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SANDBERG SUES WHITMORE FOR \$10,000 FOR SLANDER

City Engineer Wants Damages For Alleged Statement He Was a Grafter.

SENSATIONAL SUIT TO BE TRIED SOON

Alleges Whitmore Said His Company Paid Sandberg \$350 to Accept Work.

P. A. Sandberg, city engineer of Marshfield, has begun suit against M. E. Whitmore of the Coos Bay Paving and Construction for \$10,000 damages for slander.

The suit is not altogether unexpected as it has been rumored for sometime and the matter contained in the petition has become a matter of more or less gossip.

After citing his duties as city engineer and Mr. Whitmore's connection as a stockholder and manager of the Coos Bay Paving and Construction company, Mr. Sandberg in his petition alleges as a cause of action that "On December 2, 1910, in the presence of Pat Tulley and other good and reputable citizens of Marshfield, M. E. Whitmore made the following statement:

"I paid Sandberg \$350 to get him to accept and approve our work done last year, and for this year he demanded five per cent from us on our street paving contracts before he would accept and approve of the work. I am tired bucking such grafters."

COURT WAITS WHILE WOMAN BAKES BREAD

Portland Witness Thought Judge Could Wait While She Finished Housework.

PORTLAND, Ore., Feb. 15.—Mrs. Laurine Davie, a witness in a divorce case before the circuit court, wanted to finish baking bread before she came to court. This desire on her part brought about a delay for more than two hours, and great anxiety on the part of the plaintiff's attorney, Mary A. Leonard.

Shortly before noon Attorney Leonard found her client and went before the judge. It was then explained that the cause of her delay was that Mrs. Davie was baking bread during the morning, and thought the court could wait.

"BUZZARDS" AT THE CHRISTIAN CHURCH TOMORROW NIGHT

"PAYING THE FIDDLER" TONIGHT

COOS BAY TO GET RAILWAY

J. W. Bennett Gives Out Interview In Portland On the Outlook.

The Portland Journal prints the following:

That plans for railroad building to Coos Bay have attained tangible form; that Harriman officials in Oregon have been called to a conference at San Francisco; that information of Hill's intention to occupy the Coos Bay territory so long neglected by the Southern Pacific, has stirred the latter into life are substantial points in the interview given today by Judge J. W. Bennett of Marshfield, who is at the Hotel Portland.

"Little has been said about railroad building to Coos Bay since the Southern Pacific completed a survey last December from Eugene to Gardiner where it connected with the survey to Coos Bay. That there is something in contemplation at the present time seems beyond a doubt. I have just learned from a reliable source that the survey completed last December shows the distance from Eugene to the Umpqua at Reedsport, is 36 miles longer than the line surveyed from the Southern Pacific at Drain to the same point on the Umpqua. Mr. Sweeney, the contractor, was recently at Drain to see what deterioration had taken place since operations were discontinued on the line from Drain to Coos Bay three years ago.

Original Alarm Due to Hill. "It has always been contended that the Southern Pacific would not build to Coos Bay unless other railroad interests were about to occupy that territory. It is generally believed that when construction of the railroad was commenced about three years ago, it was because it looked as if the Hill interests were connected with the construction of the electric road from Portland to Salem, headed for Coos Bay.

Later it became known that the Hill interests had become owners of the electric road to Salem, and recently when it was publicly announced that this coming year that road would be extended to Eugene, a surveying party of 36 persons of the Southern Pacific surveyed a line from Eugene to Reedsport on the Umpqua, while the Lane Asset company had already surveyed a line over the same country for the Hill, as it is understood that this Asset company was organized in the Hill interests with a view to extending the road from Eugene to Coos Bay as soon as the road was constructed from Salem to

ANNEXATION OF CANADA IS URGED

Resolution Providing For Negotiations for Purpose Is Introduced In House Today.

(By Associated Press to Coos Bay Times.)

WASHINGTON, D. C., Feb. 16.—Representative Bennett of New York, one of the republicans who voted against the Canadian Reciprocity today introduced in the House a resolution requesting the President to

enter negotiations with the British government looking to the annexation of Canada by the United States. The resolution was referred to the committee on foreign affairs.

Failure of the Canadian reciprocity agreement to pass the Senate would force Taft to call an extra session if the administration is determined to press the agreement. Senator Smoot made the announcement following a conference with the President.

BAD FIRE IN LOS ANGELES

Byrne Block and Several Stores Wiped Out By Conflagration.

(By Associated Press to Coos Bay Times.)

LOS ANGELES, Cal., Feb. 16.—Fire destroyed the Byrne office building and several retail stores at the corner of Third and Broadway today. The loss is estimated at \$450,000. The fire started from an unknown cause in the basement of the Collins Millinery company, and quickly spread to several adjoining establishments in the same building. The Byrne building was of wooden construction with pressed brick front and was five stories in height and had about 200 offices.

