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# Coo's Bay Times

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Established in 1878 as The Coast Mail MARSHFIELD, OREGON TUESDAY, APRIL 30, 1912--EVENING EDITION-- A Consolidation of Times, Coast Mail and Coo's Bay Advertiser. No. 246

## WELLY DISCUSSION OVER S. P. APPLICATION FOR FRANCHISE

J. Mills, C. F. McKnight and J. W. Bennett Engage in Hot Argument.

### "COMMON USER" CLAUSE OF TERMINAL ATTACKED

Definite Action Taken--Another Special Meeting Friday Night.

After about two hours' discussion the application for a franchise for the Southern Pacific to pass through Marshfield, which was unopposed, and counter attacks between the Terminal Railway and the Southern Pacific and by repartee between J. Mills, C. F. McKnight and J. W. Bennett, action was deferred until another special meeting to be held Friday evening. The council chamber was crowded. The application for a franchise on North Front street to Broadway and thence south through the Southern Pacific properties, during the discussion, C. F. McKnight and C. J. Mills, representing the Southern Pacific, declared that the alleged "common user" clause in Terminal franchise was a farce. Mr. Mills characterized it as "bores."

Mr. McKnight declared that Mr. Bennett had "slipped over a nice one" on the people of this community in the alleged "common user" clause. Both Mr. Mills and Mr. McKnight declared that the Terminal Railway's franchise was a "bores" and that there was any question about the franchise of it, the company stood ready to have it corrected. He declared that the Southern Pacific was trying to get a monopoly and bottle things up. He readily intimated that the Southern Pacific would not get a franchise in the very near future. He declared that if the Southern Pacific were to come here, it would be to get a franchise in North Front street and in the very near future. He declared that if the Southern Pacific were to come here, it would be to get a franchise in North Front street and in the very near future. He declared that if the Southern Pacific were to come here, it would be to get a franchise in North Front street and in the very near future.

Mr. McKnight in presenting the application said that it was presented after every possible effort had been made to have the Southern Pacific franchise proved futile. He said that the Southern Pacific had to take the franchise as it was and reimburse the holders of the franchise for the expense they had incurred in connection with it. He said that the Southern Pacific had to take the franchise as it was and reimburse the holders of the franchise for the expense they had incurred in connection with it. He said that the Southern Pacific had to take the franchise as it was and reimburse the holders of the franchise for the expense they had incurred in connection with it.

## STRIKERS ARE FIRED UPON

Baltimore Policemen Wound Several in Riot at Pier Early Today.

(By Associated Press to The Coos Bay Times.) BALTIMORE, April 30.--One thousand striking stevedores armed with sticks, and stones swept down upon a squad of policemen guarding a pier today whereupon the police fired, wounding several men but not seriously. Several heads were cracked in the melee. The strikers fled.

## LET US TALK IT OVER

COOS BAY is once more confronted with a commercial crisis--a commercial crisis that is superinduced by the ever perplexing railway problem. Coos Bay seems to have a crisis about as often as the republic of Mexico. And as for the railway problem, like the poor, it is always with us. The railway on Coos Bay, like the Irishman's flea, is always there until you put your hand on it, and then it is somewhere else.

The present railway situation is somewhat unusual. Heretofore the great question has been to get a railway, or individuals with the necessary capital, to consider the proposition of building a railway to Coos Bay. Now one of the great transcontinental lines of the country is seeking entrance, and the question is not one of finding a railway builder, but finding a way by which the railway may enter Coos Bay on equitable terms.

The position of The Times on public franchises and the principles of its editor are too well known to require further elucidation. It is only as a reminder that it may be stated that The Times favored the city retaining the waterfront railway franchise and opposed granting it to any private individual or corporation. The franchise of the Terminal Railway was given to a number of the prominent citizens of this community. It was granted as much a matter of confidence and faith in their integrity as it was given as a commercial proposition. The council evidently felt that in the hands of these men it was a concession that would never be abused or used to the disadvantage of the general good.

Let us approach it as men and not as spoiled children crying for a piece of pie.

## SHIP HITS MINE; MANY DROWNED

Vessel, Partly Owned by Americans and Flying Turkish Flag, Sunk Today Near Smyrna.

(By Associated Press to The Coos Bay Times.) SMYRNA, April 30.--The steamer Texas, flying a Turkish flag and belonging to the Archipelago-American Steamship Company, struck a mine at the entrance of the Gulf of Smyrna and sank. One hundred fifty persons on board were drowned.

