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Coos Bay Times

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WILL START WORK ON COOS BAY END OF LINE SOON

MAC-ARTHUR PERKS COMPANY TO AWARD SUB-CONTRACTS AT ONCE

More Men Coming. Engineer Hoey and Assistant Fontaine, in charge of the Southern Pacific construction work, and Contractor Twohy will reach Coos Bay this evening. It is presumed that Contractor Twohy is planning to bid on the construction of it. That construction work will be started on this end earlier than was originally intended as shown by the Southern Pacific serving notice on A. R. McDonald of the Tenmile district to have the right of way across his ranch cleared by June 15 instead of July 15, as they originally requested. Beside the work from Sand Point, which will probably include the construction of wharf on which to unload construction equipment, and a track to carry it out to the big tunnel, it is understood that construction of the lines in North Bend will be started soon after the franchise is awarded there May 28. The construction of terminal tracks on the Bay probably will not begin for another year or so and until then no announcement will probably be made as to the location of them. C. J. Mills a short time ago announced that North Bend people had offered the company 500 acres free as a site for the shops and yards if they would locate them there. "We expect to award our sub-contracts within a week and to have actual work well underway with several thousand men employed at different points along the route within a few weeks. There is some slight heavy work on it and it will take between two and three years to complete the road." This was the statement of F. C. Hitchcock, vice president and general manager of the MacArthur Perks company who arrived here last evening with a party of contractors after a trip over the survey of the Coos Bay-Eugene route of the Southern Pacific. The MacArthur Perks & Company, Limited, of New York and London, projectors of the summer lines and now contractors for the construction of the last thirty-five miles of the Coos Bay-Eugene line. Twohy Brothers now are the first twenty-two miles of the line out of Eugene underway, making the total distance, as estimated by the engineers, 117 miles from Eugene to Coos Bay. The total cost of the road, as based by Mr. Hitchcock on the estimates of H. A. Sumner and the engineers, including construction and equipment, will be about \$5,000,000. With Mr. Hitchcock were R. J. War, locating engineer of the Southern Pacific, C. C. Tinkler of Denver, superintendent of Mac Arthur Perks company, R. B. Porter of Porter Brothers contracting firm, and Thomas Dixon of San Francisco, railroad contractor. Engineer Hoey, who has general supervision of the construction engineering on the Southern Pacific's new lines in Oregon, and his assistant, Engineer Fontaine, will arrive here this afternoon or evening. They were at Gardiner last evening, having also made the trip down from Eugene over the survey. Mr. Hitchcock and his party left Eugene last Saturday morning and followed the survey all the way down. They walked a good share of the distance and examined the ground carefully. Mr. Hitchcock weighs about 250 pounds but he had the arduous trip well and did not show any lag on the last stage of it. This morning, the party left for North Bend to make the trip in daylight over the last part of the route along North inlet. They will return here late this afternoon and will probably leave within a day or so for San Francisco where the awards of the sub-contracts will be made. Tells About Work. "We have the general contract for construction of the last ninety-five miles of the road from the Coast Range down the Sluslaw and thence down the coast to Coos Bay, including the bridge and the terminal," said Mr. Hitchcock this morning. "Our contract does not specify the date of completion, the only provision in this regard being that the work shall be done 'expeditiously.'" "We hope to have the sub-contracts awarded within a week and will have the work under way soon afterwards. We have not decided how many sections the work will be divided into. That will depend on the bids. Some of the work, we will prosecute at several different points along the route simultaneously. We will use all three harbors, Coos Bay, Gardiner and the Sluslaw, in getting construction material and equipment. "We will make the most of the

