

BURY OUR OLD HOPES THAT WE MAY PLANT NEW ONES ON THEIR GRAVES

Coos Bay Times

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Established in 1878 MARSHFIELD, OREGON MONDAY, APRIL 15, 1912—EVENING EDITION— A Consolidation of Times, Coast Mail No. 233 and Coos Bay Advertiser.

STEAMER TITANIC SINKING AS RESULT OF HITTING ICEBERG

Fastest Vessel Ever Floated wrecked on Her Maiden Voyage.

DISASTROUS OFF CAPE RACE EARLY TODAY Notables Aboard But All Safely Transferred to Other Ships.

TITANIC IS SINKING (By Associated Press.) HALIFAX, N. S., April 15.—Canadian government messenger ship received a wireless message at 11 p. m., saying the Titanic was sinking. The message came from the cable ship Minia, off Cape Race.

ALL ARE SAVED (By Associated Press.) NEW YORK, April 15.—President Franklin of the Star Line, said at 4 o'clock that he had definite information that all the passengers had been transferred from the Titanic. He had received word, however, indicating extent of the damage to the ship.

REPORT FROM MONTREAL (By Associated Press to Coos Bay Times.) MONTREAL, April 15.—The Montreal Star says an unofficial dispatch from Halifax states that word was received there that the Titanic was still afloat and making her way slowly toward Halifax.

VESEL TO RESCUE Disabled Titanic Reported in Tow of the Virginian. (By Associated Press to Coos Bay Times.) MONTREAL, April 15.—The local office of Horton Davidson, one of the Titanic passengers, received the following wireless: "All passengers are safe and Titanic was taken in tow by the Virginian."

STATUM GIVEN MEXICO TODAY States Notifies Continuing Factions That Outbreak Against American Cease.

ARREDO, Tex., April 15.—Outbreak of American engineers and conductors on the National Mexican began today and it was announced that locomotive engineers would here tonight and be taken to the Americans' side in Mexico tomorrow.

JOHN D'S. PLAN KNOCKED OUT Congress Refuses to Concur in Establishing \$100,000,000 Corporation. (By Associated Press to Coos Bay Times.) WASHINGTON, D. C., April 15.—Upon protests from members that the creation of a great corporation of one hundred million dollars might compete with private interests and end in controlling the government, the House today refused to pass a bill incorporating the Rockefeller foundation and struck it from the calendar. The bill has been before Congress for two years.

WILL ARM AMERICANS (By Associated Press to Coos Bay Times.) WASHINGTON, D. C., April 15.—In response to an appeal from the American Consul at Guadalajara, Mexico, President Taft has authorized the exportation of 150 rifles and 50,000 rounds of ammunition for arming the citizens of the United States in that district.

BOMBS IN NEW YORK (By Associated Press to Coos Bay Times.) NEW YORK, April 15.—Three bombs were exploded in the Italian section today. While of powerful construction the damage was not great.

BORN. FERRIN—To Mr. and Mrs. Will Farris, at their home at Sumner, Sunday, April 14, a daughter.

HOWARD'S genuine MEXICAN TAMALES delivered any place in the city until 12 O'CLOCK at night. They are READY TO SERVE. Phone 335.

LET US TALK IT OVER

NEW evolution confronts this community today. Coos Bay has reached the period of its history when the transition must be made from a great aggregation of individuals and their enterprises to an organized community in which an unselfish intelligence that can look to the future shall govern. But it is appalling how little the public seem to realize the need of this organization. A city is just a great civic corporation, organized for the benefit of its citizens in their homes and business enterprises. And a great city that properly serves the welfare of its homes and the prosperity of its citizens can no more be created without intelligent civic co-operation that takes into account in advance the things that must be than a great building can be constructed without a plan or a great business organized without system.

It is time to turn over a new leaf. It is time for the people of Coos Bay, regardless of past differences, to get together. It has been said that the history of any Nation can be read in the biographies of its great men, and equally is this true of our great cities. Such questions as harbor improvements, parks, public boulevards and the complex and involved railway situation that is now perplexing the community are questions to be settled by appeal to vox populi, but they are problems to be worked out by our business men of integrity and ability and then bequeathed to its citizens as an inheritance from the men who will make the Coos Bay of the future. The one great problem pressing for prompt consideration is the railway proposition.

There is much that is commendable and some statements that are subject to criticism in the semi-official announcement of General Manager C. J. Mills as published in The Times last Friday evening. His assertion that he didn't come to Coos Bay with any club or with a chip on his shoulder, but to find out whether the people wanted a railway and if they were willing to extend to the Southern Pacific the same co-operation that they were willing to extend to any railroad, manifests a spirit of fairness that warrants, according to his statement, an impartial and unprejudiced hearing.

The Times is certain that Mr. Mills will find no general opposition or prejudice against the Southern Pacific in this community. There may be individual instances of resentment at what is alleged to be the dilatory tactics of its corporation, but the general feeling on Coos Bay is one of cordial welcome to any man or set of men who are in a position to aid in the development of its great resources.

