

Coos Bay Times

MEMBER OF THE ASSOCIATED PRESS

WATCH THE WANT ADS.

There are many good bargains to be found there. Anything lost or found is always advertised in The Times.

THE PAPER OF AUTHORITY in Marshfield is the Independent Times. It is for the city and community first, last and all the time. JOIN THE TIMES FAMILY.

XXXVI. Established in 1878 as The Coast Mail.

MARSHFIELD, OREGON, MONDAY, DECEMBER 30, 1912—EVENING EDITION.

A Consolidation of Times, Coast Mail and Coos Bay Advertiser.

No. 140

PARCELS POST TO GO INTO EFFECT DAY AFTER TOMORROW

VESSELS KEPT IN BY STORM

SQUALL CAUSES MUCH DAMAGE

SMITH COMPANIES MAKE BIG INCREASE IN CAPITAL STOCK

Shipping of Large Packages Expected to Revolutionize Business of Country.

POSTOFFICE DEPARTMENT ARRANGES FOR SYSTEM

Shipping of Packages and Weight and Distance Will Regulate Charges Made.

Associated Press to Coos Bay Times.]

WASHINGTON, Dec. 30.—A New York gift by the American Government to the American people will be a thoroughly equipped domestic Parcel Post. Following consideration of subject in a general way for a century, Congress, last August, authorized the Postmaster general to establish the new system January 1st, 1913.

In actual operation, it is expected that the Parcel Post will bring the story and the farm into closer touch with the consumer, and that it may reduce the cost of living. The largest and the most obscure hamlet will enjoy the advantage of the Parcel Post. It will be open to all on relatively equal terms.

The new system will be a direct competitor of the express companies, particularly on small package business. By it, shippers practically may send from their own doors, parcels any one of the 60,000 postoffices in the United States.

The rates of postage for Parcel Post differ radically from those of other classes of mail. First, second and third class mail matter now transported at a flat rate for any distance. Parcel Post rates are based upon a series of zones, and they increase as the distance increases. The first zone includes all territory within a radius of approximately 50 miles from the postoffice at which the parcel may be mailed; the second, 150 miles; the third, 300 miles; the fourth, 600 miles; the fifth, 1,000 miles; the sixth, 1,400 miles; the seventh, 1,800 miles; and the eighth, all territory beyond 1,800 miles.

By the terms of the law, all matter now embraced in the first second and third classes of mail matter, may be forwarded by Parcel Post, provided a single package does not exceed 11 pounds in weight or is not greater in dimensions than 72 inches in combined length and girth, and is not of such a character as to injure postal employes or damage equipment of other mail matter. In a word, it will include all kinds of merchandise.

The rates are computed on the distance and on the weight of the package in pounds. Provision is made, however, for small packages weighing from one to four ounces, which may be sent on a flat rate of one cent for each ounce, but for packages weighing more than four ounces the pound rate of postage applies.

Within the postal district of any postoffice a local rate of five cents for the first pound and one cent for each additional pound is prescribed. With in the 50 miles representing the first zone, the rate is five cents for the first pound and three cents for each additional pound. This rate increases with the distance, until it reaches a maximum of twelve cents a pound for delivery within the eighth zone, 1,800 miles from the point of mailing.

Under the regulations promulgated by Postmaster General Hitchcock, the maximum rate of twelve cents a pound applies, except those weighing four ounces or less, addressed to any point in Canada, Mexico, Cuba and the Republic of Panama. The domestic rate also applies to any point in the Hawaiian Islands, the United States Postal Agency at Shanghai, to any point in Alaska and between any two points in Alaska. It applies, likewise, to parcels mailed in the United States for delivery in the Canal Zone and to parcels going or coming from the Philippine Islands.

In the opinion of the postal experts the new service will be the most gigantic transportation proposition ever undertaken by the Government. The service will extend over more than 1,435,000 miles of transportation lines, including 233,899 miles of railways (164,399 mi. of star routes steamboat lines, and 1,067,772 miles of rural mail routes.

For parcel post matter, a distinctive set of postage stamps has been provided. These distinctive stamps must be used for all parcel post matter. If the packages bear ordinary stamps they will be held for postage.