FEDERAL PROBE OF I.W.W. BEGUN

(By Associated Press to Coos Bay Times.) LOS ANGELES, May 16.—The federal grand jury has begun an investigation of the Industrial Workers of the World. For some time past the federal authorities have been investigating but with no evidence acquired a deeper probe was inaugurated. More than a hundred witnesses, half of whom are from San Diego, will be called before the grand jury. It is said it is not unlikely that Emma Goldman will be summoned as a witness. Miss Goldman said, however, that she had not been subpoenaed. good weather as the rainy season makes construction slow and expensive with the possible exception of rock work and tunnel work. "There is some very heavy work on the line. There are nine tunnels besides the tunnel which Twohy Brothers are driving through the Coast range now. The heaviest one is along Schofield creek near the Sluslaw. There is also some heavy construction work along Tenmile and on this end of the road. Tells of Sale. "The MacArthur Perks Company, Limited, had arranged to build the road from Eugene to Coos Bay and would have gone ahead with it had they not been convinced that the Southern Pacific was going to build. When they became sure of this, they turned the project over to the Southern Pacific but to make sure of its construction, we took the contract to build it ourselves." Mr. Hitchcock laughed as he made the latter remark: "The project was started to reach and develop large holdings which the English syndicate had obtained," continued Mr. Hitchcock. "Mr. Volkman, who was here with Mr. Sumner last year, is vice president and general manager of the MacArthur Perks Company, Limited. I expect to meet him in San Francisco this week. "The road will be purely a Southern Pacific line. There is no agreement for its joint use with the Hill lines or anybody else. Our project, for I was president of both the Pacific & Great Western and the Coast Line, was sold to the Southern Pacific as was announced in Mr. Sumner's letter which you printed." When told that the reason many had suspected that the Hill lines were interested in the Sumner project and that the line was to be operated jointly by the Hill and Hariman lines was because the Porter Brothers were apparently closely affiliated with it, Mr. Hitchcock said this had no significance. He said that the Porter Brothers were closely identified in a business and friendly way with the MacArthur Brothers and that naturally, when they secured this work, they looked to the Porter Brothers to come in with them. He said that the Porter Brothers did work for all railroads. H. A. Sumner still remains with the company and Mr. Hitchcock said that he expected him to come in with this trip but the latter had found it impossible to come now. He will be here later. Offices at Gardiner. Mr. Hitchcock said that they would probably maintain field office headquarters at Gardiner during the course of construction because that is nearly in the center of operations. A good share of their banking, etc., will be done through Coos Bay. As to the laying of steel, Mr. Hitchcock said that most of it would probably be done from the Eugene end of the road but this is not absolutely settled. Relative to the bridge across the bay, Mr. Hitchcock said the construction would not be very difficult as the piers and abutments are put in. This phase of the work did not in apparently compare in importance the estimation with the construction in the tunnels and elsewhere along the road. "I have nothing to say about the franchise here because that does not involve us," remarked Mr. Hitchcock relative to the local situation. "That is something we have nothing whatever to do with." Here Last January. "I was here last January and went from here to Portland on the Breakwater," responded Mr. Hitchcock, when asked what he thought of this section on his first visit. His presence on the bay last winter was not known to anyone here, at least not

FOREST FIRES NOT SO BAD TODAY

(By Associated Press to Coos Bay Times.) SEATTLE, Wash., May 16.—There is nothing alarming today in the western Washington forest fire situation according to Chief Fire Warden J. L. Bridge of the Washington Forest Fire Association. There are many fires but all are under control. Five new saw mills and many logging camps in Skagit, Snohomish, King,

Pierce and Chehalis counties were destroyed. Fires that caused several deaths between Hamilton and Birdsview, Skagit county, have travelled into the green timber, but it is said they are burning along the ground, eating the peat and pulling down dead trees occasionally. It is expected the flames will not attack live trees. The worst fires broke out in the loggers' slashings which loggers were about to burn.

RUMOR TAFT WILL QUIT IF HE LOSES IN OHIO PRIMARIES

TAFT LEADS IN MONTANA NOW

(By Associated Press to The Coos Bay Times.) LIVINGSTON, Mont., May 16.—Montana Republicans met today in state convention. The Taft forces had complete control of the convention having 434 delegates against 222 delegates for Roosevelt. At a meeting this afternoon, the Roosevelt forces considered the question of bolting but after hearing the report of a committee appointed to canvass the situation recommended that the "Progressives demand all hand picked or committee elected delegates be thrown out." The report was adopted and finally adopted by the convention the result will be the upsetting of many Roosevelt as well as Taft delegates. That the national delegation will not be instructed for Taft was decided early today though urged to use "all honorable means" to secure his nomination.

CLOSE IN IDAHO. (By Associated Press.) LEWISTON, Ida., May 16.—Efforts to reach an agreement between the Roosevelt and Taft forces which would prevent a split in the republican ranks in Idaho, delayed the opening of the state convention far beyond the time set for meeting. It is practically acknowledged by both sides that the delegation to the national convention will be un instructed.

