

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?"

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VICE-PRESIDENT O'BRIEN SAYS LINE WILL BE BUILT RAPIDLY

Southern Pacific Official Con-
firms His Previous An-
nouncements.

AT CHAMBER OF
COMMERCE BANQUET

Present and Future of Coos
Bay Lauded by Many Speak-
ers Last Night.

Before one of the largest and most representative gatherings of Coos Bay business men at the Chamber of Commerce banquet at the Chandler last evening, J. P. O'Brien, vice-president and general manager of the Harriman lines in Oregon, reiterated the announcement that the proposed line from Eugene to Coos Bay will be started this fall and will be rushed to completion as rapidly as economical business judgment will permit.

Mr. O'Brien's address was the principal one of the evening but a dozen other speakers participated in the evening's program. Besides the importance of the gathering from the standpoint of a railway, steps were taken looking to a consolidation of the municipalities on the Bay into one city "Coos Bay." The meeting voted unanimously in favor of the name Coos Bay as that of the city to be.

Dr. J. T. McCormac, president of the Marshfield, was master of ceremonies and those who responded to toasts were: Vice-president J. P. O'Brien, H. E. Lounsbury, Capt. T. J. Macgregor, J. W. Bennett, C. F. McKnight, M. C. Maloney, M. C. Horton, F. E. Leefe, Dr. E. Mingus, C. R. Peck, F. B. Tichenor and G. X. Wendling.

In introducing Mr. O'Brien, President McCormac referred to the children of Israel waiting for forty years for a Moses to lead them out of the wilderness and said that the people of Coos county had been waiting for forty years or more for a Moses to get them a railroad and now they would hear from the new "Moses."

Mr. O'Brien's Statement.
Mr. O'Brien opened his remarks by stating that he presumed that he was expected to talk on the railroad question and that he would start by confirming the announcement made the last of July that the Willamette and Pacific Railroad company, a subsidiary corporation of the Southern Pacific, would build from Eugene to Coos Bay. He said that the reasons a subsidiary corporation was handling the work was because the charter of the Southern Pacific did not permit them to build extensions. Until certain right of way and terminal ground was secured, Mr. O'Brien said the announcement had been delayed.

"We have two right of way parties securing the route between Eugene and Florence and more working south from Gardiner and just as soon as considerable consecutive stretches of right of way are secured, we will award contracts for building sections of the line," continued Mr. O'Brien. "We intend to push the construction of the road as rapidly as economical business judgment will permit. We are having some difficulty in securing some of the right of way and the condemnation proceedings that we will probably have to resort to may delay us some."

"The first appropriation for the building of the line to Coos Bay is available and we hope, and I say that we will unless some unavoidable obstacle prevents, start the construction of the line this fall."

"This is my first visit to Coos Bay and while I had anticipated much, to put it mildly I was greatly astonished when I saw Marshfield. The paved streets, cement sidewalks, fine

COOS BAY AS GREAT CENTER

M. C. Horton Graphically Pre-
sents Reasons For Manu-
facturing Center Here.

M. C. Horton last evening in responding to the toast "Coos Bay as a Factory Center" at the Chamber of Commerce banquet, made one of the clearest and ablest presentations of some of the resources of this section that has ever been heard on Coos Bay. The figures he gave and the comparison and contrast, enabling one to fully comprehend the magnitude of them, won him loud applause at the conclusion of his remarks. In substance, he said:

Within a radius of fifty miles of Coos Bay there are upwards of 3,000,000 acres of land. According to the best authority obtainable, the average quantity of standing timber upon this land is 25,000 feet per acre, aggregating 75,000,000,000 feet. To be still more conservative, we will put the aggregate at say 60,000,000,000 feet of standing timber within a radius of fifty miles of Coos Bay.

Dr. Schenck, the president of the Blitmore school of Forestry, states that the annual growth of timber on the Coast Range mountains is 1,000 feet per acre against an average growth of 575 feet per acre in Europe. The writers on forest conservation agree that the Coast and Cascade ranges will be the future timber producing area of the nation.

