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# Coos Bay Times

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MARSHFIELD, OREGON TUESDAY, APRIL 23, 1912—EVENING EDITION—

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## PROBE OF TITANIC DISASTER WILL REQUIRE MANY DAYS

Decide to Call Large Number of Witnesses at Washington Inquiry.

MAY ENTIRELY REVISE OCEAN TRANSPORTATION

Witness Today Tells of Pitiful Appeals of Drowning Victims.

(By Associated Press to Coos Bay Times.)

WASHINGTON, D. C., April 23.—Resuming the inquiry of the Titanic trouble, members of the Senate investigation committee are convinced that the hearing will require many days. In the opinion of Senator William Alden Smith, chairman, and many of his colleagues, so much has already been learned from the examination of but a few witnesses that it is incumbent upon them to get all possible information from every person who can enlighten the committee. That the facts already disclosed point out the inadequacy of the present marine legislation, they are convinced, and they do not doubt that the whole story when told will form the basis of new maritime laws and will lead to international conferences entirely revising ocean steamship transportation.

The life and death struggles of victims of the Titanic were pictured to the committee by Third Officer Herbert John Pitman of the sunken liner. He said he heard no cries of distress until after the ship went down. His boat was then several hundred feet away. He wanted to return and pick up some of them when the passengers in his boat departed so strongly that he gave up the plan, although they heard the moans and cries of the victims for more than an hour.

Pitman appealed to Chairman Smith not to press him for a description of what transpired during that hour, and finally Smith said, "I have no desire to lacerate your feelings but we must know whether you drifted there without offering aid. Answer that question and I shall press you no more."

"I did sir," answered the witness. The witness answered all questions frankly, but nothing not already testified to was brought out from him. Chairman Smith attempted to get from the witness knowledge of a boat named Hellig Olav. The witness did not know the vessel. The Olav was in New York, April 17, and reported that she encountered icebergs near where the Titanic sank. It had been suggested that the Olav may have been the boat whose lights Fourth Officer Boxhall saw and which he ineffectually tried to signal the distress dockets.

The committee probably will recall Boxhall, who revealed the startling fact that an unknown ship was sighted about five miles from the Titanic long before she went to the bottom. This is the first time anything has been told of the ship which failed to catch the distress signals and steamed away leaving the Titanic to her fate. Boxhall is ill.

Frederick Fleet, lookout on the "crow's nest" of the Titanic, testified Sunday night that some time after 10 o'clock he reported a black mass of ice ahead to the officers on the bridge. Just how long this was before the collision, he could not say. Fleet told the committee there were no lookout glasses in the Titanic's "crow's nest" after leaving Southampton. If he had had glasses, he said, he could have seen a iceberg enough sooner to have averted it. He said that glasses were searched for by Belfast South Hampton where they were taken away.

INSURANCE LOSS \$15,000,000 Aggregate of Losses in Titanic Disaster Is Great.

NEW YORK, April 23.—Insurance companies are estimating the total of the losses to be paid by the various life, accident and marine companies as a result of the sinking of the Titanic, amounting approximately \$15,000,000, two-thirds of which will fall on marine insurance companies. Several American companies which cover all classes of business are hard

PORT ORFORD WOULD BE MADE PORT OF REFUGE

WASHINGTON, April 23.—The number of Commerce of Port Orford, through Senator Chamberlain, introduced in Congress to make that a port of refuge. It would be the rivers and harbors bill intended to provide for an examination and survey. An adverse report made on this some 13 years ago and for this action is declared to be pressing yearly.

If you have anything to sell, trade, rent, or want help, try a Want Ad.

## SEVENTY-NINE BODIES FOUND

Remains of More Victims of Titanic Disaster Are Recovered Today.

(By Associated Press to Coos Bay Times.)

NEW YORK, April 23.—An additional list of names of persons who perished on the Titanic and whose bodies have been recovered was made public today by the White Star Line, making a total of 77 bodies recovered to date.

ATTACK ON ARCHIBALD

Judge of Commerce Court Charged With "Double Dealing."

WASHINGTON, April 23.—Representative Norris of Nebraska today introduced a resolution which would direct the president to transmit to the House the copy of any charges made against Judge Robert W. Archibald of the commerce court. The resolution referred to charges that Archibald figured in the recent negotiations with the Erie Railroad over which he had judicial supervision. The resolution was referred to the judiciary committee.

## SENATE WANTS TO CONTROL IT

Insists on Having Supervision of Election of United States Senators.

(By Associated Press to the Coos Bay Times.)

