

A GOOD OPINION OF FAIR PLAY NEVER GOES WITH THE SHORT END OF IT

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?"

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.

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O'BRIEN SAYS FIRST TRAIN WILL COME IN TWO YEARS

Expects Southern Pacific to Start Service Here Before Jan. 1, 1914.

EXACT ROUTE HAS NOT BEEN CHOSEN

Expect That Branches Will Have to Be Built to Towns Off Route.

(Special to The Times.)
PORTLAND, Ore., Aug. 2.—The Willamette Pacific Railroad Company which was incorporated under the laws of Oregon on June 14, 1911, will build the railway from Eugene to Coos Bay. The officers of this concern are:
G. X. Wendling of San Francisco, president.
S. O. Johnson, of San Francisco, vice-president.
R. M. Cross of Portland, vice-president.
S. R. Bodine, of Portland, secretary.
C. H. Barrell, of Los Angeles, treasurer.
C. R. Breck, of Eugene, chief engineer.
R. L. Hughes and J. D. Miller, Portland, additional directors.
G. X. Wendling is a wealthy timber operator and has extensive holdings adjacent to the Southern Pacific property in this state. Most of other officers are identified in various ways with the Southern Pacific. Breck being assistant engineer in the employ of that company. The Willamette Pacific company is capitalized at \$1,000,000 divided into shares of \$1,000 each, all of which are held by the Southern Pacific interests. As soon as engineers now in the field can return sufficient data to provide plans for the construction work bids will be called for and contracts will be let.

O'Brien said yesterday that he expects the road will be completed in approximately two years and trains will likely be in operation by January 1, 1914, at the latest.

"The building of the line will be pushed as fast as work can be done in a reasonably economical manner," he said. O'Brien expects to have complete figures for the route in less than a month after which the engineering department will be able to prepare plans and ask for bids.

Julius Krutschmitt, director of maintenance and operation of the Harriman system, has made a personal investigation of the situation and the directors of the Southern Pacific have approved the project.

In some places the construction work will be quite difficult. It is probable that a tunnel will be driven through coast range and several minor tunnels will be necessary. Heavy cuts will be made in a number of places and in others deep fills must be made. The engineering problems will be difficult but the route generally is probably the easiest into the Coos Bay district and it is likely to be the most profitable. The rights of way have been already obtained over much of the proposed route. The officials here are not ready to say through what towns the line will pass as they are not sure which of several possible routes through several parts of the territory they will select. The original survey included the city of Florence at the mouth of the Siuslaw river on the main line of this road, but it is not probable that Florence will be thus benefited as it is on the north side of the bay and it will be difficult to cross this body of water.

O'Brien has no definite knowledge of what plans will be made to reach several important towns that necessarily cannot be included on the main road. The business interests in several of these places are eager to have branch lines connect them. Included in the general plan of development outlined by the Harri-

RESCUE MINER FROM CAVE-IN

Joseph Clary, Entombed Alive In Missouri, Is Found Alive Today.

(By Associated Press to Coos Bay Times.)

JOPLIN, Mo., Aug. 2.—Joseph Clary who was imprisoned in a cave in at the White Oak mine near this city since Sunday morning, was reached by the rescuers this morning. He was alive and well.

When the last spadefuls of earth were removed by the workmen in the shaft and they dropped into drift, Clary threw himself into their arms and wept while shouts of thousands of cheering mouths echoed down the shaft. Later, a physician was lowered and administered stimulants to the weakened man. Later, he was taken to the surface and was greeted with tremendous cheering. After being welcomed by his father and brothers he was taken to his home where his mother was on the verge of death from anxiety and illness caused by worrying over her son's imprisonment.

man interests and the one other motive for determination to connect with the Southern Pacific line at Eugene is an east and west line across Oregon and a continuation of the O. W. R. & N. Company's Deschutes Valley road to a convenient point on the Natron Klamath main line.

While the east and west line is not yet authorized by the Harriman directors, it has received serious consideration at a recent meeting and it will be one of the next steps to be taken.

DERBY

Thru its flavor won its favor.

DEVELOPING COOS BAY'S RESOURCES



THIS IS WHAT THE RAILWAYS WILL CARRY FROM COOS BAY.

CONSTRUCTION AT BOTH ENDS? WANT TO FIX UP ROAD NOW

Many Believe That Southern Pacific Will Work From Both Ends—Real Estate Prices Soaring.

Whether the Southern Pacific will start construction on the Coos Bay end of the Eugene-Coos Bay road is a question that is occasioning much discussion here today. No one here has any idea but it is likely that this will not be given out until after the contracts have been awarded.

Another big question is as to whether the company intends to build the loop around the bay or will endeavor to bridge the bay. The impression that many have is that they will build a belt around the bay.

It is stated on reliable authority that the company will not follow the beach down from the Umpqua but will build down west of or along the Ten Mile lakes. They have two surveys between the bay and the Umpqua. There is only one tunnel on this end of the line and that is between here and the Umpqua.

It is also understood that the line will cross the Umpqua above Gardiner and whether the line will go right through the town or wind in around the hill back of Gardiner remains to be determined.

