

Coos Bay Times

MEMBER OF ASSOCIATED PRESS

YOUR ADS CARRYING Your store-news, should appear as regularly as does this newspaper.

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!"

VOL. XXXV

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RAILWAY NEWS OF COOS BAY

Lots of Rumors But No Official Information Obtainable—Developments.

While there is considerable railroad news afloat on Coos Bay today, nothing definite or official has developed in the last twenty-four hours that casts any additional light on the situation.

A story that W. F. Miller, superintendent of the local holdings of the Southern Pacific, was contracting for a large number of railroad ties caused some stir. Mr. Miller stated however that it had no significance.

As yet, nothing more definite has been received as to the date of the visit of Chief Engineer Hood and Vice-president O'Brien and probably Traffic Manager Miller of the Southern Pacific. It is expected that they will reach the Bay sometime next week.

A rumor to the effect that the Southern Pacific was planning to eliminate the heavy grade over the summit between Coos Bay and Coquille was also started. The story was that the company was planning to tunnel through to Beaver Slough. If this was done, it would indicate that the Marshfield-Myrtle Point line was to be a link in another Southern Pacific line east or south east from Coos Bay.

Nothing new has been received from Gardner relative to the reported appearance of a large crew of surveyors for the Hill line there. One Marshfield man who said that he had additional information confirming Warren Reed's statement, said that the party was keeping "mum" and that no information could be obtained from the surveyors themselves.

Engineer Aston of the Coos Bay and Eastern Electric project, is busy establishing his survey camps and pushing that survey as rapidly as possible. As near as can be ascertained, their route will be along the east side of Isthmus Inlet from Eastside to Coquille. It is intimated that the next two or three weeks will see the definite plans of this company sprung.

No information has been given out lately relative to the Coos Bay and Boise. It is understood that President Francis H. Clarke is now in Philadelphia on matters connected with it. Chief Engineer Haines, who is here, says he has nothing to give out.

ROSEBURG RAILROAD NEWS.

Railroads and rumors of railroads from Roseburg to Coos Bay have filled the newspapers and been the topic of conversation between everybody in this portion of Oregon for many months. Of late several gentlemen, supposed to be railroad agents, have visited Roseburg, inspecting proposed routes, securing right-of-way in a quiet and rather secret manner, and have studiously avoided making any statement that might lead to the source of their efforts becoming known.

WANTS \$2,500 FOR ACCIDENT

Chris Borchner Sues North Bend Box Factory For Personal Injuries.

Chris Borchner, formerly head millwright at the North Bend box factory, through his attorney, J. C. Kendall, has instituted suit against the Coos Bay Manufacturing company, which operates the plant, for \$2,500 for personal injuries.

Mr. Borchner alleges that he sustained injuries while employed in the plant in August 1910, which have permanently disabled him. He alleges that as a result of a defective pulley of which he had previously notified the management, his hand was caught and crushed, maiming him permanently besides inflicting great physical and mental torture.

Mr. Borchner has retained a law firm to bring suit against the Coos Bay Manufacturing company, which operates the plant, for \$2,500 for personal injuries.

IS HILL PROJECT.

Coquille View of Coos Bay and Boise Project.

The Coquille Herald says: "A. L. Nosler of Bridge, was a county seat visitor Monday and told the Herald the new proposed Boise-Coos Bay right of way men had arrived at his place 11 miles beyond Myrtle Point and only 20 miles from Coquille and were feeling much elated and encouraged with their success, and why should they not, for they informed Mr. Nosler that rights-of-way had practically been secured from Marshfield to his place and the property owners were so much gratified over the prospects for an early constructed railroad that no remuneration had been required for their liberal concessions to the railroad people. Asked as to time specified for beginning of construction work in these rights-of-way contracts, Mr. Nosler stated that they provide that work shall begin on the new road within six months. Mr. Nosler informed the gentlemen, who no longer deny being representatives of the Hill interests, that they were privileged to turn through his place on one side turn around and go back through it on the other, if they would only bring that long talked of railroad into Coos."

SAGINAW WILL LEAVE SOON

Expect to Have Damaged Vessel Ready to Put to Sea Saturday.

Fairly good progress is being made in the repair work on the steam schooner Saginaw and it is now hoped to have her ready to put to sea Saturday morning. She will go to Portland, taking her damaged cargo with her and thus give the consignees the first opportunity of taking it. In case they will not accept it, the cargo will be sold to the highest bidder either as a whole or in small lots.

Diver Mast and his assistants are the center of interest for hundreds of people, some of whom spend practically the entire day there. Some even brought chairs so they could sit down and watch them.

Mr. Hart of the Hart-Wood Lumber company, the owners of the vessel, is here from Aberdeen, and is paying the bills. Capt. Pillsbury of the Underwriters is directing the repair work.

Fast Horses and Poor Men's Barns

THE TIMES prints two important articles in this evening's issue. One is a communication by Wm. Homme of Cooston on the width of the harbor, the other is by the marine editor of the Oregonian and concerns the significance and importance of the entrance of the battleship Boston into Coos Bay.