WASHINGTON, April 23.—The Senate decided by a vote of 42 to 36 today to insist on its federal control amendment to House resolution looking to the election of United States senators by direct vote of the people. The effect will be to send the measure to conference again. Senator Borah of Idaho was the only republican voting with the democrats against the motion.

FOR ELECTION OF SENATORS

House and Senate Committee Fail to Agree on Plan.

WASHINGTON, D. C., April 23.—A conference report was made to the Senate today announcing failure of agreement on the resolution looking to a constitutional amendment to provide for the popular election of Senators. It is declared that the House proposed to take away from Congress the supervision power over senatorial elections. The matter now will be brought up on the floors of the two Houses.

## BENNETT HAS NARROW ESCAPE

Chief Engineer at Smith Mill Nearly in Path of Cylinderhead.

James Bennett, chief engineer of the C. A. Smith company's big mill, had a narrow escape from probably instant death yesterday. In the morning Mr. Bennett had been attending to some detail work at his desk in the engine room. Something called him to another part of the engine room and about a minute after he left his desk, the cylinderhead of the big engine blew out. The 500-pound mass of steel smashed his desk and chair to smithereens and went crashing through the end of the building.

The accident was probably due to a flaw in the cylinderhead. An effort was made to run the mill with one engine but the load was too heavy and they had to close down this forenoon. It is expected that the repairs will be completed so that operations can be resumed tomorrow.

## PLAN TO MEDIATE RAILWAY STRIKE

Brotherhood of Locomotive Engineers and Railroad Managers Accept Offer of Government Officials.

(By Associated Press to Coos Bay Times.)

NEW YORK, April 23.—An offer of mediation from Charles P. Neill, United States Labor Commissioner, and Judge Martin A. Knapp of the United States Commerce Court, which was accepted by the Brotherhood of Locomotive Engineers late last night just after they had de-

clared for a strike as the next move in their campaign for increased wages came formally before the committee of railway managers today. It is generally believed that the offer will also be accepted by the railroads.

RAILWAYS ACCEPT (Special to The Times.) NEW YORK, April 23.—Word came unofficially to Commissioner Neill late today that the railroads had accepted the offer of mediation.

## WIFE BEATER IS BOUND OVER

Fred Alto of Eastside Must Answer to Grand Jury for Offenses.

Fred Alto of Eastside was bound over by Justice Penneck this morning to the grand jury on the charge of wife beating. He will be taken to Coquille this afternoon by Constable Cox and the matter submitted to the grand jury now in session at Coquille.

The charges against Alto are preferred by his wife, a bride of less than six months. She said that a beating that he gave her last night was one of many. They were married in Minneapolis and after coming here resided with a relative of Alto. The relatives told Constable Cox that owing to Alto's cruel treatment of his wife, they forced him to leave, since when he and his wife have been keeping house in Eastside. Alto is apparently about thirty-five years old and his wife is considerably younger. Both are foreigners, coming from Finland, it is understood. Alto has been employed at the mill.

## GRAND JURY IS PROBING CASE

Investigation of Murder of Jacob Evans Still on at Coquille Today.

The grand jury is still busy on the Jacob Evans case. A number of witnesses have been examined and more will probably be called in it.

Turpen in Charge. Wm. Turpen of North Bend, formerly of Empire, has been placed in charge of the Evans property on South Slough by an order of the court. He is remaining there to look after the stock and also to guard the premises until other arrangements are made.

It is expected that P. M. Grofort, nephew of Evans, who was here last fall will shortly return from Los Angeles to aid in the investigation of his uncle's death. Grofort had been endeavoring to get Evans to go to California and consult specialists to get relief for mineral poisoning which had been troubling him since he worked in the mines.

Start Murder Rumor. Some one last night caused quite a stir by starting a rumor that Enda Hinch, the woman in the Jacob Evans murder case, had been found slain in the road near Empire. The North Bend authorities, the Empire authorities and others were called up about it. Finally it was ascertained from Coroner Wilson that she was at Coquille as a witness before the grand jury. Who started the report is not known.

Probe Metcalf Death. Ira Metcalf and Eli Metcalf of South Slough went to Coquille yesterday supposedly to confer with Prosecuting Attorney Geo. Brown relative to an investigation of the death of their brother, Harvey Metcalf, who was found drowned in the lower Bay a few months ago. They intimated at the time that their brother met with foul play but whether they have found any evidence to substantiate the belief is not known. The murder of Jacob Evans on South Slough has revived rumors that Metcalf was the victim of foul play. The rumors of foul play are linked with the reports of rivalry between the dead man and another South Slough man over a woman.