Immediately upon the enactment of the Parcel Post law, Postmaster General Hitchcock appointed a committee of postal officials to work out the details of the new system and to put into operation. The committee consists of the highest authorities on all phases of postal administration. Its personnel is Robert S. Sharp, Chief Postoffice Inspector, Chairman; J. C. Koons, Superintendent of Salaries and Allowances; C. B. Hurrey, Chief Clerk to the Third Assistant Postmaster-General; G. L. Wood, Superintendent of the Rural Mails; and

Expect Nann Smith, Redondo, Speedwell and Breakwater Will Sail Today.

Owing to the storm that has been prevailing off the coast, the fleet of vessels which were ready to sail Saturday were kept in the Bay until today. This morning the bar was quite a bit smoother than it has been since Friday and it was expected that all of them would get out on this afternoon's tide.

The vessels in the Bay were the Redondo, Nann Smith and Speedwell, bound for San Francisco, and the Breakwater, bound for Portland. The Homer and G. C. Lindauer were reported off the bar this forenoon and it was expected that they would cross in this afternoon.

The Hardy, Lindauer and Homer arrived in from the South this afternoon.

Rumor Denied.

It was reported around town that a big tree had fallen across a trestle of the Smith-Powers Logging road near Camp 6 and put the line out of commission. The telephone lines are all out of commission as a result of the storm, but A. H. Powers stated that he was sure the report about the trouble near Camp 6 was wrong as there was no big tree near the long trestles. Supt. Fred Powers was sent to the Isthmus inlet camps this morning to see that any possible damage was quickly repaired. The camps were to open today after being closed about a week for the holidays.

Wind and Rain Storm Made Sunday Most Disagreeable Day in Long Time.

Coos Bay yesterday experienced one of the worst squalls it has known in a long time. Rain and wind made the day one of the most disagreeable for the year.

The weather was fitful, the wind blowing severely by gusts and spells. When it calmed down a little, the rain would begin and continue until the wind became more severe.

Telephone, telegraph and electric light wires were bothered considerably. During the afternoon some of the high tension wires near the Masonic Opera House went down. One end fell in a puddle of water, shocking a number of canines that happened to wander through the pool. The other end fell across the telephone cable and gave an electric display. The current had to be shut off at the plant for half an hour or so to enable the linemen to repair the break.

Several poles were broken in North Bend and distribution wires in both towns were blown down at a number of places and a crew worked most of the night and today repairing the breaks.

A number of signs were blown down and some minor damage done around town.

A chimney on top of Leid's bakery building was blown off and broke a rear window in the crash.

Scores of umbrellas of people who ventured out in the storm were torn to shreds or blown away, and not a few hats of both men and women were carried away by the blast.

WIRE SERVICE HIT BY STORM

All Telegraph and Telephone Lines Down in All Directions from Coos Bay.

NO TELEGRAPH NEWS

Owing to the wire being blown down, The Times was unable to secure any Associated Press service today. It is doubtful if wire service will be restored by tomorrow.

Coos Bay is more completely isolated from the rest of the world today than it has been in a long time. The Western Union wire between here and Roseburg went out of commission early yesterday and Manager Schetter does not believe that it will be possible to restore service for a day or two. He fears that scores of trees were blown down across the line along the old Coos Bay wagon road. The line is even down between here and Sumner so that he cannot get any definite idea of how extensive the trouble is, but he fears it is the worst it has been in a long time.

All of the Coos Bay Home Telephone Company's toll wires are out of commission, the line even being down between here and Coquille this morning. It is reported that the wind was more severe in the Coquille Valley than in this vicinity yesterday, and consequently the damage to the lines will probably be greater there. Linemen are now working along the lines.

Filed Amended Articles of Incorporation at Salem to Provide for Big Sum.

PROVIDES FOR MANY CHANGES IN BUSINESS

Enlarging Mills, New Vessels and Construction of Logging Railroads.

SALEM, Or., Dec. 30.—The C. A. Smith Lumbering & Manufacturing Company, a Minnesota corporation, filed supplementary articles increasing the capital stock from \$3,500,000 to \$5,000,000. The Inter-Ocean Transportation Company and the Smith-Powers Logging Company, both Smith concerns, also increased their capital stock, the former from \$200,000 to \$7,500,000 and the latter from \$500,000 to \$900,000.

PROVIDE FOR WORK.

Enlarging Capital Stock to Take Care of Increased Business.

