

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

MEMBER OF ASSOCIATED PRESS

GET IT WHILE IT IS NEW BY READING THE COOS BAY TIMES. ALL THE NEWS AND THE TIMES TERSELY TOLD

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Established in 1878 as The Coast Mail

MARSHFIELD, OREGON, THURSDAY, JANUARY 26, 1911—EVENING EDITION.

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No. 11.

SNOW RECORD BROKEN HERE

Fourteen Inches According to Official Measurement— Isolates Coos Bay.

With telegraph and telephone wires down and no mail service, Coos Bay is completely isolated from the rest of the world as a result of the severe snow, sleet and hailstorm of yesterday.

The snowfall on Coos Bay yesterday and last night, according to the official government records kept by Mrs. E. Mingus, was about fourteen inches. Few realized the amount of the snowfall, owing to it melting as rapidly as it fell. The snowfall is computed by ascertaining the amount of moisture in the snow, one inch of water being equivalent to ten inches of snow, according to government standard. The total precipitation yesterday and last night, all in snow, was 1.47 inches, or fourteen inches of snow.

Aside from the damage to the telegraph and telephone lines, no damage has resulted from the wintry spell.

The slush is very inconvenient however and rubber boots are about the only means of keeping pedestrians dry.

What They Think.

Everywhere there are expressions of surprise over the freakish weather and even "the oldest inhabitants cannot recall anything like it on Coos Bay before."

"It reminds me of 'grasshopper days' in Kansas," remarked Willis H. Kennedy yesterday as he glanced heavenward in the midst of the storm. "In those time, the flights of grasshoppers were so dense that you couldn't see the sun for days at a time. They were thicker than those big snowflakes."

"It's an awful jolt to J. H. Milner," remarked Herbert Lockhart today. "You know his brother, Bill Milner, is here from Peoria, Ill., and of course J. H. has been telling him all about the beauties of the Coos Bay climate and its winters. Now here comes this storm and shatters all his boasting."

"Never saw it snow harder in Wisconsin than the way it came down yesterday," noted J. T. Harrigan as he recalled the winters he experienced when logging in Wisconsin. "It simply couldn't fall faster than it came down yesterday. I am sorry that I didn't have time to build a sled and give the people here a sample of our good, old-fashioned sleigh rides. Probably won't ever have another opportunity like it."

"It's great," declared Dr. A. L. Houseworth as he trudged across to his automobile and recalled similar experiences in Oklahoma's mild winter climate "where they also never had snow."

"Gee, but it's fine," declared Dr. Dix as he gazed out and recalled real winters at his old home in Mankato, Minn., and his experience with the blizzards of Montana.

Is Better.—Mrs. R. M. Wieder today received a letter from their son, Ed. Wieder, who has been ill of appendicitis at Portland where he is attending Columbia University, stating that he has fully recovered and able to resume his school work.

PERSISTENCE IN ADVERTISING.

IT TAKES time and repetition to interest people in your proposition. The road to advertising success is strewn with the bleaching skeletons of the victims of one insertion. You can't build a house with one brick. It is the steady, persistent appeal to the buying public that wins out. John Wanamaker once said: "To discontinue advertising is like taking down your sign."

William Boyd, of the Saturday Evening Post, in addressing the Manufacturers' Advertising club in Cleveland, Ohio, said: "Trial advertisements are a waste of money—the trial advertiser is like the tradesman who sends out traveling salesmen once and then discharges them, expecting that the results of the single effort will warrant encouragement of other salesmen for a like single trip."

Advertising in a reputable newspaper increases public confidence, an advertised business advances step by step in the estimation of thousands of people, who may be months getting around to make their first purchase.

Advertisers must be patient. Everybody doesn't see what you print the first time it appears. More will notice it the second day, a great many more at the end of a month.

MANY ARRIVE ON BREAKWATER

Steamship Arrives In Early This Morning From North After Good Trip.

The Breakwater arrived in early today from Portland after a good trip down the coast. A fairly calm sea prevailed despite the snow and she was not delayed. She had a large cargo of miscellaneous freight and a good list of passengers.

The Breakwater will sail at 8 o'clock Saturday morning from Marshfield.