Resentment and revenge have no place in a commercial conference. Business is business. Coos Bay needs a railway—Coos Bay needs the Southern Pacific and the Southern Pacific needs Coos Bay. The Southern Pacific is not a philanthropic corporation. It is not making preparations to expend the \$9,000,000 that Mr. Mills mentions, merely for the benefit of the people of this community. The railway company is planning this enterprise of the extension of its line on a business basis. There should be met in a spirit of fairness and cordial co-operation. There is nothing in the exigencies of the situation that should occasion excitement. It is a matter to be settled equitably and without bludgeons or bitterness.

Coos Bay should be and The Times thinks is willing to extend the same inducements and co-operation to the Southern Pacific that it would to any other railway seeking entrance here or to any big business corporation whose coming would warrant granting of concessions. This does not mean that Coos Bay is willing to deliver to the Southern Pacific a quit claim deed to its harbor or to permit the railway to bridge the Bay if it will be detrimental to our development and our commerce.

The bridging of the Bay is the most important matter referred to in Mr. Mills' statement. This is a subject that will require very careful and thorough investigation. It should not and cannot be determined and decided without careful consideration. It will require scientific knowledge of conditions and expert information to reach a satisfactory conclusion. There should be no hasty decision. There should be no hasty action either way. The spirit of fairness which Mr. Mills requests for the railway should be equally applicable to the people of Coos Bay. Large interests are involved. The engineers of the United States War Department must be consulted. The big interests of the C. A. Smith Lumber & Manufacturing Company, are to be considered. The C. A. Smith corporation is at present the largest single factor in the development of the resources of this section. They have invested millions here and these investments and their great industry should not be jeopardized by hasty action of any kind. It is, as Mr. Mills has said, "a plain business proposition for both sides." Let us accept it as such and act accordingly.

We should not permit our pressing need of a railway to lead us to a sacrifice that we will regret later. Neither should there be opposition that is without rhyme or reason and with more sentiment than sense. The same law and logic applies to any franchise that may be asked. The Southern Pacific should be granted just what would be given any other railway—be given what is fair—no more, no less.

There is only one course to take and that is to repeat locally what has been the early history of every great nation. A century and a third ago, when the struggling American colonies were confronted with problems that threatened their very existence, a hundred men volunteered to assume the responsibilities of making a new nation. The result of this volunteer service of ability, integrity, and splendid purpose was the foundation of the American nation.

Looking back to these men today, we see them in their apotheosis. Then they were just rude farmers, country lawyers and unknown business men—men who were made by what they dared to do. We hear it said everywhere that a dozen years hence Coos Bay will have a population of 40,000 or 50,000. Is this to come about through some unknown law of social evolution that has never hitherto elsewhere? Or is it to come about through the efforts and intelligence of civic patriotism and co-operation? It can never come otherwise than by the latter, and this is the hour for the resolute call which shall assemble the men of Coos Bay who are willing to take upon themselves the responsibility of meeting the issues today; the men who are willing to lead this city forward to its future greatness. This sort of effort may not be appreciated today, but it will be canonized hereafter. And after all the highest type of citizenship, and that which is distinctively American is that which is willing to forego the honors of the present day for the welfare of the coming generation.

MAKING A CITY BEAUTIFUL

MARSHFIELD people should arouse themselves to the importance and large and lasting benefits to be obtained through the newly organized Marshfield Improvement Club.

First and foremost of the advantages of this club is the fact that it will result in a systematic plan—and without a plan effective work for the beautifying of an entire city is impossible. The fact is that this community will not move forward as it should in the things that make for real civic beauty until a city plan committee or something that is its equivalent has been brought about. The Marshfield Improvement Club makes such a committee and such a plan possible. When this plan is obtained all improvement work, however little it may be, may yet contribute its quota toward its fulfillment.

There are unlimited opportunities for development of the city beautiful in Marshfield. Parks, playgrounds, public boulevards, all these are necessary to be secured and some plan is necessary in their acquirement. These will mean expenditure of money, but the plan must be evolved first.

The most important feature of the work of making a beautiful city, however, is one that Marshfield can take up at once. That is cleaning up the streets and vacant lots and individual premises, and in beautifying with flowers and shrubs the lawns and gardens of the homes of this city. Every person in the city should be a member of the Marshfield Improvement Club. If it accomplishes nothing else this year, than an aroused public interest in beautiful lawns and beautiful gardens in various sections of the city, it will be time and money well spent. Come out to the meeting at the Chamber of Commerce tomorrow evening and "Talk it over."

ROOSEVELT WILL HAVE NEARLY ALL OF PENNSYLVANIA'S VOTE

DEMOCRAT ROW IN ILLINOIS

Cook County Democratic Convention Splits After a Small Riot. (By Associated Press to Coos Bay Times.) CHICAGO, Ill., April 15.—Three hours' delay was experienced today in calling the democratic county convention and a disturbance which for a time threatened to end in bloodshed finally resulted in two conventions, one of the factions known as the Hearst-Harrison forces and the other of the followers of Roger C. Sullivan, national democratic committeeman. The victory, if there was a victory, went to the Hearst-Harrison crowd, who, aided by the police and reinforced by direct orders of County Judge Owens, battered down the doors of the armory and took the seats.

