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## BOISE TO COOS BAY RAILWAY

Claim That Survey Is Being Made Through Eastern Oregon Now.

ROSEBURG, Ore., Jan. 30.—The Roseburg News prints the following: "Surveyors, posing as geological engineers, who have been working from Salmon City to Lewiston, Ida., are now said to be in the service of the Gilmore & Pittsburg. Their operations are regarded as confirming a report from Portland, Ore., that this road is about to begin the building of its line between the points where these men have been at work. Another fact having the same effect is the purchase of 1,000,000 ties, to be delivered at Salmon City.

The Gilmore & Pittsburg is an undertaking that up to this time has been a subject of more or less speculative gossip as to whether it is independent or has behind it some established and strong railroad interest. At one time the latter idea did not seem to be warranted, owing to developments suggesting that its promoters were in trouble, or else had had differences with a financial house in Pittsburg, through which its obligations were being settled.

There still remains an element of uncertainty relative to the enterprise that not a few people would like to see removed. This much is conclusive—if it is really to be an independent road, eventually the Hill and Harriman systems have some strong competition to meet later on.

A citizen of Roseburg recently received a letter from a friend in Boise, Idaho, who says that the impression prevails to a certain extent in Boise that this railroad will be extended westward through Central Oregon to the coast, passing through Ontario and Roseburg. Surveys have been made through Boise, and also through Emmett, Idaho, and the general direction of these surveys indicate the road is headed for Coos Bay through Central Oregon.

In all probability this east and west Central Oregon line will be established before the completion of the Panama Canal, the principal obstruction at this time, it is claimed, being the misguided rapacity of the owners of Coos Bay terminal grounds. There seems to be no desire on the part of Coos Bay property holders to encourage the building of a railroad, although the Coos country needs transportation more than anything else.

However, with the natural advantages offered, even the selfishness of its citizens will not prevent the establishment of terminals, and the railroad to Coos Bay via Roseburg will materialize, and the section between Roseburg and the bay be in operation before the completion of the canal. The average citizen does not realize how valuable this line will be to Roseburg. It will place this city practically on tide water, and enable our merchants to ship in goods at water rates, thus materially reducing freight rates, and do away for all time with the Portland local, which is a fat rake-off for the S. P., and also release the Portland jobbers' hold on this territory and permit the establishment of jobbing houses in Roseburg. It will not only be a benefit to Roseburg, but to all Southern Oregon, and such rates as \$11.70 from San Francisco to Roseburg and \$5 from Portland to Roseburg, compared with \$5.20 from San Francisco to Portland will disappear rapidly. The S. P. will also set out cars in Roseburg without charging the freight from San Francisco to Portland plus the local rate from Portland to Roseburg, as is now the case on such shipments. Our fruit growers can deliver fruit to terminals at Coos Bay for water transportation to New York city and other Eastern points with less than a 100-mile haul by rail, and this short haul will not permit very high charges being made by the railroad. The new railroad and the Panama Canal will not only bring the best selling markets to

## OREGON RACE POPULATION

Coos County Has 180 Indians, 24 Japs, 13 Negroes and 60 Chinese.

The racial population of some of the counties is given as follows by the United States census department:

Coos county... 17,682 white, 13 negro, 180 Indian, 60 Chinese, 24 Japanese, 17,959 total.

Curry county... 1,894 white, 1 negro, 147 Indian, 2 Chinese, 2,044 total.

Douglas county... 19,430 white, 10 negro, 154 Indian, 28 Chinese, 52 Japanese, 19,674 total.

Decrease in State.

There was a decrease of 3,080 in the number of Chinese, and an increase of 785 in the number of Japanese in the State of Oregon in the last 10 years, according to statistics of the 13th census.

For use in redistricting the state, the director of the census supplied the Oregon State Legislature with a statement showing the population of Oregon by counties, distributed according to color and race. Following is the population of the state by color and race:

Color and race—	1910.	1900.
White . . . . .	665,610	394,582
Negro . . . . .	1,526	1,105
Indians . . . . .	5,001	4,951
Chinese . . . . .	7,317	10,397
Japanese . . . . .	3,286	2,501

There are 18 Hawaiians, four Filipinos and three Koreans in Oregon.