Reliable authority estimates that seventy-five per cent of the land within the area mentioned is best adapted to the growth of timber. Seventy-five per cent of 3,000,000 acres would amount to 2,250,000 acres. With an annual growth of 1,000 feet per acre would aggregate 2,250,000,000 feet as the annual production of this land, a sufficient amount of timber to keep in constant operation, figuring 300 working days in the year, fifteen mills of the capacity of our Smith mills namely about 500,000 feet per day from the timber growth alone, without encroaching upon the present supply of timber.

Taking a radius of seventy-five miles, we have upwards of 7,000,000 acres of land, with the same average amount of standing timber would aggregate 140,000,000,000 feet of timber within a radius of seventy-five miles of Coos Bay. To arrive at the annual growth upon this land, we will take the same proportion, three-fourths, which would amount to 5,250,000 acres. With an annual growth thereon of 1,000 feet per acre would aggregate 5,250,000,000 feet of timber, being a sufficient amount to supply thirty-five mills of the capacity of our Smith mills constantly in operation without encroaching upon the present supply of timber.

Mr. Meehan, general superintendent of the C. A. Smith mill, informs me that the waste burned in the slab burner at the mill there would generate about 10,000 horse-power. He estimates that fully fifty per cent of this could be conserved and utilized. Thus with thirty mills of similar size supplied by the annual growth of timber on the area within a radius of seventy-five miles of Coos Bay, there would be opportunity to generate 175,000 horse-power from the waste alone. This great power could be easily made available for any purpose.

(Continued on page 2.)

THE DAWN OF A NEW EPOCH

BUSINESS men of Coos Bay and the Chamber of Commerce are to be complimented and congratulated on the magnificent success of the banquet tendered General Manager O'Brien and his party at the Chandler hotel last evening. It was probably the largest and most representative gathering ever assembled on Coos Bay on any similar occasion. Not only was the large attendance complimentary to the guests of honor but the spirit of cordial hospitality that prevailed must have been pleasing, conveying as it did the assurance of a warm welcome and entire absence of any antipathy to the railway project which has been said to exist in some quarters. This spirit found fitting expression in the addresses of the evening all of which were timely and right to the point. It is well that those sentiments were voiced as they were because good always results from a free and fair expression of opinion. It was a "get together" affair in spirit as well as a tribute to the guests of honor.

THE direct and definite statement made by General-manager O'Brien of the Southern Pacific, that his road will build to Coos Bay from Eugene as fast as men and money can do it, with due regard for economical construction, should be and will be accepted as the final word on that subject. It was the plain statement of a practical business man. There was no attempt at circumlocution or equivocation.

There have been many doubting Thomases on Coos Bay since the original announcement was made and doubtless some will continue to doubt. There are people who would insist on an acid test of heaven's golden crowns—if such people ever get to heaven—but the business men and citizens generally of Coos Bay accept General-manager O'Brien's statement with cheerful confidence. This was enthusiastically and cleverly expressed by J. W. Bennett in his little talk on the necessity of confidence in business and particularly its mutual value to the community and the corporation on this occasion.

Mr. O'Brien was very frank in his admission and statement that Coos Bay and Coos county had been a revelation to him. While he had heard much of its great resources and progressiveness he was not prepared for what he actually found here. He counseled and complimented the harmony and co-operative effort that had made possible such splendid progress. His allusion to the Chandler hotel as being one that would be a credit to a city of 25,000 people and one of the best in Oregon must have been flattering to Mr. W. S. Chandler whose civic pride and patriotism and money made this magnificent improvement possible. Right here it should be stated that it is the spirit and commercial courage of men like W. S. Chandler, who has done as much or more than any other individual to make Marshfield a modern metropolis in miniature, that makes cities. It is men and not geography that build a metropolis.

