

SCORE OF MEN KILLED BY DYNAMITE BLAST AT EL PASO

Blowers Explode Quantity of Dynamite Stored Near Them.

VICTIMS ARE BURIED UNDERNEATH DEBRIS

Nearby Property Destroyed But Smelter Escapes—Rescue Work Slow.

By Associated Press to Coos Bay Times.

EL PASO, Tex., Dec. 28.—While railroad workmen were blasting slag at El Paso this morning for railroad ballasting, dynamite stored in a pit where a score of men were working, exploded. Nearly all of the men are believed to have been buried, but the work of the rescuers is slow. Only four men were accounted for at noon.

Scores were hurt in the vicinity of the explosion but the great smelting plant itself, the property of the American Smelting and Refining, was uninjured except for broken windows and other minor damage. A number of near-by houses was destroyed as was the store of the smelter. The hospital also suffered and smelter yards was wrecked.

One sick woman who was lying in bed at her home which was wrecked may die.

TRAINMEN TO GET INCREASE

Employees of Lines Near Chicago Now Demand Advance in Wages.

By Associated Press to Coos Bay Times.

CHICAGO, Ill., Dec. 28.—The discussion of the demands of the conductors and trainmen of the sixty-one railroads north, south and west of Chicago which granted the engineers a wage increase recently, proceeded amicably today. It was announced at the offices of the railway managers association, which is conducting the railroads side of the conference that a settlement appeared to be in sight possibly before Sunday, without recourse to mediation or arbitration.

TWO KILLED IN AN AEROPLANE

French Aviator and Passenger Victims of Fall Today.

By Associated Press to Coos Bay Times.

ISSY-LES-MOULINEAUX, France, Dec. 28.—M. Laffort, the French aviator, and M. Pola, a passenger, were instantly killed when the former's machine fell from a height of fifty feet. Laffort was preparing to start for Brussels for a prize flight from Paris to Brussels with a passenger and return when the accident happened.

THE WHEAT MARKET.

By Associated Press to Coos Bay Times.

CHICAGO, Ill., Dec. 28.—December wheat, 92 1-8c; May, 96 1-8c; July, 97 7-8c.

Try The Times' Want Ads.

ELECTION AT COOSTON CLOSE

Sether Street Wharf Levy Turned Down By Vote of 25 to 23.

One of the liveliest elections that Cooston has ever seen took place yesterday when the proposition to levy a special ten mill tax in Bond District No. 29 to build a wharf at Cooston was turned down by a vote of 25 to 23.

Now there are threats of carrying the matter into the courts and of endeavoring to prosecute alleged illegal voters. Wm. E. Homme, postmaster at Cooston, declared last evening that something of the kind would be done.

For some time, the special tax levy has been a much mooted question there. First the people of Cooston were divided on the location of the new wharf, some wanting it on Willanch Inlet and others on Sether street. Road District No. 29 also includes the Coos River Creamery section and these were against it and a boatload of voters from there added to the Willanch Inlet project supporters snatched the Sether street contingent under in the balloting.

The proposed wharf would cost about \$930 and the ten mill levy would raise about \$800.

The question of the Sether street and Willanch Inlet projects will probably be threshed out before the Port Commission at its meeting this week.

Money Is Subscribed.

Women voted as well as men and from reports, it is claimed that the polls at Cooston resembled the old time "Donnebrook fair."

The supporters of the Willanch Inlet proposition have, according to word sent C. F. McKnight, who is representing them in the controversy, subscribed a fund of \$700 to improve Willanch Inlet for navigation. This fund was by voluntary subscriptions.

They deny the charges made by Mr. Homme and others that illegal votes were cast at the election.

JETTY WAITS ON BAR DREDGE

Congressman Hawley Says Appropriation Cannot Be Obtained At Once.

