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No. 2.

CLAIM THAT HILL ELECTRIC IS COMING TO COOS BAY

Portland Paper Claims That Road Will Come Via Eugene and Florence.

HARRIMAN SYSTEM ALSO BUSY THAT WAY

Claim That New Corporation Is Southern Pacific's to Parallel Hill.

PORTLAND, Ore., Jan. 15.—The Oregonian prints the following: "Entrance of the Hill lines into the Coos Bay district over a new road to be built from Eugene to Florence, thence southward along the coast, is considered a probability as a result of recent activities of officials of the Lane County Asset company, known locally as a Hill corporation."

It is understood that arrangements have been made to prepare an estimate of the cost of the road from Eugene to Florence and that some of the surveys already have been completed. Authorization of the construction work has not yet been considered by the board of directors of the Hill system, but that the appropriation will be forthcoming. If the plans meet with the approval of the engineers and local Hill officials, is not doubted.

The construction of this piece of road, of course, would leave the Hill system without an outlet to its main line, but this could easily be provided by the extension of the Oregon Electric from Salem to Eugene, surveys and rights of way for which already have been completed.

It is understood that work on the Oregon Electric extension may be started within the next few months, and that the intentions of the heads of the enterprise are to rush it to completion within the present year.

Stevens' Return Awaited. Many of these plans have developed so far as to need only the final order of the proper execution. Much depends upon the announcements to be made by John F. Stevens, following his return from Chicago next week. Stevens, in a telegram to his office here advised that he will be in Portland Monday. It is believed that he will be in a position to take up all of the Hill projects that demand immediate attention, principal among which is the Oregon Electric extension. The Coos Bay enterprise may not receive immediate consideration but that it will be kept in mind for future activity is not doubted.

Within the last few months the Lane County Asset company has figured the cost and practicability of building the road from Eugene toward Elmira. Arrangements have been made to build and operate the first 20 miles, after which the road will be pushed to the mouth of the Siuslaw and thence to the Coos Bay district.

While the Lane County Asset company was organized by Eugene residents for the ostensible purpose of building an electric road, financial aid has been secured in the East and in this movement is seen the master hand of James J. Hill, who, it is known, desires to be the first to tap the rich and latent resources of the fertile Coos Bay district. The timber alone will provide activity for any railroad for almost a century, it is estimated.

Following close upon the heels of the announcement by the Lane County Asset company of its plans comes the organization of the Pacific Great Western Railway company, which filed articles of incorporation at Eugene. The capital stock is \$50,000 and R. B. Hunt and Jesse C. Auer, of Eugene, and Frederick M. DeNeff, of Portland, are named as the directors.

This concern proposes to construct a steam railway from Eugene westward to the Siuslaw river, thence to Florence by way of Mapleton, 60

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DELAY ACTION ON CANNERY

Coos Bay Fruit Growers Association Holds Annual Meeting Here.

At the annual meeting of the Coos Bay Fruit Growers association at the Marshfield Chamber of Commerce Saturday afternoon, the proposition to establish a cannery to handle fruits and vegetables was taken up and discussed but no decisive action was taken. The new directors of the association will further investigate the matter and decide later about the project.

The matter was gone into at length by John W. Searls, president of J. W. Searls and Company of Spokane, who was invited by President P. M. Hall-Lewis, who presided, to come here and enlighten the fruit growers concerning a cannery. Mr. Searls' company make a specialty of installing canneries. He said he had spent a week in Coos county investigating the matter and said that he thought a plant that would cost about \$6,500, exclusive of site and foundation, would be adequate. With this plant, it would probably require a capitalization of \$10,000. The proposed plant would have a capacity of 6,000 cans in ten hours.

He declared that a cannery would solve the transportation problem which is now the great handicap of fruit growers in this section by converting the perishable stuff into staple commodities for which the cheap water transportation would be an advantage. As to vegetables to be raised for canning here, he recommended string beans, asparagus, spinach and pumpkins particularly but declared that the land here was too valuable to attempt to raise corn and tomatoes. It was estimated that there were about 32,000 boxes and about 150 to 160 tons of partially diseased and unmarketable fruit that annually go to waste on the bay side of the county alone. Mr. Searls declared this waste could be profitably handled by a cannery at a cost of \$15 to \$30 per ton.

