

YOUR ADS CARRYING
Your store-news, should appear as regularly as does this newspaper. If a newspaper omitted an issue now and then—even for so weighty a reason as fearing that it might rain—it would not be a good newspaper.

Coos Bay Times

MEMBER OF ASSOCIATED PRESS

SOMEONE HAS SAID:
"A store's advertising space in a newspaper, compared with the space used by other stores, should define its comparative importance in the community! Does your store's advertising space do that?"

VOL. XXXIV

Established in 1878
as The Coast Mail

MARSHFIELD, OREGON, FRIDAY, MARCH 24, 1911—EVENING EDITION.

A Consolidation of Times, Coast Mail
and Coos Bay Advertiser.

No. 60

SIX BANDITS WITH AUTOS LOOT TRAIN OF OVER \$20,000

Hold Up Passenger On Iron
Mountain Road Near Coffey-
ville, Kas., for Two Hours.

COOLLY AND DELIBERATELY
PERPETRATED BOLD CRIME

Overwhelm Train Crew and
Blow Open Express Safe
and Make Getaway.

(By Associated Press to Coos Bay
Times.)

COFFEYVILLE, Kas., Mar. 24.—
for two hours last night, six masked
men held a St. Louis, Iron Mountain
and Southern passenger train at a
standstill on the prairie, six miles
south of here while they blew open
the safe in the express car. They
escaped in two automobiles carrying
valuables which will amount to
\$20,000. The train left at Little
Rock at 8:30 o'clock yesterday morn-
ing for Kansas City.

It reached Lanapan, Okla., just
south of this city and over the Okla-
homa line about 10:30 o'clock last
night, a half hour late. Just after
the train left Lanapan Engineer
Lynch heard a sharp cry "hands up."
Turning he saw a masked man sitting
on the tender pointing a revolver
at him. "I'm going to ride a
little ways with you," said the man.
"Drive on." The engineer drove on.

Four miles further on the man
made the engine stop and
men came out of a clump of trees,
and taking positions on either side of
the train began shooting in the air
and along the sides of the train.

While two men stood guard to
prevent any one leaving, the other
marched the engineer and firemen to
the day coach used as a "Jim Crow"
car and locked them in. One man
took a position to guard the rear of
the train and the three went into the
express car and forced the express
men to jump out where they could
be guarded by the watchers. The
men made no haste but finally had
the nitroglycerine charge ready and
blew open the through safe.

After a man had gone through the
express packages, the lights of two
automobiles were seen drawing near
from the direction of the Oklahoma
line. About two hundred yards
from the train, the lights were ex-
tinguished and a few minutes later
the robbers left the train and it is
supposed they got into the machines.

The train then proceeded and the
passengers who had remained huddled
in the coaches relaxed.

When the train reached this city,
the sheriff was notified and with two
deputies started southward on horse-
back in pursuit of the six robbers.

GOT NO MONEY.

Express Company Official Denies Rob-
bers Got Money.
(By Associated Press to Coos Bay
Times.)

LITTLE ROCK, Ark., Mar. 24.—
Supt. George F. Johnson of the Pa-
cific Express Company, stated that
the men who robbed the train near Coffey-
ville got no money from the ex-
press car that all the booty they se-
cured was a few "sealed" packages
of value which was not great.

TAKES BOAT IN TOW.

Capt. Olson of the Nann Smith re-
ports that the Alliance picked up a
small boat with three men and took
it in tow south of Coos Bay yester-
day afternoon. He was unable to
ascertain who they were but evidently
their gasoline engine had gone
wrong or they were short of oil. It
was thought that possibly they were
fishermen from Humboldt Bay who
had been carried too far north by
the wind and current.

PHONE I. S. KAUFMAN & CO YOUR
COAL ORDERS—\$4.50 PER TON.

Have your mailing cards printed at
The Times office.

ROBS TRAIN AT IOWA STATION

Lone Bandit Gets About \$50 In
Cash and Jewelry and
Escapes.

ROBS TRAIN AT
(By Associated Press to Coos Bay
Times.)

DENISON, Iowa, Mar. 24.—A
masked man who climbed aboard the
rear of a train on the Northwestern,
east bound, last night forced the
flagman at the point of a revolver
to go ahead into the sleeper. The
stranger held up A. C. Hanson of
Olympia, Wash., for \$14 and a dia-
mond ring and relieved W. J. Hersell
of Wechita, Kas., of \$35 and a watch
and then jumped off the train.

