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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!"

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A Consolidation of Times, Coast Mail and Coos Bay Advertiser. No. 152

HILL IS HURRYING TOWARD THE COOS BAY COUNTRY

Portland Paper Prints Some Good Railway News.

THIS SECTION IS TO BE INVADIED SOON

Leading Railway Contractors Say Hill is Behind Coos Bay and Boise.

Not for many days was there such a flutter of railway excitement as this morning when it became known that the Portland Telegram published a story to the effect that the recent transfer of the Coos Bay & Boise to the Coos Bay, Oregon & Eastern means that James J. Hill has been the silent backer of that mysterious railway project.

The following is the Telegram's story:

"As further evidence that the great transcontinental railway systems having terminals in Portland are planning for a vigorous renewal of construction work, the most prominent railway contracting firms having headquarters here have been advised that several large projects, involving millions in expenditure, will be ready for receiving bids within a very short time.

The announcement in yesterday's Telegram that the Hill interests were getting ready to push to completion their electric feeder line in this territory at a cost of about \$6,000,000, covered only a part of the comprehensive plans that the railroad systems have in mind for development in this territory. These projects have all been discussed by railroad chiefs, and the heads of the big contracting firms, and the business of whipping the necessary equipment into shape for active work will be started before July is over.

According to one of the leading railroad contractors, the invasion of the Coos Bay country by that system is an assured certainty. The recent transfer of the Coos Bay, Oregon & Idaho Railway property to the Oregon Central Railway, a project engineered by Francis H. Clarke, is unquestionably a Hill scheme for adding another tidewater terminal to its string of Pacific Coast ports, and from a credible source it was learned this morning that the actual invasion of the Coos Bay country by the Hill interests in contemplated in the 1911-12 budget for new construction.

Aside from the projects which were mentioned yesterday in connection with new railroad building, balance of the Natron-Klamath Falls cut-off of the Southern Pacific main line will be authorized under the current budget. This will mean about 80 miles of heavy construction for which most of the labor, material and supplies will be purchased here.

It is the plan of the Harriman people to spend at least \$5,000,000 in the next year on double-tracking of the mainline of the O.-W. R. & N. between here and Huntington, and this will mean that the bulk of the money will pour into Portland coffers.

Both the big contracting firms, Porter Brothers and Twoby Brothers, which have their headquarters in this city, are figuring on getting the bulk of the new work that will be done by the Hill and Harriman lines in this territory. They have hundreds of thousands of dollars' worth of construction equipment available on short notice and are in a position to throw from 5,000 to 10,000 men into the field inside of 30 days when the order for new building comes.

The Telegram's informant said this morning that there was no doubt that millions would be spent by the railroads in Oregon within the next 12 months.

The clearing up of the financial situation in the east has served to

LET US TALK IT OVER

THE matter of granting a new fifty years franchise to the local water works, which is to come before the council is one that will require careful consideration and deliberation. Fifty years is a long time for a franchise to run in these days of rapid development. Every feature of the franchise should be gone over with care. The schedule of rates attached to it should be closely scrutinized and compressed.

Thos. J. Nolan, representing the purchasers and himself an investor, is a clever and capable attorney of Omaha. He makes a very fair and frank statement of his position. He says his parties desire to enter Coos Bay with a full and free understanding of the situation. He announces that they are to pay Flanagan & Bennett \$150,000 for the plant and expect to spend \$70,000 in improvements. The purchase, he says, is based solely on securing the franchise. He says the franchise will provide that the city may take it over in 20 years. This length of time, he states, is necessary in order to 'issue bonds' against the property. He promises to build two new cement reservoirs and install a filtration system and place larger mains on Front street, giving about double the present pressure.

The question for the council and the people to determine is the equity of the rights and values involved on both sides. There is also the question of the city purchasing the plant at the price secured by Mr. Nolan and thus retaining its franchise value. While it is true that Mr. Nolan will not purchase at this price unless the franchise is granted thus emphasizing the value of that right, it might be better to take it over at this price than to extend the franchise for another 50 years. While it is true that the city may take it over in twenty years, there is then the question of increased value at that time and the development of the city in the years that intervene.

Water is one of the public utilities that lends itself peculiarly to public ownership and whether present or prospective is only one feature of the many questions involved in this franchise.

The first consideration is the protection of the rights of both parties to the contract. The city is making a very valuable concession and there should be some return for it. There should be some stipulation as to the price and terms of a future transfer to the city. There should be also some consideration of return to the city for the concession as its value develops, either in lower rates or direct payment to the city to go into the tax fund.

The city council should move carefully in this fifty years' franchise.

FIGHT DUEL OVER GIRLS

By Common Consent Four Boys Engage in Combat.

(By Associated Press to Coos Bay Times.)

STURGEON, Mo., July 9. — Dan and Ed fought over two girls, Frank and Melven White, and John Epenver and Jake Wade at the town of Riggs Saturday night, both of the White brothers were mortally wounded. Frank White said yesterday that his brother was expected to die in a few hours. All four boys were farmers and the best of friends until about two weeks ago when trouble started over the two sisters of John Spencer.