He went into detail as to experiences of other communities with canneries. During his address he paid a high compliment to the president of the Coos Bay Fruit Growers association, P. M. Hall-Lewis. He said that he had seldom found a man in any community who had made such a thorough investigation of conditions and who fully realized the needs to it as does Mr. Hall-Lewis of Coos county.

C. E. Nicholson, on invitation of P. M. Hall-Lewis, spoke on cold storage as a means of preserving fruit, and gave the fruit growers much valuable information.

Other Business. The following directors were elected for the ensuing year: Geo. Beale, Z. T. Siglin, John Porter, J. H. Price, A. O. Kjelland, C. W. Sanford and P. M. Hall-Lewis. The directors will meet January 28 and elect officers.

A communication from President Homer C. Atwell of the State Horticultural society, calling a convention of the associations at Portland January 24 for the purpose of organizing a contract selling agency for the Pacific Northwest associations and to take up the national apple box legislation was read. It was found that none of the local growers could attend this convention as a delegate and it was decided to send a letter endorsing the propositions.

President Hall-Lewis in a short talk paid a high tribute to the Coos county court for cooperating with the fruit growers in trying to advance the industry. The county court has bought a power spray apparatus to

BILLY TAYLOR IS FOUND DROWNED

Body of Mill Hand Who Disappeared Last Tuesday Night Recovered in Isthmus Inlet Yesterday.

The body of Billy Taylor, the C. A. Smith mill hand who disappeared last Tuesday night while en route to the Bay City boarding house from Marshfield, was found yesterday near the mouth of Isthmus Inlet. It was recovered by Walter Robertson, Roy Robertson and Geo. Elliott who were dragging for it.

A jury was at once impanelled by Coroner Golden and after investigating the case brought in a verdict of accidental drowning. The jury consisted of M. H. Mulloy, Tom Ward, T. A. Schroeder, Joe Ward, J. A. Reese and Ira Sturdivant.

The evidence confirmed the previous reports of the case. Taylor was returning from town with a party of fellow employees who had been celebrating pay day and most of them were under the influence of liquor. Bill Smith, Taylor's companion, refused to get in the row boat with Taylor who insisted on rowing

across himself instead of waiting for the night watch to take them over. Later Taylor lost an oar and a couple of the men had disastrous experiences trying to get him to paddle back to shore, one falling in and another falling on the gang way. By the time they had recovered themselves, Taylor had drifted out of sight. Nothing more was heard of him until Geo. Elliott and Frank Herman of Eastside heard the calls for help. Although they rushed down, no one was in sight and the row boat was drifting with the ebbing tide.

Taylor was about thirty-three years old and came to America from a suburb of London where a mother and sisters reside. His folks are said to be well-to-do.

He had a full outfit of plumbing tools, leading to the belief that he may have been a plumber.

In a money belt around his body and in his pockets were found about \$52 in cash.

An effort is being made to communicate with his relatives and also to find a logger who is employed in this vicinity who came from the same place in England that Taylor came from.

LOCAL CENSUS UNDER 5,000

Marshfield Not Included in List of Oregon Towns Greater Than That.

While the census figures for Marshfield and the other towns in this section have not been announced, the population of all Oregon cities over 5,000 has been and Marshfield is not included. So this shows that the population is under the 5,000 mark but how much, no one knows. Roseburg is also under the 5,000 mark, it not having been included in the list given. The population of the Oregon towns of over 5,000 is given as follows:

Medford 8,840 against 1,791 in 1900.
Astoria city's population, thirteenth census, is 9,599, in the twelfth census, 8,381, eleventh census 6,185.
Ashland city, 13th census 5,020, 12th census 2,634, 11th census 1,784.
Baker City 13th census 6,742, 12th census 6,663, 11th census 2,604.
Salem, 14,094, compared with 4,258 in 1900, a gain of 9,836; percentage of gain, 231.
La Grande 4,843, compared with 2,991 in 1900 and 2,583 in 1890. The gain in 10 years is 1852, and the percentage of gain is 61.9.
Eugene 9,009, compared with 3,236 in 1900, a gain of 5,773; percentage of gain 178.
The population of Oregon City is 4,287.
An Albany paper claims Albany has 4,260.