SERVICES AT SUMNER. Rev. G. LeRoy Hall will hold services at Sumner Thursday evening, April 25.

A TURKISH BATH will do you GOOD. Phone 2147.

## FLEE TO ESCAPE MEX. OUTRAGES

Americans Leave Homes and Belongings—Fear Torture and Assassination.

(By Associated Press to Coos Bay Times.)

GALVESTON, Tex., April 23.—Forty-seven passengers, all but one of them citizens of the United States, who arrived today from Vera Cruz on the steamer Texas, told of the alleged torture and assassination of Americans in Mexico. All the refugees left their lands, homes, furniture, and everything they possessed, except enough money for passage and the clothes on their backs. Among the entire number, there were only four or five trucks.

The refugees tell tales of murder and torture of Americans by Mexican desperadoes and "bandits being everywhere, the Mexican government not being able to quiet them." "The only reason we are here," said one of the men, "is because we were lucky enough to beat them to it. Everywhere you go, except right in the largest cities, you see deserted farms, houses burned, livestock stolen and in many cases decaying, headless bodies of owners lying about."

## I. W. W. STRIKE IS SPREADING

Several Hundred in Snohomish Mills and Logging Camps Walk Out Yesterday.

(By Associated Press to Coos Bay Times.)

SEATTLE, Wash., April 23.—Several hundred men employed in sawmills and logging camps in Snohomish county, struck yesterday in response to an appeal from the Industrial Workers of the World. In some smaller mills the laborers are alleged to be receiving \$1.60 per day. An attempt of the Industrial Workers to hinder the loading and unloading of vessels in Seattle has failed.

NO CHANGE IN CANADA

Few Additional Men Go to Work Near Lytton.

LYTTON, B. C., April 23.—No change is reported in the Canadian Northern strike situation during the past three days. A few additional men have gone to work east of here but the work is progressing very slowly.

STRIKE NEAR EVERETT

Special Officers Sworn in to Handle I. W. W. Trouble.

EVERETT, Wash., April 23.—Several logging camps at Granite Falls, 15 miles from here, have suspended operations owing to a walk-out of the I. W. W. members. The saloons have been closed and special officers sworn in.

## WOMAN BEGINS LONG HIKE

Undertakes to Walk From New York to Chicago. NEW YORK, April 23.—Mrs. David Beach, who purposes to walk from the offices of the Globe here to the offices of the Chicago Daily News, subsisting on route on a diet of raw foods, left New York on her thousand-mile walk the other day. She hopes to reach Chicago by June 1.

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

Try The Times Want Ads.

## WANT COMMON USER CLAUSE REGULATION OF BAY BRIDGE

## MILLIS TELLS OF S. P. WISH

Says Waterfront Line Through Marshfield Is Not Essential—Willing to Take Other.

That the Southern Pacific simply wants the opportunity to run through Marshfield on its own rails to connect up its Eugene line with the present line and does not insist on the water front route was the statement made today by C. J. Millis. Many had understood that the Southern Pacific was insisting on the water front route through Marshfield.

"All we want is a franchise such as the people here would have been willing to have given us a year or two years ago," said Mr. Millis today. "We want to come through Marshfield on our own rails. We would have liked the water front route because it is the most direct. However, we are willing to accept any feasible route."

Mr. Millis is still confined at the W. F. Miller home. He was rather reticent about last evening's meeting, saying he had not been present to hear all of it, and was scarcely in a position to voice an expression. However, he said, it seemed plain from J. W. Bennett's statement that the Terminal Railway proposed to hold on to what they had and that some of the people while they wanted a railway, wanted it all their own way.

He said that he was merely here to get an expression from the people as to the company's proposition and would report on the action to the Southern Pacific officials.

## THREE LINES ASK FRANCHISE

Lively Rivalry Between Railroad Projects in North Bend Tonight.

The North Bend city council meeting this evening promises to be the scene of a lively clash between the rival railway projects. The Southern Pacific has already made application for a franchise along the waterfront lines there and it is understood that the Sumner people and the Terminal Railway people may also have applications on file for consideration at the same time.

At 4 o'clock this afternoon, H. A. Sumner will attend a meeting of the business men of North Bend at the Commercial Club there, and outline his project. It was stated in North Bend that Mr. Sumner would outline definitely his plan and announce who are behind his corporations and what their ultimate goal is.