CONSTANTINOPLE, April 30.--Ninety-nine of the 156 passengers on board the Texas were rescued according to reports here. No mention is made of the crew's fate.

## BIG TRUST IS NOW ATTACKED

Formal Action for Dissolution of International Harvester Company Begun Today.

(By Associated Press to The Coos Bay Times.) St. Paul, Minn., April 30.--The government began today its long planned anti-trust suit against the International Harvester Company in the federal court here. Dissolution of the company is sought. The petition in equity, naming seven corporations and eighteen individuals as being responsible heads of the \$140,000,000 Harvester Corporation, set forth the charge that the defendants control a majority of the trade and general machinery in the United States "to the grave injury of the farmer and general public." It asks a receiver be appointed to take charge of the corporation's business if the court sees fit.

## ASKS DAMAGES OF WHITE STAR

Widow of John Jacob Astor's Valet Sues Owners of Titanic Today.

(By Associated Press to The Coos Bay Times.) WASHINGTON, April 30.--Under a proceeding in Admiralty court here today, J. Bruce Ismay, managing director of the International Mercantile Marine, was summoned to appear before a commission to give testimony to be used in a suit of Mrs. Louise Robbins of New York against the White Star Line. Mrs. Robbins' husband, George Robbins, lost his life on the Titanic. Subpoenas were issued for the surviving officers of the Titanic whose testimony will also be taken. Mrs. Robbins' husband was the valet to John Jacob Astor and she alleges that through the wrongful act of the company, her husband was drowned.

## FIRE IN NEW YORK

Blaze in Exchange Building Causes \$50,000 Damage.

(By Associated Press to Coos Bay Times.) NEW YORK, April 30.--Fire in the four upper floors of the twenty-story Exchange building caused damage estimated at half a million dollars.

## HANGING IN UTAH

Bandit Murderer Executed at Salt Lake Today.

(By Associated Press to Coos Bay Times.) SALT LAKE, April 30.--J. J. Morris was hanged at the state prison today. Hanging is rare in this state, the convicted being allowed to choose between shooting and the gallows. Morris shot and killed J. Walter Axteel in a desperate attempt to escape after he had held up a pawnshop.

## FREE! THE VOGUE MILLINERY

offers round-trip tickets free to all purchasers of the new spring creations from the WHITE HOUSE STORE, North Bend, Ore. Let your trip pay for itself.

## W. O. W. ATTENTION!!!

Coos Bay Camp No. 196 attention! Important business and big doings at regular meeting, Wednesday, May 1st. J. Lee Brown, C. C. Popular Priced VAUDEVILLE, starting at Masonic WEDNESDAY.

## NEW PARCELS POST BILL FILED BY SENATOR BOURNE

## FUNERAL SHIP IN PORT TODAY

Bodies of Many of Titanic's Victims Brought to Halifax--Many Buried at Sea.

(By Associated Press to the Coos Bay Times.) HALIFAX, N. S., April 30.--While the city's church bells tolled and British flags fluttered at half mast, the cable ship, Mackay-Bennett, steamed slowly into Halifax harbor today bearing the dead picked up at the scene of the Titanic disaster. As soon as she was sighted down the harbor, canvas curtains shielding the coffins and embalmers' tents on the pier were lowered and twenty sailors of the Canadian cruiser, Niobe, in the yard for repairs, lined up as guard. A patrol boat was stationed in front of the pier to prevent any craft docking in the vicinity.

Members of the crew talking over the side of the boat said everybody picked up wore life belts and that there were no bullet holes in any of them.

Many unclothed dead lay on the forward deck and were covered with tarpaulin. These were the bodies to be first removed.

Colonel John Jacob Astor's body, it was said, was somewhere in the pile of rough coffins in the stern. All told, not more than half a dozen mourners, or their relatives were at the pier for they dreaded the sight and preferred to await the work of identification at the morgue.

The total number of bodies on board is one hundred ninety and it had been found necessary to bury no less than one hundred sixteen at sea.

The body identified as that of George B. Widener of Philadelphia was so mutilated that Captain Lander could not say positively whether Widener or his valet was buried at sea.

Cash Identifies Astor. The identification of Col. Astor is certain. In the pockets \$2500 in cash was found.

It is predicted that the mere work of unloading will take all day. Astor's body was taken to the morgue.