In a letter to the Marshfield Chamber of Commerce, received today, Congressman Hawley says that he does not believe it will be possible at this session of Congress to obtain an appropriation for the rebuilding and extension of the North Jetty. He says that the determination of the engineers to try out the bar dredge and the fact that an appropriation has been made for it will make it practically impossible to obtain any more from Congress until the dredge is tested and the North Jetty work is recommended by the engineers.

Mr. Hawley says that he is pleased that he secured the additional \$40,000 appropriation for Coos Bay harbor work and says that he realizes the necessity of doing something about the jetty. He says that he will work hard in behalf of the jetty project also and hopes to secure favorable action on it in time.

The letter is in answer to a letter from the Chamber of Commerce urging him to do all possible in behalf of the bar and harbor work here.

Have your job printing done at The Times office.

OVER 500 ARE SLAIN IN BATTLE

Heavy Loss of Life In Engagement Between Turkish Soldiers and Bedouins Near Red Sea.

(By Associated Press to Coos Bay Times.)

CONSTANTINOPLE, Dec. 28.—The Turkish troops sent against the Bedouins have driven the revolvers out of the El Karak district in the vilayet of Syria near the Red Sea after a sanguinary engagement. Official advices say the Bedouins lost

450 killed and 600 prisoners. The Turkish losses were seven officers and seventy-seven men.

WOOD ALCOHOL FATAL.

Two Dead and Two Dying As Result of Xmas Drink.

(By Associated Press to Coos Bay Times.)

NEW YORK, N. Y., Dec. 28.—As a result of drinking wine at a Christmas celebration said to have contained wood alcohol, Mrs. Maria Del Gudela and Rocoe Del Marco are dead and two other men are seriously ill.

MAY HAVE TO PUMP ON FLAT

If property Owners Build Good Bulkheads, Lowlands Will Be Filled.

Unless the owners of the lowland along the waterfront build bulkheads that will retain the dredgings, the dredge Oregon will have to pump the mud out of the channel on to the mud flats.

This was the statement of Engineer Leefe, who is in charge of the harbor work here. Mr. Leefe said that he would be glad to pump the dredgings in behind bulkheads if it can be done without additional expense but that the bulkheads must be so constructed that the mud will not work out through them back into the bay.

"Some people have to learn that the dredge Oregon was sent here for the purpose of clearing the channel and aiding navigation and not for the purpose of making real estate," said Mr. Leefe yesterday. "The work of the dredge is to get the dirt out of the channel at the least possible expense and in such a manner that it will not be washed in right away again."

"We have 1,700 feet of pipe now and we can throw it quite a distance back on the mud flats. However, we would rather pump it back in behind the bulkheads if they will retain it and if it can be done without additional expense to the government. If the bulkheads are poorly constructed and the dredgings sink down and force their way back into the channel underneath the bulkheads, there is nothing for us to do but to pump back onto the mud flats."

"Where we are pumping now, the bulkhead is holding very good but as we work in nearer the wharf, the bulkheads may not be able to retain it although the Simpson Lumber Company is making a determined effort to put in a bulkhead that will, just as soon as we find the bulkhead is not retaining it, we will turn the pipe across the channel and pump over onto the mud flats, opposite North Bend."

"We will be busy there for a couple of months—perhaps until the middle of March. A number of property owners in and near Marshfield have spoken about having the dredgings pumped in on the lowlands here. We will be very glad to do so if they will get busy and put in bulkheads that will retain the dredgings and do it so that they will be ready when the dredge comes up this way. There is a vast amount of dirt to be taken from the channel opposite Marshfield and this can be used for the purpose if the people get busy now and take advantage of it."

"We want to do the most good possible for the harbor with the money we are spending and want to cooperate with the people here in doing it but they must prepare for it in the proper manner."

In order to prevent the weight of the dredgings forcing the soft mud back into the channel underneath the bulkheads, the Simpson Lumber Company is driving long slabs of sheeting to solidify the dirt. This can be done almost any place and it is likely that the big pond in front of Ferndale will be filled by utilizing this scheme.

