

NOT MUCH USE IN KEEPING EVERLASTINGLY AT IT IF YOU ARE A DEAD ONE

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. XXXV

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

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## SOUTHERN PACIFIC TO BUILD TO COOS BAY

PORTLAND, Ore., July 31, 1911.--(Special Associated Press Bulletin to Coos Bay Times.)

Southern Pacific announces they will build line Eugene to Marshfield via. Siuslaw. Contracts to be let at once. Road to be completed in two years. Cost \$8,000,000.

Received Marshfield, 7:25 o'clock P. M.

Associated Press.

### COOS BAY PEOPLE THRILLED BY RAILROAD ANNOUNCEMENT

Realization of Old Anticipation of Construction Inspires Greater Hope.

SECOND RAILWAY IS NOW LOOKED FOR

Remarkable Development to Follow Expected to Exceed Wildest Dreams.

"It will be built."

The long expected has happened and Coos Bay will get a railroad, and the old slogan realized.

Anticipation gave way to realization this morning and smiles told the story of the glad rejoicings. The Times' story and forecast last evening paved the way and the circulation of the story that official announcement had been made that the Southern Pacific would build was rapid.

Confidence in Coos Bay's future which at brief intervals lagged during the last few years, has been more buoyant than ever during the last few months and consequently the announcement was not received like a thunder clap.

No sooner had the first thrills worn off than anticipations of the second, and possibly more, sprung up and were echoed in nearly every conversation bearing on the subject. "We will get a second railroad soon," was the general remark and it was received generally with as much confidence as have been the recent forecasts of the first.

The confirmation of the selection of the Eugene-Siuslaw route was also anticipated. Besides the elimination of the heavy grade north of Drain, it is figured that the construction of the line to Eugene will eliminate the breaking up of the freight tariffs of the towns along the Southern Pacific in Southern Oregon and Northern California. The distance from Coos Bay to Eugene is very nearly what it is from Portland so that the freight tariff from here to points like Roseburg, Ashland, Medford, Grants Pass and others over the new Southern Pacific route will be practically what it is from Portland to those points now.

However, the new line will tap a rich, undeveloped section north of here and will make the bulk of the most valuable belt of standing timber in the world absolutely tributary to Coos Bay.

Besides opening up the big territory, the construction of the railroad is expected to hasten the development of the Coos Bay harbor.

In fact, the most vivid imagination can scarcely comprehend the remarkable growth and development that will follow the building of the railroad and the others lines that are expected to follow soon.

C. A. Smith's Efforts. While many have shared in the honors for confidence in Coos Bay and the waiting for the bright day when it would come, it is intimated that the realization of the hopes at this time is to a large measure due to the efforts of C. A. Smith. But little is known of the details of the

### GOOD NEWS FOR COOS BAY

"ALL things come to him who waits." This trite old adage finds a new exemplification in the glorious news that The Times publishes this evening. The official announcement that the Southern Pacific will build a railway to Coos Bay from Eugene, while not entirely unexpected comes as a pleasant surprise at this time. To every resident of Coos county it will be a message of hope and good cheer. It means the development of resources that have long remained dormant awaiting the magic touch of modern transportation to become active factors in the world's advancement.

Every citizen of this section knew that such an announcement must come some day but at times it has been weary the waiting, weary. We have all wondered why it didn't come sooner but the welcome is all the more earnest because of expectancy. The progress of Coos Bay in the past two years has been such that all felt confident that the development of the great resources of this section could not be delayed much longer.

The Southern Pacific will be welcomed to Coos Bay with the same cordial and earnest enthusiasm that is given every important factor in the development of this section. There is great work to be done and the railway will be a great aid in its accomplishment.

It means the dawning of a new era for Southwest Oregon—an era of progress and prosperity that will equal any that has ever transformed the waste places of the west into teeming cities and populous and prosperous communities.

Now for a period of development, enterprise and progress based on the substantial foundation of rich resources and great natural advantages. Coos Bay is about to come into her own. The bright decks of her vessels are gleaming in the sunlight of her harbor and the first faint shrill whistle of her trains is echoing in the hills. The world is welcome. Come!

### CHANDLER HOTEL MAY BE SOLD

Directors Authorized to Dispose Of It For \$100,000—Dividend In Stock Is Declared.

At a meeting of the Chandler Hotel company this morning, the directors were authorized to sell the property for \$100,000. While no information regarding any negotiations have been given out, it is intimated that an offer has been made for it. Some of the stockholders opposed selling it for that figure, claiming it was not all the property was worth but the majority thought it was advisable to dispose of it if anyone wanted at that figure. At the meeting this morning, a

dividend of \$8,000 in stock of the company was declared to be prorated. When the company was organized, \$75,000 was the amount of stock authorized but some of it was not taken. Only \$67,000 worth was subscribed and the balance needed for completing the hotel was borrowed. The income from the property besides the maintenance has taken up this indebtedness but no dividend has ever been paid.

The hotel was built for aiding in the development of Coos Bay and the men taking stock in it did not expect or intend to make any profit on the investment. Now, however, it looks as though they will be able to take a good profit besides having served the community exceptionally well.

### GIRL KILLED IN CALIFORNIA

Miss Esther Smith, Formerly of Coos Bay, Victim of Train at Santa Barbara

Word has been received here of the accidental killing of Miss Esther Smith, a former well-known Coos Bay young woman, by a train near Santa Barbara, Cal. Miss Smith left here with her parents, Mr. and Mrs. Frank Smith several years ago. Frank Smith will be recalled by all of the older residents as will J. S. Jones who formerly owned the Flagstaff property. Dr. McCormac, a close friend of the family, today received a copy of the Santa Barbara Independent which gives the following particulars of the tragedy: "Miss Esther Smith, who next month would have entered the senior class of the Santa Barbara high school, is dead, and Miss Alma Frazer, of Alcatraz, is in a serious con-

(Continued on page 4.)