(By Associated Press to the Coos Bay Times.) CLEVELAND, Ohio, May 16.—President Taft who is resting here today refused to comment on a story printed in local newspapers that he would quit the race if he lost in the Ohio primaries. He also declined to reply to the statement of Col. Roosevelt at Dayton that he already is assured of more than five hundred delegates to the Chicago convention. The President met Senator Burton and other leaders here today. He will address the mass meeting tonight.

Statement by Taft President Taft's statement is as follows: "Only 188 delegates to the Chicago convention remain to be chosen. If Theodore Roosevelt were to get them all, yet he would not be nominated. Carefully prepared figures show only 309 delegates thus far are instructed for or pledged to him and talk of real and genuine contests against delegates who are instructed for me are as unsustained by facts as many of misleading issues that have been injected into this campaign. "The number of Taft delegates thus far chosen, not counting eight from Montana and a number from Texas and Arkansas who will be elected today, is 520 and the vote in Ohio, my home state, much to my gratification, will be the decisive one, and will settle the question of nomination. The Chicago convention will be organized by the friends of constitutional government and the success of that great cause now seems assured." Replying to claims of Col. Roosevelt that he had 522 delegates to the republican national delegation convention, President Taft late today made public a statement in which he pointed out that Roosevelt had only 309 delegates and for the first time admitted that the result of the primaries in Ohio will settle the question of the republican nomination. "The vote in Ohio, my home state, much to my gratification will be a decisive one and will settle the question of the nomination," said the president.

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ESCAPE DEATH BY A MARGIN

L. F. Falkenstein and Tom Lawhorne had a most miraculous escape from death or serious injury in an auto accident yesterday afternoon. They were making the trip to the old town mill and at the point on the road above the old store the turn is so sharp that a large car cannot make it without stopping and backing. Mr. Falkenstein was driving and was negotiating the turn very carefully. He had stopped the car and was reaching for the reverse lever when the cuff of his coat sleeve caught the forward lever and threw on full power ahead. The car leaped over the roadside and down the steep hill. The whole thing happened so quickly that neither occupant of the auto had much time to think but both remained in the car and Mr. Falkenstein retained a hold of the steering wheel. About 150 feet down he succeeded in turning the front wheels to avoid a tree and the tightening clutch stopped the machine. The car started to turn turtle and Mr. Lawhorne stood on the outer edge of the steps hoping his weight would help hold it. For about a second the car trembled in the air and then settled down, right side up, without injury to the occupants or any damage to the car. If the car had turned turtle one or both men would hardly have escaped alive. Parties who saw the car start down the hill hurried to the scene fearful of a tragedy. When the happy outcome was seen there was a general shout of joy and much laughter, although it was noticed that Tom Lawhorne and Mr. Falkenstein's merriment was operated with a tremolo stop. An enterprising insurance man who was present wanted to write a policy for them but they thought that such a lucky escape proved that they did not need it.

ANTI-COMBINE CASE ADJUSTED

(By Associated Press to Coos Bay Times.) PITTSBURG, Pa., May 16.—The federal government has filed a civil anti-trust suit against the Aluminum company of America, which will be the basis for an agreed decree designated to restrain the so-called "Aluminum trust" from monopolizing the manufacture of aluminum and its products, including cooking utensils. The company is declared to have acquired substantial control of the aluminum industry in the United States and charged unreasonably high prices and profits for its products. Dissolution of the corporation is not sought but the court is asked to issue nine broad injunctions against the alleged unlawful contracts, combinations and conspiracy. The government concedes the company's ownership more than ninety per cent of the known deposits of bauxite (base of aluminum) in the United States and Canada suitable for the manufacture of the metal is not "within itself" unlawful. It is charged however, with practically a monopoly of bauxite that the company since the expiration of its patents in 1909 maintained by unlawful agreements and unfair methods toward competitors, a monopoly of the trade. The extent of the other bauxite deposits in the United States is not known at this time but it is pointed out that there are inexhaustible quantities abroad which could be placed at the disposal of competitors for aluminum manufacture if the restraint on trade is removed. The history of the aluminum cooking utensils industry in the United States says the petition is a history of wrecks "Caused chiefly or contributed to by the arbitrary, discriminatory and unfair dealings of the defendant." The agreed decree which will be entered within a few days will follow the government's prayer for restraints on the company. This agreement obviating a long battle in the courts was the result of several weeks' negotiations between the department of justice and the corporation. The Aluminum Company of America incorporated in Pennsylvania originally as the Pittsburgh Reduction company and has grown, it is pointed out, from \$20,000 capital in 1888, until its assets are now estimated at \$20,000,000. A stock dividend of five hundred per cent or \$16,000,000, was declared in 1909.