The loss from the destruction of the building was \$150,000, Meyer Selgel & Co., dry goods, \$100,000 Stauts Shoe Co., \$100,000, and several other establishments and occupants of the Byrne building together with damage to several adjoining structures make up the balance of the loss.

Eugene. It is generally asserted that this move on behalf of the Hill people is what has caused the Southern Pacific to resume work on the Drain route, after discovering that the connection with Coos Bay could be made over the Drain route by a distance 36 miles shorter than a line from Eugene to Coos Bay.

"Another factor in bringing about this move on the part of the Southern Pacific might be noted: The survey and procuring of rights of way and terminal grounds of the Coos Bay, Boise & Eastern Railway company, under the management of Engineer Haines. These people are now proceeding with preparation for construction of a road from Coos Bay to Roseburg and thence east to Boise.

Summary of the Signs. "That the Southern Pacific expended in the neighborhood of \$3,000,000 in the work on the Drain route and the purchase of the railroad and coal mines on Coos Bay, cannot be disputed; that three prominent officials came up the coast inspecting the route last summer, cannot be questioned; that a survey was made by the Southern Pacific engineers from Eugene to the Umpqua last fall, cannot be questioned; that the important meeting of these various officials has been held in San Francisco during the last week and possibly at the present time, cannot be questioned; that the Hill interests are the owners of the electric road from Portland to Salem and that they have announced their intention of extending that road to Eugene this coming summer cannot be questioned; that the Lane County Asset company is active in the matter of location and rights of way for a road from Eugene to the Umpqua cannot be questioned. In view of this it is probable at least that some active work will commence without delay in the railroad from Drain to Coos Bay."

MEET FRIDAY NIGHT.

A meeting of the executive committee of the Marshfield Chamber of Commerce will be held Friday evening, February 17, and all members are requested to be in attendance.

VIOLET HENDERSON, Sec.

BASKET BALL PLAYERS ILL

Regular Game For Tonigh Called Off Exhibition Contest at North Bend.

At the request of Marshfield, the regular basketball game, scheduled for tonight, has been postponed but an exhibition game will be played at the North Bend Pavilion. The Marshfield team has been in poor shape for some time on account of sickness. Stutsman will probably be out of the game on account of blood poisoning having set into his foot. Sidney Clarke has not yet recovered from a two-weeks siege of la grippe, and Bolt and Chauncey Clarke are also reported on the sick list.

North Bend is not in the best of shape either as some of the boys are down with la grippe.

MANY ARRIVE ON BREAKWATER

Steamship Crosses In From Portland at Midnight After Good Trip.

The Breakwater arrived in this morning from Portland after a good trip down the coast. On the trip up, she just beat the terrific storm, crossing into Astoria at midnight and the storm broke a few hours later. The weather yesterday was fine at sea.

Passengers on the Breakwater report a large amount of lumber floating around, indicating that many lumber carriers lost their deck loads during the storm.

Capt. Maegenn is having the Breakwater remodelled and freshly decorated. The social hall has been enlarged, the interior prettily decorated and he declares that he will have the trimmest craft plying into the Columbia river.

The Breakwater will sail at 1 o'clock Saturday for Portland.

Among those arriving on the Breakwater were the following:

- J. W. Bennett, R. A. Wernich, Mrs. Wernich, Mrs. Davis, Mrs. Johnson, J. Gaffney, D. Webster, Capt. Haggblom, H. Mackala, Mrs. F. E. Allen, H. Greenleaf, H. Brown, J. E. Wetmore, B. Campbell, Mrs. Campbell, R. Campbell, A. Serats, H. J. Luse, W. G. Ziska, H. L. Briggs, Mrs. Briggs, Roy Walker, C. Coutaxis, F. Coutaxis, Millard Merrill, Miss Hithes, Fred Johnson, W. Melgrin, J. Brambas, P. Skandreck, Sam Dom, P. Bernette, F. Wise, Miss Halliday, D. Femeran, L. A. Liljeqvist, Mrs. Penegor, V. Seward, Mrs. Seward, Miss Twesay, Miss Birdsey, L. Tatten, V. Walgas, W. G. Wood, Chas. White, Mrs. White, K. Menke, Mrs. Means, J. Mitchell, J. E. Bright, Wm. Schook, D. Colvin, Jas. Cochrane, H. B. Donahay, C. E. Broadbent, A. Cooper, C. F. Murray, Mrs. Murray, Miss Coleman, Jas. Richards, R. B. Hoag, H. Saari, Joe Morris, B. Wanless, Jno Senaudik, J. Bennett, R. Holliday, Mrs. Holliday, E. Holliday, Chas. Holliday.

For Sale—Let Times want ad get it. Phone 133-J.

RUSSIA AND CHINA ARE ON VERGE OF WAR NOW

MAY'S ESCAPE MIRACULOUS

Sole Survivor of the Oskosh Disaster Has Relatives on Coos Bay.