FIGHT FOR PASSES.

Southern Pacific Said to Be Surveying Route of Eugene Electric.

EUGENE, Ore., Jan. 16. — The crew of surveyors under Engineer Goerl, who left here a few days ago working westward, and who are generally supposed to be Southern Pacific men, are now in camp at Elmira, having run a line as far west as that point. They are reported to be following the general line of the Lane County Asset Co. survey, and apparently are headed for the same passes. The crew is not the same that recently made the survey from Junction City to the coast, and apparently are working entirely independently.

assist in eradicating local orchard diseases.

There was a fair attendance and it is hoped to enlist the aid of every fruit grower and rancher in the association for the coming year.

What is so rare as a fresh egg in January?

BANK MOVES TO NEW HOME

First National and First Trust and Savings Merger Effective Today.

The removal of the First National bank to its new quarters in the First Trust and Savings bank building was effected today, this being practically the last step in the merging of the two institutions.

The removal of the safe, books, etc., was effected without any interference with business. The First Trust and Savings bank will now transfer its business to the First National, the merged institutions becoming the First National.

WIRES DOWN AGAIN TODAY

Service Restored Sunday After Four Days Lapse—Mail Arrives.

The Western Union wire service is out of commission again today after having been restored yesterday following a four-day lapse owing to the storm. Yesterday, Operator Carleton was able to clean up most of the delayed business but during the night they went down again.

At noon, service was restored to Roseburg but there was wire trouble between Roseburg and Portland.

In consequence of the latter, The Times was up against it again for Associated Press report today.

Mail Arrives.

The mail blockade was broken yesterday and two consignments of mail came in, one just before noon and the other about 4 o'clock. Another arrived during the night and the delayed mail will probably all be brought in within a day or two.

Unless further storms or slides interfere, it is expected that the mail service will be regular from now on.

COLD KILLS MONTANANS.

Rabbit Hunter and Stage Passenger Frozen to Death.

BUTE, Mont., Jan. 16.—The extreme cold of last week has caused at least two deaths.

Moses Klein, a homesteader near Culbertson, was frozen to death while hunting rabbits, and William Compton died of cold near Ringling, when the stage in which he was riding broke down.

SUPREME COURT DISAGREES ON COOS BAY PORT CASE DECISION

GALE PREVAILS ALONG COAST

Steamer Maverick Adrift With Broken Shaft—Other Vessels In Storm.

The Maverick, the oil tank steamer which lost her life boat and was otherwise damaged by heavy seas off Coos Bay, is again in trouble, having broken a shaft while en route south. Capt. Olson of the Nann Smith met her yesterday. Although out in a severe storm, she was making away from shore and in no immediate danger. The steamer Ascension had been sent for to tow her into San Francisco and it was expected that she would pick her up yesterday afternoon.

The Nann Smith arrived in this morning from San Francisco after a fast trip up the coast despite unusually rough weather. She left there about midnight Saturday, crossing in here at 9 o'clock this morning, having made the run in about thirty-three hours.

"Although it was clear, a perfect southerly gale was prevailing outside," said Capt. Olson today. "It must have been blowing eighty or ninety miles per hour."

He met the steamer Lakme, bound south from here with a cargo of lumber, six miles below Cape Blanco. She was almost standing still in the face of the gale. He met the M. F. Plant, which crossed out from here yesterday, a little further north. She was just getting out into the storm.

The Rainier and the Queen, bound from northern ports for San Francisco, were also bucking the gale off Coos Bay.

Fred Powers, who has been touring California with Dr. Dix in an auto, came in on the Nann Smith. Mr. Hoff, an employe of the mill, also came up with Capt. Olson after spending the holidays with relatives in Southern California. Dr. Dix is returning overland, having shipped his auto up on the Nann Smith.