THREE BANKS ARE LOOTED

Robbers Make Hauls In Illinois,
Missouri and Kansas
and Escape.

(By Associated Press to Coos Bay
Times.)

DECATUR, Ill., Mar. 24.—Two
robbers entered the First National
Bank at Blumond, Illinois, at noon
and drove Francis Peck, the twenty-
year-old assistant cashier, into the
vault and made him unlock the safe
and hand out \$2,500 in currency.
Then they locked Peck in the vault
and made their escape.

ROB BANK IN MISSOURI.

Bold Thugs Make Escape With the
Coin.

(By Associated Press to Coos Bay
Times.)

(By Associated Press to Coos Bay
Times.)

CURRYVILLE, Mo., Mar. 24.—
Safelowers last night dynamited
the safe of the Bank of Curryville,
wrecked the building and got away
with \$4,000.

ROB KANSAS BANK.

Five Men Loot Hudson Safe of
\$4,600.

(By Associated Press to Coos Bay
Times.)

HUDSON, Kas., Mar. 24.—Five
men blew up the safe of the Hudson
State Bank early today after seri-
ously wounding the watchman. They
escaped with \$4,600.

GEO. BLANCHARD GETS POSITION AT NEWPORT

Electric Plant on Yaquina Bay
Bought by Seymour H. Bell Who
Takes Local Men to Run It.

George Blanchard, formerly man-
ager of the Coos Bay Gas and Elec-
tric Company when the property was
owned by Henry Hewitt and Seymour
H. Bell and who has been with the
Oregon Power Company since, has
resigned his position to become man-
ager of the electric plant at Newport,
Oregon. The Newport electric plant
has been purchased by Seymour H.
Bell, the deal being closed yesterday
according to a telegram from Bell to
Mr. Blanchard.

The new position is considered a
very good one and Mr. Blanchard's
selection for it will be very gratify-
ing to his friends on the Bay. He
and Mrs. Blanchard will leave in a
week or ten days for their new home.
Chas. Sendelbach will also prob-
ably go to Newport to take a position
with the company there.

LET US TALK IT OVER

THE tax problem is rapidly assuming formidable proportions in Marsh-
field. In addition to a 42 mills levy property owners on Central
avenue and other sections west of Broadway are facing a forty per
cent increase in valuation the coming year. There has scarcely been
such an advance in realty or personal property values in Marshfield that
would seem to warrant so great an increase at the present time, which
with a top-heavy levy makes the burden a most onerous one on the tax-
payers. The Times thinks there is no disposition on the part of any
of these property owners to dodge any of their share of the tax bur-
den but only a plea for equity in its distribution. Assessor Thrift has
always evidenced a desire to keep the margins down to the last cent
of economic advantage. Last year he made a special trip to Salem to
protest to the state board at an arbitrary increase of values in Coos
county by that body. It is difficult to understand the present advance.
It is true Coos county has been expanding the past few years. It takes
money to expand and we lose heavily if we stand still. But it is the
better principle to advance at rational and compensating cost than to
hang suspended on the hooks of time. The burden of these taxes
should be borne proportionately by all.

It must be admitted that under our present tax laws and system the
problem of readjustment and revision and valuation is a difficult one.
There is a law in Oregon requiring that assessors list property at full
valuation. This has never been observed. Everywhere it is honored in
the breach. If Coos county values were raised it would put a much
heavier burden on this section than any other part of the state. And
yet that would be the rational method. Whatever kind of property is
to bear the brunt of taxation, let it be listed simply and truthfully. If
land is worth \$100 per acre, why not make the assessment roll say so?
To list it at \$25 is only subterfuge. And subterfuge at the very begin-
ning of the process of levying taxes is likely to bear a full fruitage of
like kind before the dollars reach the public till. On the other hand, be-
ing honest in public business, should have a fine effect on the morals of
private business.

There seems to be a delusion abroad that undervaluation is in some
mysterious way an avoidance of taxes. If only assessors and many
others saw clearly that the money to be raised is a definite amount
and that boards of equalization see to the proper adjustment among the
various communities, there would be no call for undervaluation. At present
the law requires a listing at the market value. But it is never
done and the result is confusion turmoil and trouble. If the present plan
of turning in only a part of the market value why not mark all valua-
tions at the same per cent on the assessment roll?

Another evil of the present haphazard system is that it discourages
improvements and new settlers. Prospective investors will ask the tax
rate and when told it is 42 mills will abandon possible investment with-
out further inquiry as to valuation. When to a high tax rate is added
an ever-increasing assessed valuation, however, there comes a time
when a revision and readjustment becomes absolutely essential to the
continued growth and prosperity of the community.