Among those arriving on the Breakwater today were the following:

H. P. Davis, Miss McIntosh, P. Paulson, Miss Ingram, Dr. Ingram, V. Appel, Mrs. Appel, G. H. Schwab, Mrs. Schwab, R. Haley, F. McMullen, H. Roberts, E. D. Goodman, Mrs. Goodman, Mrs. Murphy, Jno. Kurstow, Mrs. Kurstow, A. L. Woodbury, Mrs. Woodbury, W. Cavanaugh, C. H. Atkinson, Mrs. Atkinson, Miss Atkinson, J. Atkinson, E. W. Lyon, Mrs. Lyon, E. K. Smith, H. Nicholson, F. F. Smith, G. A. Imhoff, W. Dewese, E. Davenport, Miss G. Arms, F. A. Ford, Nell Dunn, P. Hall, Mrs. Elliott, L. N. Jones, Fred. English, E. Rice, E. M. Eberhart, F. Fay, Mrs. Fay, Jno. Goss, H. P. Eyrst, A. S. Manassa, Bert Manassa, Mrs. Halferty, A. G. Scoville, Jno. Lewis, Edw. Chapman, Geo. Couger, S. Lindner, Gus Aputus, Ira Cassidy, Mrs. Garther, Miss Harris, Miss Charles, L. R. Charles, H. J. Werantch, H. B. Daly, Major Morrow, J. J. Richardson.

HOUSE BURNS AT EMPIRE

Inglebloom Residence, Formerly I. Hacker, Home Is Destroyed.

Fire of unknown origin this morning destroyed the Inglebloom home at Empire. The fire broke out about 8:30.

The house was formerly the I. Hacker home. It is located near the old courthouse.

It is not known whether Mr. Inglebloom had any insurance or not but the loss will fall heavily on the family who are not in a financial condition to stand it.

RETURNS TO SAN FRANCISCO.

J. R. Smith Retires From North Bend Hardware Company.

J. R. Smith has retired from the North Bend Hardware company to return to San Francisco to resume his old position as assistant to his brother, Jas. B. Smith, the San Francisco magnate. J. H. Gardiner who has been with the company will succeed Mr. Smith at North Bend. Mr. Smith returned from Francisco last Saturday and is arranging his business here to leave next week for the city to remain. His departure from Coos Bay will be greatly regretted.

WILHELMINA FAR UP ON BEACH

Gasoline Schooner Driven 150 Feet Further Ashore— Will Have to Put Skids Under Her.

To jack up the Wilhelmina and put her on skids and haul her over the sandy beach into Winchester Bay, is about the only way of saving the gasoline schooner which went aground on the south spit of the Umpqua, while en route to Gardiner last Saturday morning according to parties arriving here today.

The night before last, the Wilhelmina was driven 150 feet further on the sandy beach by the storm and waves, and yesterday the stage could drive all around the vessel.

Luckily the vessel went aground where the beach is of soft sand and consequently it is not believed that the bottom will be badly injured, if she can be taken off soon.

It was first thought that the Gleaner might be able to pull her off at high tide next Saturday but as

she has been driven further up on the beach, about the only remaining chance of saving the vessel is to put her on skids.

So far as could be ascertained today, no insurance is carried on the Wilhelmina by the stock company owning her. Chas. Thom formerly carried some on her in the Lloyds but it is understood this was let expire. There are a number of stockholders in her and it is possible that some of these have their interest insured. The Wilhelmina cost in the neighborhood of \$18,000.

It seems that she went on the spit about 2 o'clock Saturday morning. By mistaking the channel buoy, Capt. Tyler did not hit the bar straight but hugged the south shore line going in. A breaker hit her and the hatches being open, on account of the apparent prevailing calm, the hold was flooded and the engines put out of commission. Then she slowly drifted up on the beach.

Some express doubt as to whether it will be possible to get the Wilhelmina off, even by using skids, this winter.

BIG RESERVOIR START WORK NEARLY DONE ON NEW SHIP

C. A. Smith Company Has Big Basin Dredged Out For Water Supply.

The Larson dredge has just about completed the dredging of the big basin on Isthmus Inlet beyond Bunker Hill, which is to supply the fresh water for the C. A. Smith mills in the future. The reservoir which is oblong is equal in area to about four square acres and it has been dredged on an average of thirteen feet deep.

