

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

SO SOMEONE HAS SAID: "A store's advertising space in a newspaper, compared with the space used by other stores, should show its comparative importance in the community! Does your store's advertising space do that?"

VOL. XXXV Established in 1878 as The Coast Mail MARSHFIELD, OREGON MONDAY, SEPTEMBER 25, 1911—EVENING EDITION. A Consolidation of Times, Coast Mail and Coos Bay Advertiser. No. 61

WENDLING INTIMATES WORK WILL BEGIN HERE IN SPRING

Says Survey and Right-of-Way Will Be Completed This Winter.
VICE-PRESIDENT O'BRIEN AND PARTY LEAVE SUNDAY
No Further Announcement Made Concerning Road to Coos Bay.

A strong intimation by G. X. Wendling that active construction work on the Coos Bay-Eugene line would be started on the Coos Bay end of the line next spring and that it would then be prosecuted from both ends was given yesterday to a party of Marshfield men just prior to the departure of Vice-president O'Brien and party via Ten Mile and Gardiner for Eugene.
Mr. Wendling did not specifically make the statement that the work would begin here the first thing in the spring but in discussing the project gave the inference that this was the intention. He said that the first construction work would be on the Eugene end of the line this fall, owing to the survey having been completed there and most of the right-of-way for the first section secured. The right of way work and the finaling up of the surveys will be prosecuted vigorously this fall and winter so that it is the intention to have everything in readiness all along the route for unhampered construction throughout next summer.
Vice-president O'Brien did not make any further statement relative to the project beyond stating that it was the intention to have the road ready for operation by two years from this fall. He said that the project called for 130 miles for construction, which is about twenty miles more than was first announced by other officials of the Southern Pacific. It is presumed that the additional twenty miles is for branch lines although he did not specify it was. He stated that much of the construction was very difficult work and it might possibly require more time than was anticipated. As to such a possibility, he pointed out that the Tillamook line was requiring nearly a year longer than they had originally figured and that the cost of it was far exceeding the original estimates. Part of this delay and additional cost, he explained, were due to weather conditions on the coast.
Messrs. O'Brien, Wendling and Lounsbury before bidding the Marshfield party good-bye reiterated their wishes of this section. Mr. Wendling intimated that he expected to return here before long and spend considerable time inspecting the C. A. Smith mill to get ideas for the big mill he is to build at some point on the way on the new line. He did not give much encouragement to the local men who were trying to interest him in Coos Bay as the site for the mill. He said that most of his lumber would go to middle western points and he could ship to better advantage on the all rail haul than by water and rail. However, he hasn't definitely decided about the location yet.
Vice-president O'Brien expects to visit Coos Bay again early next spring.
A number of Marshfield men accompanied them as far as North Inlet where they took the stage. The Marshfield men going that far with them were: Dr. J. T. McCormac, A. H. Powers, Judge John F. Hall, Dr. E. Mings, C. R. Peck, M. C. Horton, W. U. Douglas, C. H. Marsh, Tom Coke, Henry Sengstacken, W. R. Haines and C. J. Bruschke.
Welcome to Gardiner
Supt. W. F. Miller who accompanied the party through to Gardiner returned this morning. He says that they had a fairly good trip across and

HOOD WIRES ABOUT LINE

Chief Engineer of Southern Pacific Says Construction Delayed by Right-of-Way.
EUGENE, Ore., Sept. 25.—The Register prints the following: "Time of construction of the Eugene-Marshfield extension by the Southern Pacific company depends entirely upon the readiness with which the people of Lane county come to an agreement with the right of way men for the necessary land. Instructions have gone to the construction department to be in readiness to call for bids for construction just as soon as there is a place to build a railroad.
The Register wired Chief Engineer William Hood of the Southern Pacific for a definite statement if he would be so good, and that usually reticent gentleman, a railroad man whose statement carries the weight of authority, made definite replies. Following is the text of the telegrams:
Mr. William Hood, chief engineer, Southern Pacific Co., San Francisco:
Two rumors here on which we should be pleased to have an authoritative statement if possible. One is that work on the Natron cutoff is being delayed until a less expensive pass over the crest is found, or present survey reaffirmed. Other is that bids for Eugene-Marshfield line are to be called for within a week.
—Morning Register.
Mr. Hood's Reply.
"San Francisco, Cal., Sept. 21, '11. "Morning Register, Eugene, Ore.: "Your wire twentieth. There is no foundation for the rumor about the Natron cut-off.
"I have been instructed by J. P. O'Brien to call for bids Willamette-Pacific railroad Eugene west as soon as sufficient right of way is obtained to enable a large construction force to be put to work.
—"William Hood."
The right of way man is working on the first 25 miles of the survey between Eugene and Noti pass, and every day or two sends in a bundle of deeds for filing at the county clerk's office. Judging by the amount of land conveyed by these deeds, it is estimated that about ten miles of right of way has been secured, largely in the vicinity of Elmira, with some nearer than that.