Think it over.

MEXICANS EXECUTE 8 AMERICANS

United States Orders Invest-
igation of Report That Death
Penalty Was Imposed on
Various Citizens.

(By Associated Press to Coos Bay
Times.)

WASHINGTON, D. C., Mar. 24.—
Taking cognizance of the press re-
ports that four Americans were exe-
cuted by Mexican soldiers in Chihua-

hua and four others at Agua Prieta,
the State Department today instructed
the United States consulate officers
to investigate the reports.

The consulate at Chihuahua was
instructed to inquire why John Ham-
ilton Dignowitty and three other
Americans were shot to death under
orders of a Mexican court marshal.
The consul at Nogales is to investi-
gate the report of the execution of
four Americans, Adams, Young, How-
ard and Shanney at Agua Prieta.

FIREMEN DIE IN MILWAUKEE

Four Killed and Several Injur-
ed by Collapse of Roof
of Burning Building.

(By Associated Press to Coos Bay
Times.)

MILWAUKEE, Wis., Mar. 24.—
Four fire fighters are dead and two
are dying and several are suffering
from more or less serious injuries as
a result of the caving in of the roof
of a building of the Middleton Manu-
facturing Company, wholesale hat-
ters. About fifteen firemen were car-
ried down with the roof. The money
loss is \$100,000.

The dead are:
CAPT. JACOB HENTZ.
RICHARD BURKE.
LIEUT. JOHN HOOLIHAN.
FRED. L. EYCHERN.

CULLINGS OF COQUILLE.

Coos County Seat News As Told By
The Sentinel.

This week L. L. Bunch of Myrtle
Point ordered a fore door Hupmo-
bile Touring car.

Mrs. George Maiden of Myrtle
Point visited her husband, who is em-
ployed at the McDonald barber shop,
over Sunday and Mr. Maiden accom-
panied her home the first of the week
and transacted business in that city,
returning to Coquille Wednesday.

EIGHT SLAIN BY FEDERALS

Mexican Troops Kill Many of
Small Band of Rebels
Near Torreon.

(By Associated Press to Coos Bay
Times.)

TORREON, Mex., Mar. 24.—On
Wednesday, one hundred regular ca-
valrymen sent out from here over-
took a handful of rebels and on the
first volley killed eight. The others
fled. The band had been committing
acts of incendiarism and robbery.

BRIEFS OF BANDON.

News of City-by-the-Sea As Told By
The Recorder.

C. A. Rohn, who has had charge
of the government property at Band-
on for the past two years, has re-
signed his position. We are glad to
note however, that Mr. Rohn will not
leave this section.

E. A. Philpott lost his chicken
house, two brooders and several hun-
dred young chickens the result of
fire Sunday night. The blaze was
caused by the explosion of a lamp in
one of brooders and it was only by
hard work that other near-by build-
ings were saved.

Wanted—A want ad will sell it.
Phone 133-J.

PRESIDENT CLARKE SAYS THAT PROSPECTS OF ROAD ARE GOOD

MRS. J. R. OLSEN PASSES AWAY

Wife of Pastor of Marshfield
Swedish Lutheran Church
Typhoid Victim.

Mrs. J. Richard Olson, wife of the
Pastor of the Marshfield Swedish
Lutheran church, died at 1:30 o'clock
this morning of typhoid fever follow-
ing an attack of la grippe. She had
been very low for a few days and the
end was not unexpected. The end
was very peaceful.

The news of her death came as a
great shock to the many friends of
herself and the family in Marshfield
and everywhere there are expressions
of sympathy for the bereaved hus-
band and parents.

Mrs. Olson was only twenty-seven
years old, having been born at Red
Wing, Minn., July 25, 1883. She
came here with her husband a couple
of years ago when he was appointed
pastor of the Marshfield church soon
after their marriage. She was the
only child of Judge and Mrs. O. D.
Anderson who have made their home
with Rev. and Mrs. Olson.

The funeral services will probably
be held next Friday afternoon, March
31, at the Marshfield Swedish Luth-
eran church and the body will be ship-
ped the following day on the Brek-
water. Whether the body will be
taken to the old home in Minnesota
or interment will be at Portland,
where the family is to remove short-
ly, has not been determined.

FORMER NORTH BEND MAN DIES IN MONTREAL

Walter Cursons Passes Away of Tu-
berculosis In Canada and Is
Buried at Buffalo, N. Y.