President Taft Wants \$788,000 for Mississippi Emergency. (By Associated Press to Coos Bay Times.) WASHINGTON, D. C., April 15.—President Taft sent a special message to Congress today urging the immediate appropriation of amounts aggregating nearly \$788,000, for use in controlling the floods of the Mississippi River and to aid the flood sufferers.

LEWIS JURY OUT No Verdict Yet in Case of St. Louis Publisher. (By Associated Press to Coos Bay Times.) ST. LOUIS, April 15.—The jury in the case of E. G. Lewis, charged with using the mails to defraud, which retired at 6 o'clock Friday, had not reached a verdict when court opened today.

Former President Has Overwhelming Victory in Primaries. MACHINE GETS FIRST DEFEAT IN GENERATION Senator Penrose Will Lose Control—Wilson Also Carries State. (Special to The Times) PHILADELPHIA, Pa., April 15.—The latest returns from Saturday's primaries indicate that Roosevelt will have 63 of Pennsylvania's 76 delegates to the republican national convention with a possibility of 67. Col. Roosevelt won 51 district delegates and his supporters captured the convention which will mean twelve delegates at large. The state convention has the power to elect a new state chairman to succeed United States Senator Penrose and the national delegates can elect a new national committeeman from Pennsylvania to succeed Penrose.

Woodrow Wilson, according to figures at hand, will have 74 of the 76 Pennsylvania delegates in the democratic convention. The other two delegates are favorable to Champ Clark but are not pledged. The regular republican organization headed by United States Senator Penrose which has withstood the fury of many political storms received a crushing defeat in the loss of control of the state convention. It is the first time in the present generation that it has lost control of that body.

In addition to the naming of the twelve delegates at large to Chicago, the convention will elect thirty-eight presidential electors, four candidates for representatives at large and candidates for state treasurer and auditor general, all to be voted for at the November election. The delegates in control of the state convention have the power to elect the state chairman and under the party rules the delegation to the national convention elects the national committeeman. At present Senator Penrose holds both positions.

NORTH BEND RAILROAD CONFERENCE

Business Men and C. J. Mills Meet This Afternoon—Will Meet Here Tomorrow—C. A. Smith Coming.

TO GIVE FRANCHISE At the North Bend meeting, C. J. Mills reiterated his statements made in an interview in The Times last Friday, laying special stress on the fact that they wanted a franchise for right of way there that did not have any strings attached concerning municipal regulation. The members of the North Bend council were present and they gave him to understand that they were willing to grant the franchise providing work would be started on this end of the line within sixty days.

About the only development in the local railroad situation today was the calling of a meeting of North Bend business men to be held at the Commercial Club there this afternoon at 3 o'clock for the purpose of having C. J. Mills outline definitely what the Southern Pacific wishes. The meeting promises to be largely attended. Edgar Simpson who was in Marshfield just prior to the meeting stated that almost everyone there was in favor of granting the Southern Pacific every reasonable concession. It is generally believed that North Bend will generally concede to the demands for a bridge across the Bay and also for a franchise on the streets there.

A meeting will be held at the Millicoma Club in Marshfield tomorrow afternoon at 2:30 and a general invitation has been extended to the public to be present and hear Mr. Mills' presentation of the Southern Pacific's wishes. It is understood that a meeting of some of the Marshfield business men and C. J. Mills will be held here tomorrow morning at 10:30 for discussing the situation.

C. A. Smith, head of the C. A. Smith company and Arno Meren are expected here the latter part of the week and a number of prominent Marshfield men are opposed to anything definite being done until he is given an opportunity to be heard about the matter.

ISSUE BONDS FOR NEW LINE

Report at Roseburg of Floating of \$50,000,000 for Aston Road.

ROSEBURG, Ore., April 15.—The news that a \$50,000,000 bond issue has been placed in Europe to build the Coos Bay-Roseburg-Boise Railroad, was received by Roseburg people with great satisfaction, as this appears to be the brightest prospect for a railroad between Roseburg and Coos Bay ever seen here. The Roseburg-Coos Bay survey was made last summer and fall by Engineer Taggart Aston and associates. The crews started at Camas Valley, 27 miles southwest of Roseburg, and worked both ways, one to Myrtle Point, Marshfield and Bandon, the other crew worked this way, going through Looking Glass and Gardea Valley and crossing the Southern Pacific near Sutherlin.

It is said the survey shows a splendid route for a railroad, with easy grades and no great difficulties of construction. Engineer Aston is said to be prominent in engineering circles. Chief Engineer Cattell visited this city last November. Officials are expected to come to Oregon about May 1. Men who have been in close touch with the doings of this company think it means business. The men have worked on the quiet and have asked for no bonuses, as has been the case with would-be railroad builders.

NEWS TO ROSEBURG

People There Not Aware of Big Bond Issue Report. The Roseburg News says: Although every effort has been made to substantiate the contents of the above item, appearing in last night's issue of the Portland Journal, The News is unable to find any grounds for its publication, neither can its author be located. (Continued on page 2.)