**Indians in Oregon.**  
Commissioner Valentine of the Indian service, in the census of the Indians gives Oregon 5,001, Washington 9,625, Idaho 3,988, California 20,976, Nevada 6,192, and Montana 10,766, out of the country's total of 304,950. By schools and tribes the Oregon Indians appear as follows:

Klamath school—Klamaths, Modocs and the Yahooskin band of Snakes, 1,126.

Siletz school—Clackamas, Rogue Rivers, Santiams, Siletz, Umpqua, Wapato Lakes and Yamhills, 582.

Umatilla school—Cayuses, Umatillas and Walla Wallas, 910.

Warm Springs school—Warm Springs, Wasco, Teninos and Paintes, 780.

### SUSPECT IS ARRESTED.

**Alleged Los Angeles Dynamiter Held at Globe, Ariz.**  
(By Associated Press to Coos Bay Times.)

GLOBE, Ariz., Jan. 30.—A man suspected to be James B. Bryce, one of the San Francisco trio wanted for the purchase of dynamite supposedly in connection with the blowing up of the Los Angeles Times, was arrested here, and is held in jail. The man says he never has been in California. He gives his name as Gregg Capps.

Southern Oregon's door, but the best buying markets as well, so that merchandise can be bought cheaper and produce sell higher. The Roseburg-Coos Bay railroad is so valuable to this community that when its value is recognized the citizens of Coos and Douglas counties will build for themselves, if some established company does not construct the railroad. And when that railroad is in operation the way Southern Oregon will wake up will startle the S. P. and other Oregon friends. If the extension is made into Central Oregon, which, without question, will be done, the great virgin fields will be brought within 150 miles of tide water, and the Coos Bay, Roseburg and Eastern railway be one of the best dividend payers in America. Wheat, stock, oil, coal and lumber in enormous quantities await this outlet to tide water, and its construction cannot be much longer delayed.

So many Coos Bay women think that if they didn't worry a good deal their husbands wouldn't be able to make a living.

## STEAMER COOS BAY RUNS AGROUND

Vessel Built at Marshfield in 1884 Meets With Accident at Ventura, Cal.

(By Associated Press to Coos Bay Times.)  
VENTURA, Cal., Jan. 28.—(Delayed by Western Union)—The steamer Coos Bay built at Marshfield in 1884, is aground on the bar in the harbor here. An effort will be made to pull her off by a tug boat. She left San Pedro yesterday for San Francisco, called here, started to leave port in a dense fog early today, lost her bearings and went aground.

The sea is calm and there is no immediate danger. She carries a crew of thirty-one and a few passengers.

### BROUGHT TO SAFETY.

Passengers and Crew of Cottage City Reach Seattle.  
(By Associated Press to Coos Bay Times.)

SEATTLE, Wash., Jan. 30.—The United States life saving steamer Snohomish arrived from Campbell River, B. C., Saturday, with the passengers and crew of the steamer Cottage City, which went ashore on the reef off Cape Mudge, B. C., Thursday.

## LEAVE SUNDAY ON REDONDO

Steamship Sails For San Francisco and San Pedro With Many.

The Redondo sailed Sunday morning for San Francisco and San Pedro with a large passenger list and a large number of passengers. She will stop at San Francisco en route back. It is likely that this will be the Redondo's last trip to San Pedro in some time as it is desired to have her make a regular eight day schedule on the Coos Bay-San Francisco run.

Among those sailing on the Redondo were the following:

J. H. Murr, C. E. Broadbent, W. E. Dungan, W. A. Moody, Fred M. Johnson, C. K. Perry, Miss Nan Romandra, Mrs. M. J. Elrod, Mrs. Geo. Hadsbedy, Mrs. Minnie Smith, Mrs. T. F. Nelson and baby, Miss E. Robertson, T. F. Nelson, Joe Otterman, Geo. Hadsbedy, R. Leefeson, R. Carpenter, John Volenti, M. Fritz, Myron Volenti, Mrs. John Volenti and child, Miss Murrell, John T. Marshall, J. C. Gray, H. C. Orel, G. Dam, N. P. Benson, C. Heintz, E. K. Rudson, D. Griffin, O. Anderson and nine steerage.

## DAMAGE BOAT ALONG WHARF

Break Into The Central and Steal Batteries and Damage Engine.