### SIXTY-FIVE TO GO FOR SHIP

Coos Bay Naval Militia Arrange For Bringing Cruiser Boston Here.

At a meeting at the Tabernacle last evening, arrangements were completed for the Coos Bay divisions of the Naval Militia to go to Portland to bring the cruiser Boston here. It was decided to send thirty members of the militia, thirty members of the band and five officers, in all sixty-five men, to bring the ship here. Capt. J. J. Reynolds will have charge. The men will leave about Saturday for Portland, going up on the Breakwater.

A list of the men agreeing to go after the vessel will be compiled within a day or two. At first it was feared that it might be difficult for the desired number of men to get away but this was quickly disillusioned and considerably more than the desired number immediately volunteered to go.

### CONTRACTS FOR ROAD TO BE LET IN SHORT TIME

#### BANDON LIGHT PLANT DEAL

Rumor That R. M. Jennings May Buy It For Oregon Power Company.

(Special to The Times.) BANDON, Ore., Aug. 1.—R. M. Jennings, general manager of the Oregon Power Company at Marshfield, is in Bandon and rumor has it that he is negotiating for the purchase of the electric light and power plant here for his company. Nothing official has been given out although it is known that figures on the value of the property, earning power and prospects have been obtained. The advent of the Oregon Power company here would be welcomed.

#### LEAVES TODAY ON BREAKWATER

Large Number Sail For Portland and Northern Points This Afternoon.

The Breakwater sailed this afternoon for Portland with a large list of passengers and a good cargo of freight.

Among those sailing on the Breakwater were the following:

A. C. Brackenburg, Joe Gossett, Mrs. Davis, Mrs. Johnson, Mrs. Reberg, Miss Dodson, Mrs. Davis, Mrs. A. Davis, George Polos, James Irvin, Mrs. A. S. Hammond, H. J. Mohr, Alfred Holm, A. F. Beerbauer, Louis H. Boll, Edith Carlson, Syble Carlson, J. A. Erickson, Marie Erickson, Edith Erickson, Johnnie Erickson, Teddy Erickson, Clara Erickson, Nellie Erickson, N. D. Johnson, J. O. Macaulay, J. G. Flook, Martha Bernitt, Mr. Kynale, Hilder Kynall, B. Hurlbut, Mrs. Sadie Downer, S. Bartlett, R. C. Bishop, G. W. McLaughlin, Mrs. McLaughlin, A. M. Swartley, Edna Davis, Miss Nora Tower, E. C. Bleeker, H. O. Nygaard, Wm. Millhower.

#### SEEK DOROTHY ARNOLD.

NEW YORK, July 31.—It became known today that Mr. and Mrs. Francis B. Arnold, parents of Miss Dorothy Arnold, who disappeared from her home here December 12, last, have gone to Italy. It is declared their visit to Italy is in connection with the search for their daughter.

#### NOTICE TO EAGLES.

Special meeting of F. O. E. Wednesday night at 8 p. m.

J. W. DAVIS, Pres.

#### Cartridge BELTS at THE GUNNERY.

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

Hunting KNIVES at the Gunnery.

After the show try a Turkish Bath Phone 214-J.

Actual Construction Expected to Begin as Soon as Survey Will Permit.

WILL BE RUSHED AS RAPIDLY AS POSSIBLE

Supt. W. F. Miller Receives Message From Vice-President O'Brien.

ALL WIRES DOWN.

Both the long distance telephone and the Western Union wires are down between Coos Bay and Roseburg. Linemen are out on both. The Western Union is crossed with the telephone and neither can be used. It is expected that service will be restored soon.

Lack of wire service between Coos Bay and Portland today has prevented The Times receiving many of the details of the railroad news that has created a furore.

However, in addition to the message to The Times from the Associated Press, Superintendent W. F. Miller received a telegram from Vice-president J. P. O'Brien of the Southern Pacific at Portland authorizing him to make the announcement of the construction of the line to Coos Bay.

#### Miller's Statement.

W. F. Miller, superintendent of the local Southern Pacific properties and head of them during the absence of General Manager C. J. Mills, today made the following statement, which was issued on telegraphic instruction from General Manager O'Brien:

"In the absence of Mr. C. J. Mills, I have been requested by Mr. J. P. O'Brien, vice-president and general manager of the Harriman lines, Portland, to announce to you that the Willamette River Pacific Railroad company, which is a Southern Pacific corporation, and such company will commence the building of a line from Eugene, Oregon, to Marshfield, Oregon, as soon as necessary data can be secured by the several engineering parties now in the field, locating permanent lines to enable them to let contract for construction. Building of line will be pushed as fast as work can be done in a reasonable, economical manner.

Messrs. O'Brien, Calvin and Mills have been laboring constantly in the interest of Coos Bay, and from the indications their efforts have not been in vain."

The fact that the new road will tap about thirteen billion feet of timber in the Siuslaw basin and that the heavy grades in and out of Drain will be circumvented are said to have led to the choice of the Eugene route instead of the Drain route. Coupled with this was the plan for the building of a coast line by the Southern Pacific in which the Eugene-Coos Bay line will fit as a link better than would the Drain-Coos Bay line.

Why pay more—for flour than you can get it of Haines'.

TIMBER CRUISERS packsacks at THE GUNNERY.

THEN AGAIN, PERSERVERANCE MAY MEAN STICKING TOO LONG IN ONE PLACE