It is understood here that the increase of the capital stock of the C. A. Smith Companies is to merely take care of the enlarging of the business now under way.

The C. A. Smith Lumber and Manufacturing Company is making big improvements here at Oakland and at Sacramento.

The Smith-Powers Logging Company is building the railroad beyond Myrtle Point and this with other increases in their operations including the electrifying of their logging camps will cost a large sum.

The construction of the Adelphi-Smith, the big new lumber carrier, is one of the reasons for increasing the stock of the Inter-Ocean Transportation Company.

BAD WEATHER HURT CONCERT

Only About Fifty Turned Out for Benefit Performance for Public Library.

The storm that prevailed yesterday raised havoc with the benefit concert by the Coos Bay Band, for the Marshfield Public Library. Only about fifty people braved the rough weather and the door receipts were about \$15.

Despite the small audience in the theater, Director Fenton and the band boys decided to go ahead with the concert and rendered an excellent program, more than reimbursing those who had dared the storm to hear it.

Today Manager Wilson and Director Fenton were discussing the idea of repeating the concert at an early date when more favorable weather would enable them to turn over a larger amount to the library.

This will be conditional on whether or not the city council decides to continue its support of the organization. The city, through the council, is now appropriating \$150 per month for the maintenance of the band. Without this support, it is stated, the band boys cannot be kept up.

It is likely that a strong appeal will be made for the continuance of the band, as it is recognized as one of the best musical organizations that has ever been gotten together in a small city, and for that matter, musical critics consider it the equal if not the superior to many of the metropolitan bands.

BREAD AND WATER IS FATE.

Eugene Penalizes City Prisoners Who Refuse to Work.

EUGENE, Ore., Dec. 30.—Eleven city prisoners, charged with vagrancy, are now living on bread and water, as the result of refusal to go to work on the streets. These men were each given five days' work on the streets, but after they had been fed a breakfast of good beefsteak, fried potatoes, bread and coffee, they refused to leave the jail and the chief of police announced a bread and water diet until they agreed to go to work or until their sentence has expired.

The chief also took away their tobacco and their newspapers.

TROUBLE AT EUREKA.

Steamer Wellesley Badly Damaged by Striking on the Bar.

EUREKA, Cal., Dec. 30.—The steamer Wellesley scraped Humboldt bar Thursday and was compelled to put back to port here. The vessel's pumps were used and gangs of stevedores discharged the deckload. While leaking badly, it is not believed she will sink. The Wellesley is the third steamer to strike the bar this month.

NEW YEAR'S BALL AT EAGLES' HALL New Year's night, JAN. 1, 1913. KEYZER'S Orchestra.

PENSION FOR WIDOWS ASKED

Mrs. Herbert Armstrong and Other Local Women to Circulate Petitions.

Mrs. Herbert Armstrong of North Bend was in Marshfield today en route to Myrtle Point for a short stay. She is aiding the campaign to secure the enactment of a bill at the coming session of the Oregon legislature providing for pensioning widows and orphans.

Mrs. Armstrong will have petitions circulated in North Bend and Marshfield, the Coquille valley towns and in Curry county. The petitions will be directed to Senator I. S. Smith, Representative Barton and Representative Peirce, who compose the local legislative delegation. She will have the petitions circulated by prominent members of the W. C. T. U. and women's clubs and plans to get a large number of signatures. It is understood that similar petitions are being circulated throughout the state and a form of a bill desired is attached to the petition.

The proposed law will provide that each county shall pay a pension of \$10 per month to each woman who has one child to support, and \$7.50 for each additional child. The bill provides only for women, who, through the loss of their husbands by death or incarceration in some Oregon institution or by the physical inability of the latter, is compelled to provide for the children. It is stated that the object is to keep the children with the mother. In case the mother proves incompetent, it provides that the county court shall designate some one to supervise the expenditure of the pension money allowed.

It further provides that the pension shall cease in case the woman remarries and pension money will not be allowed for any child after he or she attains the age of 16.

THANKS ARE GIVEN.

Library Board Expresses Appreciation of Concert.