The trend and tendency of all these articles is toward the growing importance of Coos Bay and the near approach of the development of its great resources. Coos Bay is coming into its own. It is with communities as with individuals, you can't keep a good one down. Coos Bay with its harbor, its timber, its coal, its agriculture and its fruit and dairying possibilities has long been held back. Probably the chief contributory cause has been lack of modern and rapid transportation facilities. These are coming now. Nothing can or will stop one or more railroads from building to Coos Bay.

You can't dam rising waters and you can't down rising men; you can't depress a developing city. Ability, by the law of gravity, seeks its proper level.

No matter where a good man stands, the rest of humanity knows how he stands. Competition has the eye of Asmodeus—your rival usually knows everything that goes on behind your walls—he can't win his own game unless he watched yours.

You can't becloud your "stars"—ultimately they'll shine through obscurity and display their brilliance.

The world's master tenor began his career in a village opera troupe. The "cracks" of the Big Leagues pitched their curves from country diamonds across metropolitan plates and batted home-runs over hamlet fences to cities a thousand miles away.

The Mississippi began business in the blind heart of a mountain range but managed to work its way clear through the continent.

It isn't where a man starts but what a man starts that gives him status.

No matter how thick the throng may be, the head of the giant towers above his inferiors. The less conspicuous his surroundings the more prominently he looms by contrast.

Superior force can't be restrained—a leader will forge to the front, no matter how much you may seek to hold him back.

A NEW PORT TO RISE HERE

Opening of the Panama Canal to Hasten Coos Bay Development.

Some good North Bend booster succeeded in breaking into the Oregonian with the following excellent bit of Coos Bay advertising:

"By the time of Panama Canal is completed, the port municipality, cooperating with the Federal Government, will have made a new seaport at Coos Bay that will be among the best on the Pacific Coast.

"Railroad and other private corporations are joining in having this seaport ready for the largest vessels to come in by the time the Panama Canal is open for traffic. The new port has tributary to it one of the largest and richest undeveloped sections of the United States. This undeveloped area is said to contain more timber, coal, marble, limestone, gold, copper, silver, lead and other minerals, and more good all-around fruit land, with a better climate than any other political subdivision of equal area on the American Continent.

A number of steamship lines are plying regularly from this port to all the markets of the world. At present the only way the tourist can come to this port is by stage or steamer, but the "Overland" will soon be speeding through this valley.

"With the completion of the Panama Canal the trend of events will be turned toward the Pacific. The future history of the world will be written there in large characters.

"With millions of acres of vast diversified resources back of Coos Bay that will produce for a century, an ocean full of fish at the front door of this port, unlimited fuel and power, with no monopoly controlling the waterfront of the harbor, with several transcontinental systems of railroads establishing their terminals here, and lines of steamships plying between Coos Bay and the hungry markets of the world, makes it self-evident that where it required years to build other cities, the rise of Coos Bay will be marked by months."

80 ACRE-RANCH on Big Creek, south of Sunset Bay. Will SELL on EASY TERMS for MARKET PRICE of fine spruce on the place and throw in the land. TODD, Chandler hotel.

WIRE IS DOWN FOREST FIRE

Conflagration Along Old Coos Bay Wagon on East Slope of Coast Range.

Owing to a bad forest fire on the east slope of the Coast Range along the old Coos Bay wagon road, the Western Union wire from Roseburg to Marshfield is out of commission today. The wire went down last evening and Manager Schetter is unable to say when service can be restored.

Just how bad the conflagration is, Mr. Schetter has been unable to find out. There have been several small forest fires burning in that section, east of Lairds, for several days but it was not thought that there was any danger from them.

In consequence of the wires being down, The Times was unable to secure its regular Associated Press news today.

IN BEAUTY'S REALM

Bandon Baby Show Brings Out Some Handsome Youngsters

The Baby Show was a big success. A number of babies were entered, all of which were decidedly beautiful but the judges were, of course, compelled to decide on some particular babies for the prizes, although the contest was very close.

The prettiest baby boy under one year old, was Cash Goodman, son of Mr. and Mrs. Goodman of Prosper, while little Merle Thompson was awarded the prize as prettiest girl baby under one; she is the daughter of Mr. and Mrs. Robert Thompson.

Little Howard Page, son of Mr. and Mrs. Chas. Page, was adjudged prettiest boy under two and Velma Garoutte, daughter of Mr. and Mrs. Carl Garoutte, prettiest girl under two. Cash Goodman and Velma Garoutte received loving cups. Howard Page received a dozen photos and Velma Garoutte a gold locket and chain.

Emma Davidson won the prize for being the fattest baby under three years old, the prize was a baby spoon.

—Bandon Recorder.

WILL COME TO COOS BAY SOON

Congressmen Hawley and Humphreys Expected to Inspect Waterways.

Congressman Hawley and Representative Humphrey of Washington, the members of the Rivers and Harbors committee who have been delegated to inspect Oregon waterway projects, are expected to visit Coos county in the near future.