Mr. Sumner when seen here today was rather reticent about his North Bend plans. He said it would depend on developments there. He said that if the Southern Pacific franchise contained a proper common user clause, enabling any other road to come in, it would be acceptable to him. However, if it does not, he thought that for self-protection, he would have to ask a franchise for his lines. If he does, his franchise will contain the common user clause.

## BESTCOTT TRIAL NOW UNDER WAY

Taking of Testimony in Marshfield Murder Case Begun Today.

COQUILLE, Ore., April 23.—The jury to try Goldie Bestcott, charged with murder in the second degree for shooting Chas. Murray, the Marshfield bartender, last Christmas, was completed early today. Court adjourned yesterday upon the securing of the eighth juror in order to secure a new venire.

The taking of testimony in the case is now underway and it is expected that this will be complete some time tomorrow. It is not likely that the case will be submitted to the jury before some time Thursday.

C. F. McKnight and J. D. Goas are defending the case and Geo. M. Brown and L. A. Liljeqvist are prosecuting it.

Prominent Men Discussed Coos Bay Railroad Offer Last Evening.

NO ACTION TAKEN ON REQUEST FOR FRANCHISE

C. A. Smith Announces Position—H. A. Sumner Is Pleasured With Sentiment.

After a number of speakers had discussed various phases of the Coos Bay railroad situation, especially in reference to the proposition of the Southern Pacific, the mass meeting held at the Odd Fellows' hall last evening under the auspices of the Marshfield Chamber of Commerce, adopted a resolution that it was the sense of the gathering that the plan of bridging the Bay, under the regulations of the War Department and with a common user provision for the bridge, be favored by the citizens. No action was taken by the meeting on the question of a franchise. The meeting was largely attended, the Odd Fellows' hall being well filled.

Dr. McCormac presided at the meeting. The speakers included C. A. Smith, Dr. E. Mingsus, Hugh McLain, W. F. Miller, Mayor Straw, H. A. Sumner, J. W. Bennett, Dr. Bartle of North Bend, and J. G. Mullen of North Bend.

C. J. Millis, representative of the Southern Pacific who was to have been present to present the railroad company's side of the matter, was unable to be there, being detained at home by illness.

Harmony Is Urged. Dr. McCormac in calling the meeting to order, stated that it was to be a get-together meeting and that he trusted that nothing would come up that would detract from the harmony program. He said that it was called for the purpose of considering a business proposition in a business-like way and that it would probably be necessary for both sides to give and take. He said that he and others who had been here 35 years waiting for a railroad, were anxious to see their hopes realized and trusted that nothing would be done that would prevent the Southern Pacific starting construction here this summer as they had promised under certain conditions. He said that he regretted that Mr. Millis was sick and unable to be present and speak for the railroad. However, he said that in brief Mr. Millis' proposition was that the people not oppose their request to bridge the Bay. Furthermore, he said Mr. Millis declared that they could not be expected to build a million dollar structure that would be subject to the common user clause and thereby be open to the service of competitors. He said that in the matter of franchises, he understood that the Southern Pacific desired a franchise on the waterfront streets subject to the common user clause only so far as required by the State Railroad Commission and the Interstate Commerce Commission and that the regulating of rates be left in the hands of the latter two bodies. He said that Mr. Millis stated that the company was opposed to any franchise which placed the regulating of rates in the hands of the city council which through political manipulation from time to time might place the company at the mercy of incompetent and unfair councilmen. As to the conflict between the Terminal Railway and the Southern Pacific, he said he thought that was a matter for the companies to settle themselves and that the franchise matters could be taken up with the council after the two had adjusted it between themselves.

Dr. Mingsus Talks. Dr. E. Mingsus was called on to outline the Southern Pacific's position. He said that Mr. Millis had regretted very much his inability to come last evening but that he had been ailing for a week and that it was impossible for him to do so. Dr. Mingsus said in reference to the Drain line that it had been started by the Southern Pacific with the belief that the bonds necessary for it could be floated without difficulty. However, when it came to placing them, they could be sold only at 87 cents, a prohibitive price and the work ceased. He said that it had been largely due to Mr. Millis' efforts that the project to build to Coos Bay had been revived and that it had been hastened by Mr. Millis' guarantee of the good will of the people here and of the possibilities and resources of the section to be tapped. Even after it had been decided to build to Coos Bay, Mr. Mingsus said there was a dispute among the officials as to whether the Drain route should be retained or the line built from Eugene. This meant a delay of another year in the construction.

Dr. Mingsus said that these delays had all been legitimate ones. Furthermore, the decision to build in here was for purely business reasons and had not been affected by an intimidation or rivalry. He said that the company felt that it

(Continued on page 4.)