It is figured that material can be shipped into Coos Bay by steamer just as cheaply as by railroad to Eugene so that there is no reason why

construction should not be carried on at both ends at once and some who have been very close to the Southern Pacific are inclined to believe that is what will be done.

Other Announcement.

"Another railroad will start actual construction or will announce its plans for a line to Coos Bay within a month," said a local man this morning. "You may think I am talking a little wild but you wait and see. The Southern Pacific knows who it is and that brought the announcement."

"You will see a lively race here within a short time," remarked another local man who has had more or less to do with railroad work around here. "The fight will be for the belt line around the bay and one of the prettiest railroad struggles that the country has seen in many a day will take place on Coos Bay."

Real Estate Active.

Real estate is jumping high and fast and many transfers are being made. There was a little lull yesterday and today as result of real estate owners marking up prices anywhere from twenty-five to a hundred per cent as a result of the Southern Pacific announcement.

No big deals have been reported today but many are on and the wires are kept busy with out of town property owners on negotiations.

HAINES has the kind of FLOUR YOU NEED.

Will Solicit Funds to Improve Sumner Road For Mail Service.

At a meeting at the Marshfield Chamber of Commerce yesterday afternoon, it was decided to take immediate steps to raise sufficient money to plank the old Coos Bay wagon road from Sumner to the top of the hill east of there, a distance of about three miles, and thus insure good mail service throughout the winter.

All present were unanimous for having this done. The county will bear one-half of the expense if others will care for the rest. Mail Contractor Barnard will put up \$600 towards it and it is figured that if \$2,500 is raised on Coos Bay, the work can be done this fall.

Hugh McLain was appointed chairman of a committee to solicit contributions for this purpose. He received word today that he would have to leave at once for Hood River to look after some personal interests but will try and arrange for a successor.

The matter is one that should receive the support of every business man and property owners in Marshfield, North Bend and the other Bay towns and if it does the small amount needed to insure good mail service can be quickly raised.

WATER WORKS IS UP AGAIN

Mr. Nolan Says He and Franchise Are Much Misunderstood—New Offers.

Claiming that he and his franchise were much misunderstood, finally admitting that he was not very familiar with waterworks and franchises and might have accidentally misinformed the council and urging that he be given an opportunity to redraft and present another franchise, Mr. Nolan who is negotiating for the Coos Bay Water company, appeared before the Marshfield city council last night and made a rather lengthy statement. He was accompanied by Mr. Jackson who stated he represented a Mr. Nye who was to be associated with Mr. Nolan in the proposition.

The final results were that Mr. Nolan and Mr. Jackson were told that the council would be glad to meet with them and talk the matter over but at this time the council could not grant them a franchise owing to the feeling that the plant should be municipally owned. Councilman Ferguson explained that the North Bend and Marshfield councils are now securing data on a municipally owned plant and expected to submit the matter to the people at a general election but that if Mr. Nolan would prepare a franchise it might be submitted at the same election. It was finally agreed that Messrs. Jackson and Nolan should meet Friday evening with the city officials as individuals and talk over what the council thought would be a fair franchise.

Mr. Nolan's Views.

Mr. Nolan in opening his remarks said that he was surprised to find there had been so much misunderstanding of his attitude and of the tentative form of franchise that he had submitted. He said that he was not a waterworks or franchise man, and did not know much about rates as he was merely a lawyer. He said that the franchise offered had been hastily drawn on the advice of experts who went over the property. He said that if he had been able to remain here after making his first proposition, this misunderstanding might have been avoided possibly by explanations. He said he might have returned sooner only owing to the adverse criticism he had been inclined to remain away at first.

He then stated that he had intended to go over the tentative draft, correct it and submit a new form of franchise but the adverse criticism had prevented him doing it. This statement struck some of the city officials as strange as they knew that he had prepared another draft of franchise and forwarded it here although it was not formally presented to the council. Again he stated that the table of flat rates provided for Marshfield which the councilmen figured out were a great increase over the present rates had been prepared by an expert who figured them out from the cost of the local plant. These rates, he said, were so figured that they would pay six per cent interest on the bond issue for the \$150,000 the old plant would cost and the \$50,000 or \$85,000 that the needed improvements would cost. Later he stated that the table of flat rates had been taken from the St. John's franchise on the advice of some bond expert.

During his remarks, he attempted to show that The Times had been mistaken in some of its criticism of his franchise. For instance, he said that the franchise he asked for only a twenty-year franchise instead of fifty because the city was given the privilege of buying it at the expiration of twenty years or at five-year intervals thereafter. However, the franchise specifies that it is granted for a term of fifty years subject to the chances for the city to buy it.

He also claimed that the table of flat rates didn't make much difference because he intended to have all business put on the meter basis so

(Continued on page 4.)

MANY RAILWAYS FOR COOS BAY



Which road will be the first to reach Coos Bay?

NOW THAT ONE RAILROAD IS ANNOUNCED IT IS GENERALLY BELIEVED THAT ONE OR MORE OTHER ROADS WILL BE STARTED SOON AND IT MAY BE A RACE TO SEE WHICH WILL BE THE FIRST TO REACH COOS BAY.

WE NEVER FAIL TO APPRECIATE JUSTICE WHEN IT BREAKS IN OUR FAVOR