NEW ROAD TO COOS BAY.
Northwestern Surveyors Headed This Way Via Sutherlin.
SUTHERLIN, Ore., Sept. 25.—Considerable stir was created here when a party of railroad surveyors arrived from the north and began preparations for a trip east to the Cascade range through Sutherlin valley. It is evident that the surveyors are working in the interest of the Chicago & Northwestern line. This road now has a strong foothold in Eastern Oregon and it is a well-known fact that it is seeking an outlet to the coast. That Sutherlin Valley should be sought is not surprising in view of the fact that the route leads through millions of acres of the finest timber lands in the state, and that recent investigations have brought to light immense deposits of excellent coal twenty miles southeast of Sutherlin. The party has gone to a point 15 miles up the valley where it began preliminary survey work eastward toward the Cascade range.
During the early part of the season another party of surveyors visited this valley and made a survey from Sutherlin westward through Coles Valley to Coos Bay. Placing the two together it would appear that

HEATS DYNAMITE; SIX BADLY HURT

C. J. Watts, Near Tacoma, Goes Insane From Shock of Explosion at Home Today.
By Associated Press to the Coos Bay Times.
TACOMA, Wash., Sept. 25.—In a dynamite explosion at C. J. Wyatt's house, three miles from Burton, on

ASSASSIN IS HANGED TODAY

Slayer of Premier Stolypin of Russia Executed at Kiev.
By Associated Press to Coos Bay Times.
KIEV, Sept. 25.—Dmitry Bogroff, the assassin of Premier Stolypin was hanged today. Before his execution the young man asked that he might see a Rabbi but he refused this consolation when informed that the latter must be in the presence of officials.

NATIVES SLAY ENSIGN BELL

Commander of American Gunboat Killed in Philippines and Others Wounded.
By Associated Press to the Coos Bay Times.
WASHINGTON, D. C., Sept. 25.—Ensign Palmer Bell, commanding the little gun boat Tantara was killed by hostile natives yesterday at the Yacana Islands, a part of the Philippine archipelago. Several sailors in Bell's party were wounded.
Commander Fahs, in charge of the naval station at Olongapo, cabled the brief report from Commander Schoenfeld of the gun boat Queros, cruising in South Phillipines water. He reported there had been an action between the force from the Gunboat Tantara and hostile Yacans on the Basilian Islands. J. H. Katherwood, a seaman, was severely wounded, H. J. McGuire, a hospital apprentice and G. F. Henrich, machinist's mate, were slightly wounded. Ensign Bell was a native of Texas and temporarily attached to the Tantara. He was graduated from the naval academy in 1908 and was regularly assigned to the destroyer Decatur.

BUY LAND AT EUGENE.

Report That Railway Is Behind Purchase of 200 Acres There.
EUGENE, Ore., Sept. 25.—J. Arthur Osborn of Portland has been here for the past week buying and taking options on land in and around Storey's subdivision of the College Crest addition to the city of Eugene. He has purchased the thirty-acre tract from J. P. Howe company which represents all the unsold portion of the Storey subdivision. Mr. Osborn has also taken options on land all around the property in question, and has altogether something over 200 acres tied up. He says that at least 200 acres will be retained. He has bought the land in behalf of a company of capitalists in Portland. Owing, however, to the location of the land, the excellent site taken and general conditions, it is fair to assume that some of the railroad companies who have their eyes on Eugene have finally made a definite move. It would make an ideal location for shops.
BEAUTY PARLORS at Ladies' EMPORIUM, 78 Central Ave. Phone 151L.—Miss Pearl Riggs.