The toastmaster's tribute to Mayor Straw as one of the big factors in the remaking of Marshfield developed his deserved popularity with the business interests of this city. It would seem that the enthusiastic outburst of applause must have reached the mayor's sick chamber and conveyed a message of good will and good cheer that was comforting.

It was an occasion that will do down in history as the beginning of a new and splendid epoch of development. For years this garden spot of the world has been dormant. There has been growth, it is true, but it has been slow and not what it should have been. Now the railroad is coming as the toastmaster expressed it, to free Coos County from its bondage of forty years, and with the magnificent opportunity offered, the future of this section now rests with its citizens. Their enterprise and progressiveness in the past is a sufficient warrant of the rosy pictures portrayed by the speakers at last night's banquet.

WILL CARRY MAIL BY AEROPLANES

United States Government Es-
tablishes First Aerial Letter
Service on Long Island.

(By Associated Press to Coos Bay Times.)

NEW YORK, Sept. 23.—In connection with the International Aviation Meet which commences this afternoon the government has prepared for the first aerial postal service in this country. A regular branch postoffice has been established on the field of Nassau Boulevard, Garden

City and a new postmark has been designed which is to be placed on exhibit letters. This reads that it is "special aerial service" from Aerial station No. 1, Garden City, Long Island." Capt. Paul Beck of the Army proposes to make two flights daily carrying about 20,000 letters each day. He will take them to some postoffice on Long Island or Governor's Island for transfer to the regular service.

The meet will continue for nine days and thirty-five aviators, including four women, will compete for \$50,000 in prizes.

SAYS STRIKE MAY YET BE CALLED

Southern Pacific Officials and
Union Representatives
Confer.

(By Associated Press to Coos Bay Times.)

LOS ANGELES, Calif., Sept. 23.—A strike of the shopmen on the Harriman lines may be called any time, according to a statement by William Atkinson of Los Angeles, one of the Vice-presidents of the National Boiler Makers Union. He said the officials of the national organization are now holding a meeting with the railroad officials somewhere in the East and that the calling of the strike is dependant upon the action taken there.

Atkinson said, "I am in communication with J. H. Franklin, president of the Boiler Makers National organization. The strike may be called

any minute, but I cannot now name the exact time."

STRIKE ON M. K. & T.

Shopmen Walk Out Today as Result
of Company's Stand

(By Associated Press to the Coos Bay Times.)

SADALIA, Mo., Sept. 23.—The car shopmen of the Missouri, Kansas and Texas Railway's entire system struck today because the company refused to grant a joint conference with the men of the two systems North and South of Red River regarding working conditions. Fifteen hundred are said to be out.

In addition to better working conditions the shopmen demand higher wages.

**REALLY FRESH EGGS.
THE GUARANTEED KIND.
LOCKHART'S GROCERY.**

CHICAGO PHYSICIAN KILLS MAN WHO SOUGHT RANSOM

FOWLER FAILS AGAIN TODAY

Engine Not Powerful Enough
to Carry Aviator Over
Sierras.

(By Associated Press to the Coos Bay Times.)

COLFAX, Calif., Sept. 23.—Aviator Fowler today renewed his attempt to fly across to the Atlantic Coast. On leaving his camp the aviator made a splendid trial flight and returned and a short time after he started off to cross the Sierra mountains. He flew 22 miles to the Blue Canyon, trying all the time to reach an altitude which would carry him safely over the crest of the mountains, but was unable to do so and returned here, announcing his engine was not powerful enough to accomplish the feat. A more powerful engine will be secured.

RODGERS ON HIS WAY

Eastern Aviator Continues Flight
Westward Today.

(By Associated Press to the Coos Bay Times.)

ELMIRA, N. Y., Sept. 23.—Aviator Rodgers got another start on his coast-to-coast flight this afternoon. He is following the Erie railroad.

BUFFALO, N. Y., Sept. 23.—Rodgers landed at Canistota, four miles East of Cornell which is 58 miles from Elmira.