Only eighteen bodies of women were found afloat. The body of Isadore Straus was also identified. The body of Mrs. Straus was not among those recovered. The dead were taken to an improvised morgue in a curling rink where relatives had an opportunity to claim them.

## BALLOT TODAY IN BAY STATE

First Presidential Primary in Massachusetts in Progress There.

(By Associated Press to the Coos Bay Times.) BOSTON, April 30.--The first town gave Taft 7, Roosevelt 6, and LaFollette 1. Orleans gave 55 to Roosevelt, 26 to Taft, La Follette 1, Clark 7 and Wilson 1.

The returns from five small towns give La Follette 5, Roosevelt 136, Taft 95, Clark 11, and Wilson 5.

(By Associated Press to Coos Bay Times.) BOSTON, Mass., April 30.--The first presidential primary in Massachusetts is progressing today. In some of the larger cities, the polls were opened early, but in the majority of the 303 cities and towns, the polls did not open until noon. The polls will close at nine o'clock tonight. Announcement of the result, therefore, may not be had until very late tonight or perhaps until tomorrow.

GET MORE MACHINERY. The big steam shovel is being placed in the tunnel on the Coos Bay line, by Twoby brothers today and will be in operation Monday.--Eugene Guard.

VAUDEVILLE, MASONIC, WEDNESDAY. Special Big Bill.

## Zone System of Regulating Charges for Bundles Up to Eleven Pounds.

RATE LOWEST OFFERED IN ANY BILL SO FAR

Postoffice Department Claims It Will Be Self Sustaining--Road Subsidy.

(By Associated Press to Coos Bay Times.) WASHINGTON, April 30.--A zone system of parcels post is provided for in a bill introduced in the senate by Senator Bourne of Oregon, chairman of the committee postoffice and post roads. The rates are the lowest yet suggested but the postoffice department expressed the opinion that the system will be self sustaining. An eleven pound package is authorized and fifteen cents is fixed as the charge for the maximum packages in cities. For one pound packages, the rate is five cents and a cent is added for each additional pound. For the fifty mile zone, the rate is two cents a pound and two cents for each additional pound. For the hundred mile zone, the rate is seven cents for the first pound and three cents for each additional pound. For the two thousand-mile zone, the rate is twelve cents for the first pound and ten cents for each additional pound. For more than two thousand miles, including island possessions, the rate is twelve cents a pound.

## FOR BETTER ROADS Government Offers Subsidy for Rural Mail Routes.

(By Associated Press to Coos Bay Times.) WASHINGTON, April 30.--The House today aided the national good roads movement by passing a provision in the postoffice appropriation bill which would grant a subsidy for all highways used in the rural free delivery mail service. These roads will be divided into three classes with subsidies of \$25, \$20 and \$15 per mile. The estimated cost of the first year is between sixteen and eighteen millions of dollars.

## ISMAY AGAIN ON THE GRILL

Managing Director of White Star Line Denies Reinsurance Efforts.

(By Associated Press to Coos Bay Times.) WASHINGTON, April 30.--When the Senate committee investigating the Titanic disaster resumed the hearing today, Senator Burton announced that he had examined Fourth Officer Boxhall last night and learned that J. W. Andrews, builder of the Titanic who went down with the ship, told Captain Smith after the collision the boat would go down within an hour. Andrews had gone over the ship immediately after the crash, and learned the hull was ripped open.

The Senate investigation of the Titanic entered its final stages today. J. Bruce Ismay was recalled for a searching examination by Senator Smith. Ismay indignantly denied that he or any representatives of the company attempted to reinsure the Titanic between the time she went down and the hour the real news of the disaster became public. He asserted that a wireless directed to Vice-president Franklin from the Carpathia on the morning of April 15 did not reach that official until the 17th. Ismay said the Titanic was not a speed boat but was constructed under orders to make her the biggest and best equipped boat afloat. No cost limit had been set.

A charge was made to the committee that White Star Line officials had positive news of the disaster between the hours of seven and eight o'clock the morning following the disaster but suppressed the news until twelve hours later.

The information was given by E. J. Dunn, a New York business man, who said he got the information from his son, employed in the Western Union. He refused to give the informant's name. He probably will be given over to the sergeant at arms. He spent several hours using the long distance phone to New York in an effort to be absolved from the pledge of secrecy. Franklin suggested that the committee call on the Telegraph Company for the message. He said he wanted the committee to have every wireless, cablegram or telegram bearing on the disaster.