The launch Central, owned by Henry Sengstacken but now being run by A. H. Stutsman, was broken into at the wharf Saturday night, the storage batteries stolen and other articles taken and considerable damage done to the engine.

This is the latest of a number of petty depredations that have been giving local boat owners and owners of property along the waterfront trouble. If the miscreants can be caught, they will be prosecuted to the limit.

### QUAKE IN PHILIPPINES.

**Volcano Taal, Long Dormant, Gets Busy Again.**  
(By Associated Press to Coos Bay Times.)

MANILA, P. I., Jan. 30.—After being dormant many years, the volcano Taal, in Batangas province, is again active. The eruptions were preceded by three heavy and ninety lesser earthquakes.

### STRAWN'S NEW BUSINESS.

Manley M. Strawn was over from Yoncalla on business. He is engaged in the poultry business and expects to market 1,000 friers this season. He has about 250 already hatched and expects thesecond installment to hatch in two or three weeks. There is a strong and constant demand for poultry and eggs and many more producers like Mr. Strawn are needed in this county.—Roseburg News.

## BARNES OUT; SMITH NAMED

Mayor Simpson of North Bend Announces Change in Police There.

Mayor L. J. Simpson of North Bend before his departure Saturday announced that night watch W. J. Smith would be promoted to marshal of North Bend and L. B. Law would succeed him as policeman. Mr. Smith succeeds Marshal Barnes and the change is to be effective February 1.

The change does not come as a surprise owing to the fact that Mayor Simpson had been delaying the appointment for a month.

It is understood that under the new arrangement, Marshal Smith will do a part day and part night shift, Policeman Law having to supervise the street cleaning as well as look after his duties as peace officer.

### MRS. HENEY DEAD.

NEW YORK, N. Y., Jan. 30.—Mrs. Francis J. Heney of San Francisco, whose husband was formerly special prosecuting attorney in San Francisco, died last week of tubercular meningitis. She had been ill about ten days. The body will be taken to San Francisco for burial.

## BEAVER HILL MAN RESIGNS

J. D. Hamlin Retires As Manager of Store and Station There.

J. D. Hamlin, who for the past six years has been storekeeper and agent of the Beaver Hill Coal company at Beaver Hill, has resigned his position with the company and expects to engage in other business in this section.

The company is reorganizing its business and will divide the work handled by Mr. Hamlin among other departments.

Mr. Hamlin's resignation will be greatly regretted by the men at Beaver Hill as he was very popular with them as well as being an efficient employe of the company. The announcement was received with regret by his many friends on the Bay who will be gratified to learn that he intends to remain here.

### HEIRESS IS MISSING.

**Ransom Demanded For Return of Dorothy Arnold.**  
(By Associated Press to Coos Bay Times.)

NEW YORK, N. Y., Jan. 30.—Additional letters demanding a ransom for the return of Miss Dorothy Arnold, the missing heiress, have been received by the girl's father. The police and lawyers who are directing the search scout the theory of ransom and believe the letters were written by blackmailers.

Monogram OIL at THE GUNNERY.

## NEED CANNERY ON COOS BAY

Will Do Much Towards Developing This Section, Says Dr. E. Mingus.

Editor Times:

I am glad to see there is a movement on foot to build a canning plant in Coos county; this is substantial advancement in the development of our agricultural resources. I want to say right here that one of the greatest drawbacks to Coos county is its backwardness on the production of soil products and as a consequence the people here are eating themselves poor by importing food stuffs that should be grown at home. Our financial conditions will always be characterized by small balances until this order of things is changed by producing the greater part of our agricultural products. There are necessarily some articles of food which we will always have to import for the reason that our climate is not suitable for the growth but these can be offset by the surplus productions of articles that grow here abundantly and can be prepared for exportation at a profit to the producer. The richness of our soil and generous rainfall assure large returns in the cultivation of vegetable products that find congenial conditions here for growth.

Let us use our soil and climate to produce these things for which they are most fitted and grow them in large quantities and what we do not need, prepare for exportation. In the shape of canned goods we should be able to manufacture these articles with the same success as other places. The best results are obtained by cooperation, and the said producers in Coos county will find it to their advantage to take hold of the enterprise of canning on a broad business basis. The Temples of EGYPT were not built by one man, great results are obtained by harmonious and intelligent efforts of many and every producer should take a personal interest in making the proposed canning plant a success.