With avowed determination to get before congress the facts regarding Oregon's waterways and to secure appropriations at the December session of the legislative body at Washington, Representative Willis C. Hawley, who returned Sunday evening from the national capitol, will make a tour of the state accompanied by Hon. William E. Humphreys of the committee on rivers and harbors of the house of representatives. Just when this tour will be made is not definitely determined, but it probably will be in October or November, more probably the former.

These waterways are of extreme importance in the development of Oregon, Congressman Hawley maintains, and he said yesterday that he will ask for large appropriations for the state's rivers and harbors in December. Not alone this, but he desires to secure appropriations also for erecting public buildings in a number of the leading cities of western and southern Oregon.

All public lands that are suitable for homes should be thrown open, Mr. Hawley thinks, and every encouragement should be extended to the homebuilder who comes to this state. Mr. Hawley said:

"I expect to remain in Oregon, my native state, until I return to Washington for the December session, and will devote my time in visiting and studying as far as possible the needs of the district. Oregon is a growing state and has a great future before her. She has large tracts of public lands and I believe that all of these that are suitable for homes should be thrown open to entry and that every encouragement should be extended to the honest homebuilder who comes to our state.

"Then when Oregon has produced her wealth of natural products, plans must be made for marketing them with a reasonable cost for transportation. One of the greatest considerations in reducing rates charged for transportation is good river and harbor facilities as opposed to transportation by rail. Oregon has a number of excellent waterways, some of which have been partly improved, or are in the process of improvement. These waterways can be made a very material factor in transportation and I have secured the official designation of Hon. William E. Humphreys of the committee on rivers and harbors of the House of Representatives, who will inspect our waterways this fall on behalf of the committee, as far as possible.

"In addition to large appropriations which I will ask for our rivers and harbors during the next session, it will be my purpose to also secure appropriations for the erection of public buildings in a number of the leading cities of western and southern Oregon."

BUYS PROPERTY ON BROADWAY

W. E. Boie, Spokane Railroad Contractor, Invests \$17,000.

W. E. Boie, a Spokane railroad contractor, has closed a deal for the purchase of the Greenum and Kaufman residence property on North Broadway, just north of Market avenue, from I. S. Kaufman for \$17,000. The deal has been on for some time.

Mr. Kaufman recently bought the Greenum property and sold it with his own residence holdings. The property is 90x100 feet, fronting east on Broadway. Mr. Boie recently spent a few weeks on the Bay.

Several other deals for downtown business property are also pending but they have not been closed yet.

WILL REBUILD SHINGLE MILL

J. A. Allen and L. J. Simpson Figuring on Reconstructing Plant.

J. A. Allen, manager of the North Bend shingle mill which was recently destroyed by fire, has taken steps to rebuild the plant. He has a force of men now clearing away the debris and hopes to get the new plant under way soon.

Messrs. Allen and L. J. Simpson owned the shingle mill and will cooperate in its rebuilding. Some of the old equipment can be utilized in the new mill but it is the plan to make the new one more modern than the old one. It will be built with about the same capacity but will be so arranged that the output can be increased later when conditions warrant it.

The company has considerable orders for shingles now and has also arranged for logs for a long run.

WILL REDUCE MILL WASTE

C. A. Smith Company to Install Remanufacturing Plant at Big Mill.

The C. A. Smith Lumber and Manufacturing company has practically completed arrangements for the installation of a re-manufacturing plant at their big mills here which will considerably increase their daily output and also reduce the waste in converting logs into lumber. General Superintendent Arno Meehan has been working on the plan for some time and recently completed arrangements for it. The re-manufacturing plant provides for smaller saws and machinery to cut the timbers into the smaller boards or plank. In practically all the mills, the logs are cut into the final sizes by the big saws. The latter take a curvature of a quarter of an inch, incurring a big waste each time they rip through a timber. By the new plan, the big saws will merely cut the big logs into smaller timbers and the smaller timbers will then be taken to the small saws which reduce this quarter-inch waste to a minimum. Besides reducing the waste, the mill can work faster as the big gang band saws can cut more rapidly when cutting big timbers and plank which by the re-manufacturing plant are reduced to the inch or two-inch stuff as desired.

The installation of the new plant will also increase the force employed in the mills.

In preparation for the new plant, a new sorting shed about five hundred feet long will be built at the big mill.

ALONG THE WATERFRONT.

The Nann Smith is due in tomorrow from Bay Point.

The Redondo is due in Saturday from San Francisco with passengers and freight.

The Daisy Mitchell arrived in this afternoon from San Francisco to load at the C. A. Smith mill for San Pedro.

The barkentine Arago took on part of her cargo at the Railroad wharf and left this afternoon for North Bend to complete her cargo.

OCEAN PARK: Only few wooded ocean front acres left. \$10.00 CASH \$3.00 monthly 3 YEARS. This PRICE will be DOUBLED on any lots unsold when I leave. TODD, Chandler hotel.