CLASH OVER NOTED TRIAL

Darrow Wants McNamara
Case Postponed While Pro-
secution Will Resist.

(By Associated Press to Coos Bay Times.)

LOS ANGELES, Sept. 23.—Clarence Darrow announced today that he would demand of Judge Bordwell Monday a two week's delay in starting the trial of the McNamara Brothers, scheduled for October 11. Darrow said the delay was absolutely necessary because of embarrassments that he held the prosecution responsible for.

W. J. Ford, Assistant District Attorney, said the prosecution would vigorously oppose granting a motion for the continuance of the McNamara trial.

WHEAT PIT QUIET

Yesterday's Flurry in Market all Over
Today.

(By Associated Press to the Coos Bay Times.)

CHICAGO, Sept. 23.—The wheat pit here today showed no overdue excitement following yesterday's high prices. The market was as steady as a day horse. It closed as follows: September 95½; December 99½; and May \$1.05½.

PORTLAND, Sept. 23.—Wheat unchanged.

How to LIVE LONG. Make BREAD from HAINES' FLOUR.

LAST CALL a few choice acres each having over 60 feet OCEAN FRONT. Very cheap, easiest terms. ANY LEFT after I've LEFT won't be LEFT for sale. Don't get LEFT. See Todd, at The Chandler.

MUSIC at the CHANDLER on SUNDAY evening. Arrange to take YOUR Sunday DINNER there.

Scheme to Abduct Son of
Wealthy Parents Results In
Fatal Shooting.

WAS TO BE TIED
IN VACANT HOUSE

Former Aeroplane Mechanician
Slain While Attempting
Bold Deed.

(By Associated Press to the Coos Bay Times.)

CHICAGO, Sept. 23.—A plot to lure Dr. William H. Folker to an unoccupied house, tie him down with ropes fastened to staples driven in the floor of a small clothes closet, for the payment of a large ransom by the wealthy parents of the physician, is now believed to be the explanation for the killing of Emil Dignos, an aeroplane mechanic. Dignos was shot and killed by Folker in a vacant house following a struggle. The physician says he was lured to the premises by Dignos on the pretext that Dignos required medical attention and that Dignos pointed a revolver at him and compelled him to give up a watch and some money and that the fatal struggle ensued.

In the struggle, Folker obtained possession of the weapon of his assailant and shot him. Dignos was identified as the man who rented the unoccupied house several days ago. The police discovered that Dignos was without funds and owed his landlady two hundred dollars.

TAFT IS GUEST OF ST. LOUIS

President Reaches St. Louis
Metropolis on His Western
Trip Today.

(By Associated Press to the Coos Bay Times.)

ST. LOUIS, Mo., Sept. 23.—President Taft arrived here at 7:58 this morning. He was taken immediately to the Mercantile club for breakfast. While here he was the guest of the Million Population club. After breakfast he took an automobile ride of forty miles through St. Louis county and went to the City Club for luncheon. This afternoon he laid the corner stone of the new Y. M. C. A. building after which he went to the ball grounds to witness the game between St. Louis and Philadelphia. Tonight he will speak at the Coliseum.

The President's reception here was non-partisan. Governor Hadley introduced the President at the breakfast. Referring to reciprocity, the President said, "I suppose you have heard the policy of reciprocity is not going through. I see Speaker Champ Clark has been speculating as to who is responsible. I can't say who is responsible but I do know I am content and abide by the results."

NOT QUOTED RIGHT

Wickersham Denies Statement About
Steel Trust

(By Associated Press to the Coos Bay Times.)

NEW YORK, Sept. 23.—The following dispatch from Attorney General Wickersham was received by the Associated Press today: "Statements attributed to me that United States Steel Corporation is plainly a violation law, are entirely unwarranted. G. W. Wickersham."

Art goods and brass craft supplies—Walker Studio.

YOU CAN BE A GOOD SCOUT WITHOUT PUTTING IN ALL YOUR TIME AT IT