The knowledge already acquired relative to the production of food-stuffs in this part of the state will enable growers to guarantee the plant a sufficient amount of business for the initial start.

I was out at Ten Mile last year and saw one of the most prolific productions of beans ever witnessed and I remarked "What great opportunity here for the canning of green beans." There are hundreds of acres around the Ten Mile Lakes that will produce enough green beans to supply the entire population of Oregon, yet no substantial profit is being realized from the acreage for the simple reason that there is no cannery to take care of the products.

Visit any grocery store in Coos county and see what percentage of their goods are grown and imported from elsewhere, and what percentage is of home production. Ham, bacon, lard, canned meats and canned vegetables, are articles that we should be exporting, occupy a large amount of space on their shelves and are stamped with a foreign label.

Why this state of affairs in a mild climate like where vegetation grows so abundantly? Because we are not prepared to take care of our excess required for local consumption in their season of growth and ripening. Our water freight rates enable us to reach centers of market on the coast cheaper than interior sections and there is no reason why we cannot compete with them in quality and price. What would the fishing industry amount to if we did not operate local canneries. Provide a cannery for green beans, peas, tomatoes, and such other vegetables that grow here abundantly and you will see a marvelous development of agricultural industries. E. MINGUS.

### METAL POLISH at THE GUNNERY.

Columbia dry cells at the GUNNERY

## LUMBER FREE FROM CANADA

New Reciprocity Treaty Also Takes Duty Off of Farm Products and Pulp.

WASHINGTON, D. C., Jan. 30.—

The terms of the new reciprocity treaty between the United States and Canada as agreed to by the commissioners of the two countries have been made public. A summary of the changes provided for is given as follows:

Reciprocity on leading food products such as wheat, other grains, dairy products, fresh fruits, vegetables, fish of all kinds, eggs, poultry, cattle, sheep and other live animals.

Also certain commodities now free in one country are to be free from duty in the other, such as cotton seed oil by Canada and rough lumber by the United States. Tin and tinplate now dutiable are made mutually free. Printing paper becomes free on removal of all restrictions on the exportation of pulp-wood.

Canada reduces the duty on coal to forty-five cents per ton and cement to eleven cents per hundred pounds and the United States lowers rates on dressed lumber.

### TAFT NOT WORRYING.

**President Says Canadian Reciprocity Is Up to People.**  
(By Associated Press to Coos Bay Times.)

WASHINGTON, D. C., Jan. 30.—President Taft indicated that he is not worrying about the fate of the Canadian reciprocity agreement. In his opinion, it is now up to the people of the United States to decide whether they wanted it or not. The President is anxiously watching the press of the country to ascertain the sentiment for or against the proposed reciprocity.

### BILL IN HOUSE.

(By Associated Press to Coos Bay Times.)

WASHINGTON, D. C., Jan. 30.—Representative McCall of Massachusetts, a member of the Ways and Means Committee, introduced in the House the administration bill to carry out the reciprocity agreement with Canada. The bill was referred at once to the Ways and Means Committee.

### TO LEASE ALASKA MINES.

**Senate Committee Reports Favorably On Administration Bill.**  
(By Associated Press to Coos Bay Times.)

WASHINGTON, D. C., Jan. 30.—The Senate Committee on Public Lands authorized its chairman, Senator Nelson of Minnesota, to report favorably the administration bill providing for the leasing the coal lands in Alaska. The transportation companies and their stockholders are barred from the operation. The action of the committee was unanimous. The Interstate Commerce Commission is delegated to fix the price at which coal mined on the leased lands may be sold or transported. The area of land which may be leased to any one person or corporation is limited to 2,560 acres and both a rental on the land and royalty on the coal will be exacted. Under the terms of the bill, coal is to be reserved to the United States in all patents to mineral lands in Alaska.

### COMPLAINS TO SULTAN.

**United States Demands Redress for Assaults.**  
(By Associated Press to Coos Bay Times.)

CONSTANTINOPLE, Turkey, Jan. 30.—J. Ridgley Carter, head of the American embassy, with rank of minister plenipotentiary, pending the appointment of a successor to ambassador Strauss, has lodged a protest with the Porte for the assault and indignities on the American consular representative at Beirut and Alexandria recently.