOWS UP.

(By Associated Press.) LEADVILLE, Colo., Oct. 3.—The engine on a southbound passenger train on the Denver & Rio Grande railway blew up while the train was climbing a steep grade in Tennessee Pass. The engineer and fireman were killed. The cause has not been ascertained.

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