

Coos Bay Times

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ESTABLISHED IN 1878... MARSHFIELD, OREGON, MONDAY, JUNE 9, 1913—EVENING EDITION

Consolidation of Times, Coast Mail and Coos Bay Advertiser. No. 277

NORTH BEND MEN RESCUED BOAT CAPSIZED ON ROGUE

George and Harvey Redfield Nearly Lost in Accident on Rogue River Bar

ONE OF RESCUERS WAS WINEGAR, LATELY SAVED

Small Gasoline Launch Nearly Swamped Off Cape Blanco—Powell Directed Work

(Special to the Times) WEDDERBURN, Ore., June 9.—A gasoline launch capsized on the Rogue River bar at 8 a. m., Friday, when George and Harvey Redfield of North Bend, Oregon, who had made a trip down the Coast in their small boat were rescued by a fisherman's boat from the MacLeay Estate Company, manned by Fish Warden Sam Powell, with Winegar and Anderson assisting him. They got a line from the boat ashore and when the tide came in they expect to get the boat out of the spit which forms an island at the tide 400 yards from shore. Redfield reports that they shipped 50 gallons of water off Cape Blanco, and came near swamping there in the rough seas. Warden Powell, who rescued them, was the man who volunteered to take a fish boat out over the bar late week to attempt to rescue Winegar and Silva, but the bar was so rough that day, only one man would volunteer to go with him, though N. A. Leach, manager of the MacLeay Estate Company offered \$500 reward for the rescue of Winegar who accompanied Powell this last time, was the one who was rescued by the Bandon Life Saving Crew after drifting all day.

RAILWAY MEN LEFT SUNDAY

Porter Brothers, Tinkler and Dixon Return Over Route of Coos Bay and Eugene Line

The announcement in The Times Saturday that Major Baker Carr, who were here with W. J. Wiley, was connected with a Canadian road, is accepted by some who are familiar with the situation, as being the forerunner of the Canadian Pacific operating in here and later to San Francisco over the Southern Pacific lines. Major Baker Carr is said to be a member of the English nobility, very wealthy and a considerable figure in the Canadian railroad world.

Johnson Porter, R. B. Porter, C. C. Tinkler and Thomas Dixon left at 7 o'clock Sunday morning for the return trip over the Coos Bay and Eugene line, after spending Saturday night here. They came in over the route and went back the same way. They had little new to give out concerning the work except that they were going to rush it as rapidly as possible and with good weather now they expect to make much more rapid progress.

Mr. Tinkler, who is coast manager for the MacArthur Perks Company, had not been over the route since the work was started. Superintendent Dixon looks after the work for them on the ground, but as they have the responsibility for the proper progress on the line, standing between Porter Brothers and the Southern Pacific, he wanted to see for himself. He had little to say concerning the project.

They went out by the North Inlet way, going via the Ten Hole tunnel and over the divide to Schofield Creek and out that way. Porter Brothers are just putting in another dam south of the Sluslaw to open up Tunnel No. 3. They will also put in some more caissons there and R. B. Porter expressed the belief that they would have the approaches to all the principal tunnels opened up this summer so that the tunnel work could be prosecuted during the rainy season.

While here, the four spent considerable time Saturday evening with Engineers Hindmarsh and Wheeler going over the plans and blueprints for the local work.

They also visited the Kruse and Banks yards at North Bend where Porter Brothers have a big saw under construction for their Florence mill. The saw will carry about 500,000 feet of lumber and is being rushed to completion. After looking at it and hearing Johnson Porter tell about the qualities of the new \$18 pair of boots which he (Porter) was wearing, Mr. Tinkler thought the boots were modelled after the big barge.

It is expected that the line to Arnie will be completed for train service this fall as was announced four or five months ago.

Nothing new has developed concerning the bridge work. Engineer Broughton has been at San Francisco for a few weeks and is expected to return as soon as he and Engineer Hood determine the details of construction, based on the tests made by Mr. Broughton at Coos Bay, the Umpqua and the Sluslaw. Until these plans are made, the subcontracts for the construction of the piers cannot be let, the MacArthur Perks Company retaining the bridge work, or rather construction of the piers and approaches for these three large structures. Porter Brothers, however, will probably do it.