DELAY SALOON LICENSE NOW

Council Decides to Adopt New Regulations For Them First.

After considerable discussion last night, the petitions for a renewal of the Marshfield saloon licenses were laid over until Saturday night when a new ordinance governing them will be adopted. The new ordinance has been drafted by City Attorney Goss but will be revised by a committee consisting of Councilmen Powers, Albrecht, Coke and Nelson.

Last evening when the petitions were read, Councilman Nelson objected to granting licenses to four of the places, claiming that they had not been run in accordance with law. Some wanted to grant them all and serve notice that their licenses would be revoked for the first offense. Councilman Nelson said it would be hard to revoke them but that it would be easy to refuse them a license. He said that unless something was done, the town would go "dry" and he didn't want it to be dry.

It was found that if the licenses were granted under the old ordinance that it would be difficult to revoke them under the new ordinance which will govern the saloons instead of the state law.

Some suggested that the licenses be let go until next week, but it was pointed out this would result in the places running a day or two without licenses and subject them to prosecution. It was also stated that the two new councilmen would be on the board and would not be any more familiar with the problem than the old members were last night.

Finally it was agreed to have a special meeting Saturday night to dispose of the matter.

Councilman Nelson, who has been partly instrumental in having the new ordinance regulating saloons, drafted insisted on being a member of the committee to revise it. The ordinance is rather stringent in its regulations.

Nelson Gets Light.

Councilman Nelson last evening secured the arc light for his section of town which he has long sought. It was not obtained without an effort either. Hugh McLain presented a long petition setting forth how the light was needed and pointing out that Mr. Nelson's long service for the city entitled him to some sort of recognition and that the granting of the light petition would be only right and fair. Councilman Albrecht sought to make "light" of the request by suggesting that the council buy Mr. Nelson an automobile but Mr. McLain would not listen to it. Finally councilman Powers moved that Mr. Nelson be granted the arc light and Mr. Savage seconded it. Councilman Coke objected, saying that the city could not afford it and anyway he didn't think a man was entitled to any more consideration because he was a member of the council than if he wasn't. Finally on a vote, Messrs. Powers, Savage and Nelson voted in favor of establishing the light and Albrecht and Coke against it, leaving a majority of one in Nelson's favor.

The BIG REDUCTION SALE of HATS is still on at Mrs. Donaldson's Millinery store, 119 Front street.

SAYS TARIFF COMMISSION WILL BE PROVIDED FOR

COMPARE WITH OTHER TOWNS

Committee of Chamber of Commerce Presents Reports to City Council.

Last evening, a committee from the Marshfield Chamber of Commerce appeared before the city council and presented reports from several other Oregon cities on the expense of municipal government and asked that the Marshfield expenses be cut down and the tax levy reduced. The committee consisted of M. C. Horton, Henry Sengstacken and Alva Doll. Reports from Eugene, Corvallis, Albany, Ashland, Grants Pass and Roseburg were read.

The reports went into detail on various phases of municipal government. Ashland was the only city having about as high a tax levy as Marshfield, its levy being fifteen mills. All the towns reporting are "dry" towns having no income from saloon licenses and Mr. Horton who was spokesman for the committee said that the Marshfield license equalled about a four mill levy. The average tax levy for the seven other Oregon towns was nine and a fraction mills against fifteen mills in Marshfield.

In presenting the reports, he said it was not done in a spirit of criticism but for the purpose of aiding in retrenchment which they hoped to effect in town, school and county. He left the reports with the council for further consideration. He suggested that the council could probably reduce Marshfield's expenses by reducing the cost of street cleaning, the cost of the engineer's department and in a few other instances.

The matter was dropped for a few minutes and later was brought up by Peter Scott making a long talk. He said that Mr. Horton and the committee should know that everything was more expensive here than in the interior towns, that it was harder and more costly to raise produce here and in fact that "four bits would go as far in the interior towns as \$2 would here."