Mrs. T. W. Rennie of North Bend
has received word of the death of her
brother-in-law, Walter Cursons,
which occurred in Montreal, Quebec,
March 11. Burial took place at Buf-
falo, N. Y., March 16. He was 35
years old.

Mr. Cursons will be quite well re-
membered by the older residents of
Coos Bay, having made his home here
for a considerable time. He left here
about seven years ago. His wife, for-
merly Miss Criegel, was a sister of
Mrs. Rennie and died three years
ago.

ASK POLHEMUS TO PLAN WORK

PORT OF COOS BAY COMMISSION-
ERS WANT ENGINEER TO LAY
OUT COOS BAY HARBOR AND
PREPARE PLANS FOR IMPRO-
VEMENTS.

At a special meeting of the Port of
Coos Bay Commission here today, it
was decided to endeavor to have Capt.
Polhemus of the United States Engi-
neering Department at Portland come
to Coos Bay to lay out the harbor
and prepare a general plan for the
improvements. The commissioners
were unanimous in the desire to se-
cure Capt. Polhemus to do this work.
It is believed that he can be secured.

The selection of Capt. Polhemus
will meet with popular favor here as
Capt. Polhemus made many friends
here while supervising the jetty work
making investigations for the gov-
ernment here a few years ago. He is
an enthusiast over the possibilities
of Coos Bay harbor.

Although Reticent About Pro-
ject, He Says Progress
Is Being Made.

TAKES TIME TO GET AR-
RANGEMENTS COMPLETED

Took Hill Three Years to Start
Deschutes Line—Great In-
flux of Settlers.

President Francis H. Clarke of the
Coos Bay and Boise Railway, who re-
turned yesterday from Portland, is
very optimistic concerning affairs in
general. However, he is reticent
about the plans of the company,
manifesting the attitude that he has
from the first—that is that he and
his people proposed to let actual
work be their announcements.

He is enthusiastic over the im-
mediate outlook for the whole state of
Oregon and Coos Bay in particular,
calling attention to the wonderful in-
flux of new settlers from all over the
country. In discussing matters to-
day, he said:

"The outlook for Oregon never
was so excellent as at this time. In
Portland I met over two hundred of
my Minnesota acquaintances who had
come out to Oregon to find new loca-
tions and who were very enthusias-
tic about what they had seen so far.
They also had friends who were with
them and many more back in Minne-
sota and South Dakota awaiting re-
ports from this advance guard. One
of my friends from St. Paul, a man
of wide influence and means who
had come to look over the field with
a view to bringing out large capital
for development purposes, was so
impressed with Portland as he gazed
down from the heights of Council
Crest, that he pronounced it the most
beautiful city in the world and de-
clared that he had a mind to go back
home and close out everything and
make his home in that city. I asked
him sarcastically, as I watched his
somewhat excited enthusiasm, "If he
had ever seen Coos Bay" and he ex-
claimed, "Good God! Does it beat
this for beauty?" I replied that he
should see it for himself. One thing
this man said which was quite sig-
nificant coming from one of his ex-
perience and standing, "Many people
east," said he, "are talking Texas,
more are talking Idaho but every-
body is talking Oregon. You have
no idea how many people are looking
on Oregon as the land of promise."
"In fact the streets of Portland
are swarming since the colonist rates
went into effect with strangers from
the East. They all go to Portland
and are anxious for information as
to the best place to locate. Most of
them are intending to stay and many
have brought their families. The
class which is now coming into Ore-
gon is not of the impoverished kind.
Most of them are well to do and no
better citizens ever occupied any
state. They expect to do some plea-
sure work. I wished that I could send
them to Coos Bay, but I could find
no literature for them and there was
no way to show them anything which
would be of interest. It is a pity
that Coos Bay is so poorly represent-
ed in Portland. Other localities
have agents there all the time. Some
of the real estate offices in Lewiston,
Hood River, Medford, Roseburg and
other places have branch offices in
Portland and everybody is given
pointers about every place except the
strip between Coos Bay and the in-
terior. Yet everybody east and west
has heard of Coos Bay and wants in-
formation which can not be easily
obtained. I may say that I saw
some fine topographical maps of Coos
Bay in shop windows and many peo-
ple swarming around them. I also
saw a very large picture in one of
the real estate offices showing picto-
rially the region between Coos Bay
with the extended ocean line and the
Southern Pacific line through Rose-
burg and the Coquille valleys (inter-

(Continued on page 4.)