FRENCH BATTLESHIP SUNK BY EXPLOSION; OVER 400 DEAD

Terrible Disaster Occurs in Harbor of Toulon Early This Morning.
FIRE GETS INTO AMMUNITION STORES
Men Blown to Atoms and Vessel Broken In Two Sinks to Bottom.
By Associated Press to the Coos Bay Times.
TOULON, France, Sept. 25.—Fire broke out early today in the ammunition hold of the battleship *Liberte*, counted one of the finest in the French navy, and the explosion which followed wrecked the ship, killed more than half of the crew of 793 officers and men. The fire was discovered at 5 o'clock. It did not appear serious but gained great headway before it could be controlled or the magazines flooded. Suddenly without warning it reached the magazines and terrific explosions followed. The vessel immediately became a mass of flames and was soon almost demolished by the terrific detonations and sank to the bottom of Toulon harbor.

OFFICIAL VIEW OF DISASTER

Think That Short Circuit May Have Caused It—Over 300 Men Missing.
By Associated Press to the Coos Bay Times.
PARIS, Sept. 25.—Minister of Marine, M. Delcasse, stated the *Liberte* broke out early today in the ammunition hold of the battleship *Liberte*, counted one of the finest in the French navy, and the explosion which followed wrecked the ship, killed more than half of the crew of 793 officers and men. The fire was discovered at 5 o'clock. It did not appear serious but gained great headway before it could be controlled or the magazines flooded. Suddenly without warning it reached the magazines and terrific explosions followed. The vessel immediately became a mass of flames and was soon almost demolished by the terrific detonations and sank to the bottom of Toulon harbor.
Considering the possible causes of the explosion M. Delcasse excluded that of the spontaneous combustions of powder, since it had been regularly renewed and the magazines kept at a moderate temperature. M. Delcasse thought the theory of short circuit advanced technically at Toulon as the most probable cause of the disaster.
With the last convulsions on the mighty sea fighter, men and wreckage were tossed high in the air and a shower of human limbs, bits of flesh, articles of clothing, pieces of armor plate and splinters of wood fell on the decks of the *Verite* which was anchored nearby and upon the rescuers in small boats who had put out to go to the aid of the men on the *Liberte*.
Nearly every vessel in the squadron lost some men of parties sent to aid the burning battleship.
The *Liberte* was broken in two by the final explosion. She sank in forty feet of water. Large portions of the upper structures remained above the surface. These were swept by the flames and the burning of the black powder caused a dense smoke to obscure the wreck.
RAILWAY CLERKS STRIKE
By Associated Press to the Coos Bay Times.
NEW ORLEANS, Sept. 25.—Between six and seven hundred railway clerks on the Illinois Central and Yazoo and Mississippi valley railroads struck this afternoon. The strike resulted from the failure of the officials to reopen negotiations with the clerks' organization.

FIND COUPLE DEAD IN HOME

Daughter of ex-Governor Richards of Wyoming and Husband Die Together.
By Associated Press to the Coos Bay Times.
CHEYENNE, Wyo., Sept. 25.—The bodies of Mr. and Mrs. Thomas Jenkins were found in bed today in their claim shack near Red Bank, Wyo. Either suicide or murder is suspected. Mrs. Jenkins was a daughter of ex-Governor Richards of Wyoming.

FRED LUND PAROLED.

Fred Lund, who recently got into trouble in this city for attempted rape, pleaded guilty, Judge Coke sentenced him to one year in the penitentiary but paroled him during good behavior. It seems Lund had been drinking heavily and had been in an "irresponsible" condition for several days. One of the conditions of his parole is that he entirely abstain from intoxicants.—Bandon Recorder.
DR. WINKLER uses NO DRUGS or knife.

(Continued on page 4.)

FEAR ITALY WILL ATTACK

Exodus From Tripoli as Result of Threats Against Turkey.
By Associated Press to Coos Bay Times.
PARIS, France, Sept. 25.—A dispatch from Palermo says the Italian fleet reported ready to move against Tripoli remains in the harbor of Palermo. The detention at Palermo appears to be the result of the decision on the part of the Italian government to await Turkey's determination concerning a lease of Tripoli under terms under which she will remain under the sovereignty of Turkey, and Turkey will receive an annual sum of money from Italy.
EXODUS TO MALTA.
MALTA, Sept. 25.—An Italian battleship passed here yesterday and two Italian cruisers were sighted this evening steaming toward Tripoli. Italians and other Europeans continued to arrive from Tripoli. Sailors have been especially engaged to expedite the exodus.

(Continued on page 4.)