GET DARROW JURY QUICKLY

(By Associated Press to Coos Bay Times.) LOS ANGELES, May 16.—With twelve men in the jury box, four of whom have been passed and are subject only to peremptory challenges, the trial of Clarence S. Darrow, former chief counsel for the McNamara brothers in the Los Angeles Times dynamiting case, under indictment for the attempted bribery of George N. Lockwood, a McNamara salesman, made rapid progress today. Some of the attorneys declared the testimony would begin by the end of the week. EIGHT NEW BISHOPS. Methodist Conference at Minneapolis Will Elect Tomorrow. (By Associated Press to Coos Bay Times.) MINNEAPOLIS, Minn., May 16.—The Episcopacy committee of the Methodist church today recommended the election of eight new bishops of the church. The report was adopted by the conference practically without discussion. The voting on the bishops probably will begin tomorrow.

DEFER ACTION ON FRANCHISE

The Marshfield city council has evening postponed consideration of the Southern Pacific's application for a franchise in Marshfield "until some future meeting." When the matter was brought up, C. F. McKnight, representing the railroad company, said it would be perfectly agreeable to the company to have action deferred on it, just so they would be apprised when it would be taken up by the council. Councilman Cople said that he understood that there was practically no change in the situation and there did not seem to be anything that the council could do now and needs the motion to defer its consideration until some future time. To Postpone Election. Councilman Ferguson wanted to know about the special election that had been proposed for the first Monday in June. He said that he had not urged the matter on account of those being a possibility of questions involved in the local railroad situation. He said that if the railroad matters had to be referred to the voters, he thought it would be best to make one special election serve that purpose and the others. Just now, he said he couldn't see any reason for holding the special election the first Monday in June. Councilman Merchant said that he thought that the matter could be deferred until the regular election in December. Mr. Allen said that no one had appeared before the special committee to suggest questions to be referred to the voters at the special election and he guessed there wasn't much need of it. Councilman Savage said that the water question seemed to be back in the old shape and he thought something ought to be done about it. It was called to his attention that

RICH HAUL OF TRAIN BANDITS

(By Associated Press to Coos Bay Times.) NEW ORLEANS, May 16.—The robbers who held up the Queen & Crescent express near Hattiesburg, Miss., yesterday got at least \$200,000, according to the best information obtainable here today. It is positively known that the bandits got more than thirty packages of currency, one of which contained in excess of \$50,000. One package of currency contained \$140,000, according to an express messenger. Officials of the Southern Express company deny the report that one package contained \$140,000 but nevertheless the general belief is that the bandits' total loot exceeds \$200,000.

HUNGER FATAL TO SURVIVORS

(By Associated Press to Coos Bay Times.) NEW YORK, May 16.—Death from starvation, thirst and exposure was the fate of three men off the Titanic whose bodies in a collapsible boat were picked up last Monday by the steamer Oceanic in the opinion of Dr. W. S. French, of the medical staff of the Oceanic, which docked here today. Dr. French's opinion is based on the finding of small bits of cork in the mouths of the dead men which are believed to have been chewed to allay the pangs of hunger. One of the bodies is believed to be that of Thomson Beattie's, a passenger and the others, those of sailors.

DOCK RULING OF RAILWAYS

(By Associated Press to Coos Bay Times.) WASHINGTON, May 16.—The Interstate Commerce Commission today held that where a railroad has a wharf to which its tariffs offer delivery and at which part of the shipping of the public is served, the wharf becomes a public terminal and if all shippers are not given access to it by the boats they choose to employ it becomes the carrier's duty to make deliveries to other docks at the same rate. The order becomes effective July first.

MEAT PROBE DELAYED

(By Associated Press to Coos Bay Times.) WASHINGTON, May 15.—The house committee on expenditures in the agricultural department postponed indefinitely today action on the Nelson resolution to investigate the meat inspection service.

MAY EFFECT COOS BAY. It is understood that the above will affect the Coos Bay transportation situation. A few years ago, there was a lively scramble between the Breakwater and Alliance companies over shipments for Coquille valley points owing to an order of the local railway. The effect of the order to make shippers on the steamer Alliance pay more, or to force the Alliance to absorb the charge, on shipments which had to be handled part way by the local railway. CHOICE LOTS. Some fine choice lots close in from \$400 to \$600. E. S. Gear & Co. Room 22 First National Bank.