Redondo Coming.

It is expected that the overhauling of the steamer Redondo which is on dry dock at San Francisco undergoing alterations and repairs, will be completed this week so that she will again be on the run inside of ten days. At first, it was intended to only alter her passenger accommodations so that she could handle more passengers but when she got on dry dock, it was found that repairs would have to be made again in the near future, if not now, and it was determined to have it done at once and avoid possible future trouble as well as saving time and expenses.

Alliance Damaged.

Portland papers arriving here confirm the report brought by Mrs. L. E. Reynolds and printed in The Times last week that the Alliance was damaged considerably on her last trip up when she encountered a terrific storm. The Portland papers say that she sprung a leak which necessitated her going on dry dock.

Agent McGeorge has not been notified when she will arrive here but it is expected that it will be soon.

RELIEF ENGINE WRECKED.

SPOKANE, Wash., Jan. 13.—Running light, at high speed, Great Northern Engine No. 1012 bound east from Spokane to the relief of trains snowbound in the Rockies, left the track four miles east of Priest River, Idaho, and plunged over a 25-foot embankment and crashed through the ice into the waters of the Pend O'Reille river.

Engineer W. F. Zumwalt and Fireman Don J. Kiesler were killed. The engine which met the mishap was coupled behind another engine which remained on the rails.

Action Likely to Have to Be Reargued Before New Judges On Bench.

ONLY THREE LEFT OF FIVE HEARING IT

J. W. Bennett Claims Retiring Judges Were In His Favor In Litigation.

The attorneys in the Port case received a letter from the clerk of the Supreme Court yesterday, saying in substance, that the three judges of the five who heard the argument, were unable to agree and as Justice Slater and Justice King's term of office had expired before the decision could be written, it required a unanimous vote of the three left, and as they could not agree, the case would have to be tried anew before the present court, including Justice Bean and Justice Burnett who have been elected to succeed Justice Slater and Justice King.

This morning, Mr. Bennett received the following self-explanatory night message from J. C. Moreland, clerk of the Oregon Supreme court, which was dated Jan. 12, but which was delayed on account of the wires being down:

"Justice Eakin, McBride, and Moore disagree on Port case. Unless you and Attorney Peck shall stipulate to submit on briefs to the court as now constituted will have to have reargument. Let me know at once as to your desire in matter."

J. W. Bennett's Statement.

J. W. Bennett said that he had received a communication, as also had Attorney Peck from the clerk of the Supreme Court stating that the three judges now on the bench out of the five who heard the argument, could not agree and that it would be necessary to have the case either submitted by stipulation on the written briefs already filed, or that an oral argument be heard on the 31st of this month at Salem.

Mr. Bennett also said Justice King and Justice Slater have already expressed themselves in favor of the plaintiff's convention on the question as to whether or not sufficient notice had been given and the fact that one of the three judges left who heard the argument are in favor of the plaintiff, it is certain that in case the opinion had been written before Justice Slater and Justice King's term of office had expired, the plaintiff's in this case would have been successful, as Justice King and Justice Slater have already decided a similar case which was that of Rosch vs. Henry, 54th Oregon 140, and at the trial they adhered to their decision in that case and one of the three judges now on the bench has disagreed with the other two, therefore it settles the question that if the opinion had been written up before Justice King and Justice Slater's term of office expired, the plaintiff would have prevailed on that one question of notice alone which would be final.

Mr. Bennett also said there were some six other questions however, and this disagreement might be in regard to any of them but he was of the opinion that the disagreement was upon the question of notice.

He also said that it would save both sides considerable expense and time to stipulate that the decision be rendered by the five judges who heard the case argued and that he was entirely willing to stipulate to that effect notwithstanding the fact that the term of office of Justice King and Justice Slater had expired. This could be done by stipulation and would save the delay of a new trial and the expense of the attorneys going to Salem in this awful weather and he would really be delighted for the convenience of all parties concerned that a stipulation of this kind

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