It is believed that the four men met in Riggs by common consent to settle the affair. The duel was fought with pistols and knives. Frank White was stabbed twice in one lung and his brother was stabbed six times. Spencer and Wade escaped uninjured.

COAST LEAGUE BALL SCORES

(By Associated Press to Coos Bay Times.)

PORTLAND, Ore., July 10. — Following are the results of the games played in the Pacific Coast League yesterday. The morning game at San Francisco, with Vernon as a contender had to be called off in the tenth inning on agreement, as neither side could secure the advantage after the early part of the contest. The scores:

Table with 2 columns: Team, Score. Rows include Portland, Sacramento, San Francisco, Vernon, San Francisco, Vernon, Los Angeles, Oakland, Los Angeles, Oakland.

ABANDON FLIGHT ON ACCOUNT OF HEAT

(By Associated Press.)

BALTIMORE, Md., July 10. — Forced by the intense heat and high humidity, the aviators Wood and Hamilton abandoned their flight to Washington this morning near this city. They expect to resume their journey this afternoon.

give the railroad investors renewed confidence, and Oregon is still looked upon as the greatest field for development and exploitation in the United States today. I am confident that a large portion of the \$25,000,000 just voted by the Hill board of directors for construction work in the Northwest will be put into circulation before this time next year."

HUNTERS' and ANGLERS' LICENSES at the GUNNERY.

WANTED—Girl clerk at Chandler Cigar Stand.

CARBIDE at THE GUNNERY.

Control City Waterfront

CITIZENS of Marshfield and North Bend should find much food for thought and material for reflection in the remarks made by Councilman Ferguson before the special session of the council the other evening. There is nothing either impractical or impossible in these two cities uniting in the construction and operation of a waterfront railway for the benefit of the whole people of the city. On the contrary it is eminently practical and most desirable.

The Times is not socialistic in its tendencies, but it believes there are certain public utilities that may be owned to advantage by the community.

The situation on Coos Bay is unusual. Its isolation which is a disadvantage has also proven its protection. It has not had its waterfront gobbled as yet for private exploitation altho it has had a few narrow escapes. Everywhere the evil of one railway or even more owning and controlling the waterfront and docks in harbor cities has been proven by bitter experience. Coos Bay should profit by this experience in other places while there is yet time.

Never before was such a golden opportunity opened to any community. The insignificance of the cost involved is one of its chief commendations. To build and equip a mile and a half of railway for \$33,000 and which according to those who have investigated say may be operated at a profit from the opening is insignificant compared with the inestimable advantages that would accrue. At small proportionate expense the line could be extended in both cities and with absolute public ownership of this waterfront railway domination or control would be forever eliminated.

These figures are not guess work, but the result careful calculation and investigation by J. M. Blake whose franchise recently expired. Mr. Blake was the organizer and promoter of the Union Traction and Terminal Co. This company was capitalized at \$250,000, of which \$75,000 was to be preferred and \$175,000 common stock. The preferred stock was to be sold at 86 cents on the dollar and a bonus of one share of common given with each share of the preferred. Mr. Blake stated he had secured \$18,000 stock subscriptions from

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BULKHEADS MUST BE READY

The Dredge Oregon Will Be Back on Coos Bay Sept. 1.

Supervising Engineer Leefe of the Dredge Oregon has just returned from a few days spent inspecting the work of the dredge on the Coquille. He reports excellent progress and says the project there will be completed and the dredge back on Coos Bay by September 1. Engineer Leefe thinks it is high time that the city was preparing dumping grounds for the dredgings, that will be required when the Oregon returns to begin work.

It is expected that there will be very little if any work to be done at Pony Slough Shoal this fall and before further work is done in front of North Bend it is expected to complete the present project in front of Marshfield from the C. A. Smith mill to the Kinney dock.

There will be considerable material pumped and it therefore behooves the parties who contemplate bulkheading to start on same at once as it will take quite a while to build suitable bulkheads and it will not be very long before the Oregon will be working in front of Marshfield. The dredge will not wait for bulkheads after it is ready to start pumping and unless they are ready it is expected that the material will have to be pumped into the Bay. Mr. Leefe said he would very much regret such action but that it would be done if bulkheads were not ready. While the dredge worked in front of North Bend last winter the bulkheads were looked after by Mr. Edgar Simpson and at present the interested parties on the Coquille river are being represented by Mr. E. E. Johnson. It is hoped that the people in Marshfield will at once designate one party to whom Mr. F. E. Leefe, Supervising Engineer, can look for the preparation of bulkheads to receive the pumpings from the dredge Oregon which are due at an early date.

We have a FEW SNAPS in real estate at the OLD PRICES. You may never have another such CHANCE. —I. S. KAUFMAN & CO.

BASEBALL supplies at the GUNNERY.