The basin is just south of the logging road spur south of Bunker Hill. A pumping plant will force the water from there to the mills. During the rainy season, it is expected the reservoir will be filled.

A big dike will be constructed along Isthmus Inlet to keep the salt water out. The basin is now full of salt water, it having been necessary to cut a channel through to get the dredge in. This will be pumped out.

NEW HOTEL TO EXPECT DOE TO BE FINE ONE PUT ON BOAT

J. E. Schilling to Erect Fifty-Room Structure at Gardiner Soon.

J. E. Schilling has had preliminary plans made for a fifty room, modern hotel to be erected in place of the Gardiner hotel which was destroyed by fire last week. Mr. Schilling arrived here today from Gardiner to look after business matters and while feeling his loss keenly, he more than appreciates the sympathy and kindness extended him by his many friends.

Until he has investigated the matter fully, Mr. Schilling is not able to state exactly the kind of a building he will erect but hopes to make it one of the best in that section.

He has provided temporary accommodations by fitting quarters in the Jewett warehouse and a number of Gardiner people are cooperating in caring for the travelers by opening their homes for sleeping accommodations.

Many of the others who were burned out in the fire are arranging to rebuild.

COOKED FOOD SALE at Lewis' **SATURDAY** from 1 to 5 P. M. by Ladies of the **BAPTIST** church.

Sister Vessel of the Oshkosh Will Be Slightly Larger— Finished Soon.

Manager Elmore of a Columbia river transportation company, owners of the Sue H. Elmore and the Oshkosh, has just closed the contract for the building of a sister ship of the Oshkosh at the North Bend shipyards. The new vessel will be about thirty feet longer than the Oshkosh, four feet wider and proportionately deeper. She will be equipped with two 125 horse-power standard engines and is to be turned out complete the latter part of May. Work on her will begin at once.

The scow boat for the government to be used in clearing the Coquille River channel will be completed soon at the shipyards.

The Oshkosh is now at the shipyards having some repair work done on her and alterations made. She is to carry out the remainder of the Umpqua salmon pack from Gardiner as soon as the repairs are completed.

EXPECT DOE TO PUT ON BOAT

North Pacific Steamship Company Figuring On Coos Bay-Frisco Trade.

That another steamship will be placed on the Coos Bay run within a few weeks is the rumor current today. The report is that C. P. Doe of the North Pacific Steamship company has been figuring on such a proposition for some time and that the taking off of the M. F. Plant will bring the matter to a focus at once.

Mr. Doe has been "trying to arrange a schedule whereby he would have the best service between San Francisco and Portland the principal way ports, being especially desirous of making Eureka and Coos Bay with larger vessels and having some of the smaller nearby points supplied with an auxiliary service of smaller vessels.

An announcement within a few days will probably be received as to his plans in the matter.

LOST—Information for return of a double end skiff decked fore and aft, 18 ft. long. A liberal reward by R. A. Church, Marshfield, Ore.

The Times Want Ads bring results

BILL FOR LIGHT SHIP TO PASS ARRIVE TODAY FROM 'FRISCO

Senator Bourne Expects to Secure Appropriation For Dangerous Reef.

According to advices in a letter from Senator Bourne to Dr. J. T. McCormac, Senator Bourne is confident that he will secure an appropriation of \$150,000 for a lightship to be located on Cape Blanco Reef off Port Orford. This is near the scene of the Lakme's troubles and is one of the most dangerous points, in storms, on the North Pacific coast, the reef extending out for several miles beyond Cape Blanco lighthouse.

Senator Bourne's bill was referred to the Committee on Commerce and a favorable report is soon expected. The bill provides as follows:

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of Commerce and Labor be, and hereby is, authorized and directed to cause to be constructed a first-class, full-powered light vessel and to establish and maintain the same at or near Orford Reef, off Cape Blanco, Oregon, in accordance with the report of officers of the Lighthouse Establishment published as House Document Numbered One thousand two hundred and sixty-seven, Sixtieth Congress, second session, and for the construction of said vessel there is hereby appropriated out of any moneys in the Treasury not otherwise appropriated the sum of one hundred and fifty thousand dollars."