Geo. May, the sole survivor of the Oskosh disaster, is a relative by marriage of August Farley of Marshfield, a brother of Mr. Farley being married to Mr. May's sister. They reside at Tillamook where Mr. Farley is keeper of the life saving station.

The news of the disaster has caused intense regret here, the fact that the vessel was built here and that the crew spent a week here recently while the vessel was being overhauled.

Local people are noting the strange peculiarity in the Oskosh and Czarina disasters in that the sole survivor of each was the assistant engineer.

An Astoria dispatch gives the following particulars of the disaster and the miraculous escape of George May:

"The lost on the Oskosh are: Captain Thomas Latham, one of the best known steamboat men in this section; William R. Deane, part owner of the vessel and engineer; Al. Davis, cook; Gus Chilberg and Gus Ramzager, deckhands, all residents of Astoria.

George May, an engineer, who is the only survivor, tells a thrilling story and his escape from death is nothing short of a miracle. The little vessel ran into the gale during Saturday night off Hecate head. Arriving off the Umpqua river Sunday morning, they were unable to cross in and were compelled to stand out to sea and ride out the terrific storm the best they could, the vessel being light, making her hard to manage and many heavy seas were shipped, one of these washing the water cask overboard, smashing the life boat and wrecking the galley Sunday night.

Early Monday morning they sighted land between the Columbia river jetty and Tillamook rock, and later sighted the lightship. The provisions and water and the supply of fuel oil had become almost exhausted, as well as the men themselves, having had not a moment's rest or any food since Saturday, and Captain Latham decided to make for the mouth of the river. About 11:20 a. m., as they were nearing the striped buoy off the end of the jetty, the vessel suddenly broached to. She went down by the nose slowly, then settled on her side, and went completely over with a sudden plunge. Mr. May says that what happened afterward is like a dream. He managed to reach a beam in the floor of the engine room and got on top of it, and throwing his arm around the mast held on for life.

The water was up to his armpits, but there was about two and a half feet of air space. For nearly six hours he hung on in this manner, with his eardrums nearly bursting from the awful pressure of the air as the hull rolled constantly and faint with hunger and weariness, until the hull was thrown upon the beach a short distance south of the jetty.

The wreck was thrown well up on the beach and as the water receded he realized he was safe. He managed to break through a partition and got out on the beach, none the worse, physically, except a few bruises and from hunger and weariness, for his awful experience. This was about 3:45 p. m. He then made his way to the jetty, where he was met by George Flatman, one of the engineers, and taken on a handcar to the headquarters."

If you have anything to sell, trade, rent or want help, try a want ad.

Czar Serves Notice On Powers That He Will Make Military.

ALLEGES VIOLATIONS OF THEIR TREATY

Differences In Far East May Result In Clash Between Countries.

(By Associated Press to Coos Bay Times.)

LONDON, England, Feb. 16.—The relations between Russia and China are strained to the breaking point. Russia has notified Great Britain, France and Germany of its intention to make a military violation of the St. Petersburg treaty of 1881. Russian troops will be sent forthwith to the district of III. The extent of the demonstration will depend entirely on the attitude assumed by China. The vital questions involved are free trade in Mongolia, extra territorial rights of Russia in China and the establishment of a Russian consulate at Keobo, Mongolia.

Old Treaty Expiring.

There have been rumors recently of the intention of Russia to bring pressure to bear on China because of the alleged violations of the Russo-Chinese treaty. That situation is acute, however, by both governments. It has been admitted that differences in the interpretation of the interpretation agreements was made at St. Petersburg and Peking.

The treaty adopted in 1811 expires this month and it has been reported that China is unwilling to renew it or at least not until certain modifications have been made. The exchanges have been closely guarded by both powers and what stage the negotiations have reached was not indicated until yesterday when the St. Petersburg Gazette announced that an important conference had been held at the War Ministry to consider "China's persistent flouting of the treaty stipulations."

HOLD SMOKER AT MILLICOMA

Enjoyable Affair Tendered In Honor of C. A. Smith Last Evening.

C. A. Smith was the guest of honor at a largely attended and most delightful smoker at the Millicoma club last evening. It was informal but a number of impromptu talks and music made it a most enjoyable affair. Good fellowship, a good harbor, a good city and a good time were the component parts in the conversation.

President J. Albert Matson presided and at his suggestion formality was dispensed with, and did much towards making it more enjoyable.

Judge John S. Coke suggested that the use of first names would add a touch of comradeship and good fellowship. He also spoke on Coos Bay's prospects, holding up a roseate future and urging a united effort for boosting this section.

C. A. Smith in a short talk reiterated his confidence in this section. He said that he was a firm believer from the time he first viewed this country that there would be a big city here and that in the near future. While he had no definite information as to the coming of a railway, he thought this was bound to come soon. He said that his company were doing all they could to forward Coos Bay.

Others also talked while J. V. Smeaton and others contributed with a number of songs.