MONOGRAM OIL at the Gunnery.

TWENTY-SEVEN LIVES LOST IN STEAMER WRECK ON LAKES

UNFILLED TONNAGE ON BOOKS IS GREAT

(By Associated Press.)

NEW YORK, N. Y., July 10. —The United States Steel Corporation announced today that the unfilled tonnage on its books up to June 30 totaled 3,361,058 tons as against 3,113,187 on books up to May 31.

INVESTIGATION PROGRESSING

President Has Small Army Looking For Alleged Letter.

(By Associated Press to Coos Bay Times.)

WASHINGTON, D. C., July 10. — Commissioner Fred S. Dennett of the General Land Office, and Miss M. A. Abbott, a writer, both subpoenaed as witnesses were present today at the House Committee on Expenditures Investigation in the Interior Department which began by an inquiry into the charges of the alleged "grab" of valuable waterfront lands on Controller Bay in Alaska by the Guggenheim interests. Published charges have been made that Richard F. Ryan, who is said to be a secret agent of the Guggenheim Syndicate, wrote a letter to the former Secretary of the Interior Ballinger declaring that he, Ryan, had asked Charles P. Taft to speak to his brother about the Controller Bay claims and that following this, the President made "no further objection to my claim." The land, it is said, is wanted as the terminus of the railroad from the Guggenheim mine properties. Dennett was summoned to tell what he knew about an order to the President, throwing open the entry. Miss Abbott is claimed to have made a copy of the alleged letter from Ryan to Ballinger.

Immediately following his return to Washington today, President Taft set his office force to work to investigate the Controller Bay affair. The President has set a small army of employees searching the letter alleged to have been written by Charles P. Taft to the President regarding the Controller Bay matter. The President has no recollection of such a letter. The President said that he never has discussed R. S. Ryan or Controller Bay with his brother, Charles P. Taft has been asked to tell what he knows about the alleged letter.

PEDDLER IS IN CITY JAIL

Picture Man Failed to Pay For Consignment of Freight.

J. Batavia is securely lodged in the city jail as a result of tampering with a consignment of goods that he could not pay the expressage on. It appears that Batavia has been doing picture enlarging in and about Marshfield for some time past. Yesterday he received a consignment of goods by Wells-Fargo with a bill of \$97 against it. Batavia opened the box and took out a number of the pictures which he delivered and then returned \$40 of the charges. Owing to the fact that he could not pay the balance of \$57 he was lodged in jail. In his failure to produce his bail he remains in jail pending an examination.

Fearful Result of Collision on Lake Superior Today.

TWO STEAMERS MEET OFF VERMILLION POINT

The John Mitchell, of Chicago, the Ill-Fated Boat.

(By Associated Press to Coos Bay Times.)

SAULT STE. MARIE, Mich., July 10. —There probably were 27 lives lost early today on Lake Superior from the steamer John Mitchell of Chicago which sunk off Vermillion Point in a collision with the steamer William H. Mack. The latter is partly submerged.

REDONDO IN LAST EVENING

Carrying Much Freight and Many Passengers For Marshfield.

The lumber schooner Redondo crossed in last evening at 6:30 o'clock from San Francisco with a large list of passengers after making a speedy voyage up the coast. She docked at North Bend at 7:15 o'clock and unloaded a quantity of freight at that place. She proceeded to this city early this morning. Following is the list of passengers arriving:

- J. A. Kranick, J. Messerle, S. G. Lehmer, S. D. Anderson, J. V. Hodron, Mrs. H. F. Hedrick, Fred Hedrick, J. L. Turner, Mrs. J. L. Turner, Ben Turner, Margaret Turner, Dorot Turner, G. C. Baker, J. Heaverston, O. Olson, Rita Keane, Miss L. Johnson, Miss L. Davis, Ed. Doyle, Chris Borther, W. J. Jarvis, H. A. Noble, Paul Johnson, R. L. Simpson, E. E. Hayes, F. Williams, H. Williams, W. F. Squires, Miss C. K. Ryan, R. Williams, Miss M. Borchert, Wm. Fisher, E. Watson, H. Johnson, G. Braun, C. Hansen, B. O. Smith, M. Schwab, O. Lindell, W. Smith, A. Hansen, J. Korkle, J. Hill, T. Keldale.

LATTIN HOTEL SOLD TODAY

Property on South Second Goes to Washington Man For \$6,500.

John Dotson of Washington today purchased from Guy Lattin the Lattin hotel on South Second street for \$6,500. The property consists of a lot 50x140 with three story hotel building. The deal was made through the I. S. Kaufman & Co.'s agency.

CITY COUNCIL WILL CONVENE Tomorrow Evening the "Dads" Will Consider Two Franchises.

The city "Dads" will meet in regular session in the city hall tomorrow evening. Thus far the most important matters to be considered are the water and railroad franchises. Much interest is taken in these franchises locally and the conclusion reached by the council tomorrow evening will be watched with the greatest interest.