MAJOR MORROW TO COQUILLE

Chief of Engineers For This District Inspects Project There Today.

Major Jay Morrow, chief of the United States Engineers for this district, arrived here this morning on the Breakwater to inspect the government work here and on the Coquille. With Engineer Leefe, who has charge of the work in this section, he went to Coquille on the morning train and will spend today inspecting the Coquille river. It is expected that they will return here tonight and that tomorrow will be spent inspecting the work here and also giving Major Morrow an opportunity to make himself personally familiar with the needs of Coos Bay harbor and bar.

It is understood that Major Morrow plans to return to Portland on the Breakwater Saturday morning.

The Breakwater arrived just prior to the departure of the morning train for Coquille.

Major Morrow is said to be planning to have the dredge Oregon go to Coquille within a short time and dredge the lower river and harbor in compliance with the present plans for the improvement there. About 145,000 yards of dirt is to be removed and this will take the Oregon between two and three months.

It is likely that Major Morrow will now determine about the date the Oregon is to be taken to the Coquille. After completing the work on the Coquille, the Oregon will return here to resume work in the inner harbor.

WILL HANDLE COAL.

Walter Condron has made a deal whereby he has secured the last two months' run of the best coal of the Libby mine and will now go into the retail fuel business as a side line to his livery and feed business. He is prepared to handle all orders promptly and says that at \$5.00 per ton, this fuel can't be beat. He asks everyone to give him a trial order. Phone your order or see him personally.

Nann Smith and Redondo In From South—Southwest Squall Bad.

The Nann Smith arrived in early today from San Francisco. She brought up some oil for the Standard Oil company.

A southwest squall and storm made the trip up rather rough, the first of it being encountered off Cape Mendocino and the snow and sleet storm being encountered further this way.

Capt. B. W. Olson was very modest about his feat in saving the Lakme and the honors that are being showered upon him from every quarter for the valor. He was pretty well tired out by the strenuous trip.

Redondo In Today.

The Redondo arrived in this morning from San Francisco where she has been on drydock the past few weeks receiving a general overhauling and repairs. Most of the work was on her machinery. The additional cabin accommodations for passengers were not put on there as had been expected but will be put on here later.

She had considerable freight and a few passengers, most of the latter being members of the stock company that is to play at the Masonic Opera House here.

The Redondo will sail at 10 o'clock Sunday morning for San Francisco and San Pedro. She will stop at San Francisco en route back.

WILL BUILD IN FUTURE.

John F. Stevens Says Hill Is Not Building to Coast Now.

A Portland dispatch concerning announcements by John F. Stevens, representing the Hill interests in Oregon, concerning the Hill line plans says:

"No definite plans have been made for the extension of the line south or west of Eugene, although Mr. Stevens spoke hopefully of such procedure at some future time. He denied, however, any connection between the Hill interests and the Lane County Asset Company or any other local corporation organized recently for the ostensible purpose of building a railroad toward the coast by way of Elmira and with the probable intention of eventually reaching Coos Bay.

"Concerning this, some point to the fact that the Hill interests denied any connection with the Deschutes line when first started by Porter Brothers and also with the Oregon Electric when it was being built, and declare that the future may bring similar developments."

PORTLAND GIVEN GAMES.

National Baseball Commission Rules Against Oakland.

WASHINGTON, D. C., Jan. 26.—Judge Graham's famous decision in the Gus Hetting case, which resulted in taking from the Portland baseball team three games it won from Oakland and giving to Oakland three games it lost to Portland, has been overruled by the National Baseball Commission and the Portland team will receive credit for all its victories during the past season.

That the Portland club must pay a penalty of \$100 for "farming" Hetting to Spokane, McCredie considers of minor importance.

BIDS FOR MERCHANDISE STOCK AND HORSES.

Bids will be received until 12 o'clock, noon, Monday, January 30, 1911, on the following:

Stock of general merchandise at Libby store consisting of groceries, dry goods, hardware, boots, shoes, etc.

Also on mules, horses, harness, etc., of Libby mine.

Bids will be received either on whole or on separate departments.

Address all bids or inquiries to Oregon Coal & Navigation Co., Libby, Oregon.