During the discussion, the question was also raised as to whether any of the towns were buying property or whether they were paying their current expenses with the tax levies or going in debt as Marshfield did with a low tax levy. The matter will be brought up again probably.

Buy Fire Engine.

The question of buying a fire engine came up again and was disposed of by the council retaining its stand in favor of the Knotts engine. Chief Traver and most of the members of the fire department were present in uniform and clapped their hands when the council announced its decision and instructed city attorney Goss to draft the ordinance providing for the purchase of the fire engine at a cost of \$6,125.

E. K. Jones was present and asked that the matter be reconsidered by competitive bids on specifications. He claimed that the Long Company which he had represented had bid on a more expensive type of engine and that in reality their bid was \$600 under the bid of the Knotts people who had been approved by Chief Traver and the special committee. Mr. Traver read a lengthy communication in which he pointed out the advantages of the Knotts engine over the Metropolitan furnished by the Long Company and said the committee had not tried to get the cheapest engine but had recommended what they thought was the best engine.

All of the council said that they had left the matter to a committee of mechanics and they believe that

(Continued on page 4.)

Representative Payne Declares Bill Will Pass Senate and House.

HELD CONFERENCE WITH TAFT TODAY

Floor Leader In House Announces That Measure Will Be Put Through.

(By Associated Press to Coos Bay Times.)

WASHINGTON, D. C., Dec. 28.—Carrying out his program of informal conferences with republican leaders in Congress, President Taft had a long talk today with Representative Payne of New York, floor leader in the House. Following the interview, Payne said he was sure a bill for a permanent tariff commission, acceptable to congress and to the President, would be put through the Senate and House before March 4, next.

NEW OFFICERS ARE INSTALLED

Eastern Star and Blanco Lodge Held Joint Ceremonies Last Night.

The joint installation of officers of Doric Chapter, Order of the Eastern Star, and Blanco Lodge, A. F. and A. M., at the Mason's Temple last evening, proved to be one of the elaborate and enjoyable affairs that the orders have known. There was a large attendance of visiting members and friends of members and the formal ceremonies were followed by a most sumptuous banquet, toasts and music.

Francis Bargelt, past worthy grand matron of the Oregon Eastern Star was installing officer for the Eastern Star and E. A. Anderson was installing officer for the Blue Lodge.

At the banquet, F. A. Allen presided as toastmaster and the following toasts were responded to:

"Blanco Lodge"—A. J. Savage.

"Order of Eastern Star"—C. F. McKnight.

"Our New Officers"—J. W. Bennett.

"Charity"—C. B. Selby.

"The Toasts"—Annie G. Flanagan.

The new officers installed by Doric Chapter are as follows:

Worthy Matron—Annie G. Flanagan.

Worthy Patron—C. H. Marsh.

Assistant Matron—Alexandra Lando.

Secretary—Francis McLeod.

Treasurer—Maggie Bear.

Conductress—Alice Hall.

Associate Conductress—Rosa Preuss.

Chaplain—Ora McCarty.

Star Points—Ada, Francis Franse; Ruth, Jessie Marsh; Esther, Emma Winchester; Martha, Ellen McCrary; Electa, Nettie Savage.

Warden—Lydia Lang.

Sentinel—Carl Evertsen.

Marshal—Ellen Kelly.

Organist—May Stauff.

The new officers of Blanco Lodge, A. F. and A. M., are as follows:

Worshipful Master—A. J. Savage.

Senior Warden—E. S. Bargelt.

Junior Warden—L. A. Wheat.

Senior Deacon—Dr. R. E. Golden.

Junior Deacon—Carl Evertsen.

Secretary—Noris Jensen.

Treasurer—Richard Walter.

Senior Steward—Mr. Bush.

Junior Steward—Mr. Clankinbeard.

PORTLAND, Ore., Dec. 28.—Wheat unchanged.

TACOMA, Wash., Dec. 28.—Wheat unchanged.