Miss Topping, librarian of the Marshfield Public Library, issued a statement today in appreciation of the concert. In it, she states:

"The library board of the Marshfield Public Library wishes to thank the newspapers, for their help in advertising the concert given for the benefit of the library, December 29. They also desire to extend their thanks to Mr. George Rotnor of the Woolen Mills store, Frank S. Sumner of the Sumner Hardware Co., and A. J. Mendel of the Hub for their contributions of advertising."

"Though the amount raised yesterday by the band was small, it was not due to any lack of pluck on the part of the band, which turned out to a man, nor to the small but appreciative audience which braved the storm. The board appreciates the spirit which prompted the benefit, even though through untoward circumstances, the result was not large."

RIVAL LINES IN CONFERENCE

Representatives of Companies Projecting Southern Oregon Roads in Portland.

PORTLAND, Dec. 30.—Representatives of three conflicting lines from Southern Oregon to Crescent City, Cal., are in the city, exclusive of the Southern Pacific proposition to invade the same timber and mining country. The utmost secrecy has been maintained as to the object here of all these diverse forces but there is reason to believe that the backers of one or more of the projects are here to get actual development work under way.

Ex-Mayor J. F. Reddy of Medford, who has been nursing the Grants Pass-Crescent City line for some time, and has already secured the passage of \$250,000 to finance the road, is here in conference with a number of local promoters. It is understood that this issue of \$250,000 to finance the road, is here in conference with a number of local promoters. It is understood that this issue is involved in some legal red-tape that will have to be unwound before any actual work can be done.

McArthur & Perks, the great railroad contracting firm of London, who forced the Southern Pacific to buy them out of the Willamette Pacific line now being constructed from Eugene to Coos Bay, have an agent in the city, who has only recently returned from a conference in London. This outfit has millions behind it and is now interested in promoting a line from Medford to Crescent City, to connect at the former city with the Pacific & Eastern, as well as with the Southern Pacific at that point.

The activities of the McArthur & Perks crowd may not mean the actual building of the road by them, but it may be another case of compelling the Harriman interests to pay a fancy price for this feeder, just as was done when the London firm grabbed the most desirable rights of way for a line to Coos Bay.

The third group of contending interests now represented in the city is that of the Hobbs-Wall Co., of California, which is said to be backing Lincoln McCormick in a Medford-Crescent City line. McCormick is said to have a big crew of surveyors down in the southwestern corner of Oregon and through Del Norte county, California, doing preliminary work. The Hobbs-Wall Co. controls a vast amount of merchantable timber and valuable mining concessions in Del Norte county.

It is known that local railroad location engineers have been approached by at least two of these promoting interests in the last few

BIG INCREASE IN SHIPPING

Tonnage in and Out Over Coos Bay Bar This Year Will Exceed 402,000.

The 1912 report of the shipping in and out over the Coos Bay bar will show a big increase over 1911, the banner year up to the present.

According to the data compiled by H. C. Diers of the Port of Coos Bay commission the shipping this year will total over 402,000 tons, that is both outbound and inbound freight. He has not quite completed his final report on the shipping but has prepared this total as the preliminary for the use of the Coos Bay delegation, which goes to Washington this week to endeavor to secure federal aid for improving the Coos Bay bar at once.

The total tonnage in and out over the bar in 1911 was 353,700 tons, according to Mr. Diers' figures.

CHINESE NEW YEAR.

Celestials Will Now Observe Same Day as Americans.

CHICAGO, Dec. 30.—Chicago Chinese are to celebrate the dawn of the new year for the first time on January 1. The old and familiar sights which usually attend this celebration of the Chinese New Year here in February are to be passed next year.

days and this has given rise to rumors of early activity in that section of the state and Northern California.

The Southern Pacific has, from time to time, despatched surveyors into the field working their way from both Medford and Grants Pass down toward Crescent City, which seems to be the Pacific Coast deep water terminal objective point of all schemes under consideration.

Many to Funeral.—About forty members of the Marshfield Army of Eagles went to Bandon yesterday to attend the funeral of Alvina Munk, a member of the lodge, who died a few days ago. Owing to the severe weather, the Eagles' funeral ritualistic services were conducted in the Bandon Knights of Pythias Hall. There was a big attendance at the funeral despite the bad weather. The Marshfield members traveled by special train and boat arriving home last night about 7 o'clock.

NOTICE.—Owing to the advance of coal at the mine, Beaver Hill will be \$6.00 per ton on and after January 1. HUGH MCCLAIN.

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