Under the unit contract, on which the Coos Bay and Eugene line is being built, the distance for which material has to be hauled is quite an item. Up to a certain distance, the contractors have to haul the sand, gravel, timber, etc., themselves but beyond that distance they either have to transport it or pay a higher rate for the work. Consequently the Southern Pacific officials have been looking after the source of supply for gravel for the concrete work on the piers for the Coos Bay bridge.

To Return Here. It is expected that Superintendent Dixon, who is looking after the work for the MacArthur Perks Company, will return to the Bay in a week or two and make an extended stay here, supervising the work from this end of the line instead of Eugene, for the time being.

General Manager Hitchcock, for the MacArthur Perks Company is also planning to come in here this summer. He is now in the east

LET US TALK IT OVER

THE protest of the North Bend business men against the Marshfield celebration two days preceding the North Bend event is timely, courteous, reasonable and just. When the Marshfield celebration was first mentioned to the editor of The Times he suggested that courtesy demanded and neighborliness suggested that North Bend be consulted. Later J. W. Bennett came to The Times office and said he had talked with L. J. Simpson and others in North Bend and that they all expressed themselves favorable to the project. It is evident, however, that they did not represent the sentiment of North Bend or else the matter was misunderstood.

North Bend announced her celebration very early. She has made active and ample preparations for it. For several years North Bend has co-operated and contributed to

the success of the Marshfield celebrations. It is only a square deal that Marshfield should reciprocate at this time. If Marshfield desires to celebrate later it would be right and proper, but it is not fair to jump in at the last minute under such a protest as the North Bend business men make and attempt to force a second celebration.

Nature has made Marshfield and North Bend neighbors. Man should make them friends. Theirs is a common destiny. Let it be achieved pleasantly. There is no occasion for bitterness or bad blood over what should be a happy holiday.

It would be neither neighborly or nice, generous or just for Marshfield to force this issue after such a protest as the North Bend business men have made.

Let us all take our dolls and red wagons and join North Bend in a big, booming celebration this year.

WATER COMPANY CASE UP THIS WEEK

Much Interest Attaches to the Trial and Findings Which Will be Important as First Cases of Kind Ever Tried in Oregon.

(Special to The Times)

SALEM, Ore., June 9.—Much interest is being taken in the five cases pending before the State Railroad Commission concerning the rates charged by the Coos Bay Water Company in the cities of Marshfield and North Bend, in which testimony is to be taken in Portland next Friday and Saturday.

At Portland testimony will be taken of Dr. Calvin S. White, the state health officer, and of several experts and bacteriologists, in order to save the expense of a trip by these witnesses to Coos Bay. After this testimony has been taken, the members of the commission will go to Marshfield to complete the hearing, and there the chief witnesses will be heard.

The Coos Bay cases are of particular importance because they are the first cases under the public utility

law involving the valuation of the physical property as a basis for rate making. The City of Marshfield was the first in the state to make formal complaint against a public service corporation, and is therefore first to be ready for hearing, after an extensive investigation by experts into the character of service and reasonableness of rates now in effect.

Following the filing of complaint by the city authorities of Marshfield, North Bend filed a similar complaint. After that the water company filed applications for permission to increase its rates in both cities. Finally, in order to bring the entire question squarely at issue and decide what would be just to both the public and the company, the Railroad Commission started a case of its own, inquiring into the value of the company's property.

The commission expects to arrive in Marshfield to take up the main hearing about June 15. Another case set for hearing during the same week is the application of the Coos Bay Home Telephone Company for authority to increase rates on the farmers' line between Coquille and Riverton. This will be heard on June 21.

MINNESOTA WINS NOTED RATE CASE

United States Supreme Court Upholds State's Contentions of Rights in Fixing Freight Charges.

(By Associated Press to Coos Bay Times.)

WASHINGTON, D. C., June 9.—The State of Minnesota won a substantial victory in the Supreme Court of the United States, when in the Minnesota rate cases Justice Hughes for the court, held the rates on Minneapolis and St. Louis railroad were confiscatory and unconstitutional, but that the rates of the Northern Pacific and Great Northern were valid. The decision was a victory for

the state interstate commerce phases of the controversy, and upon the consensatory features with the exception of the portion affecting the Minneapolis and St. Louis railroad.

The Minnesota rate law, which was declared invalid by the Federal Circuit Court, has been before the Supreme court for some time. Minnesota claimed the right to fix its own rates. Attorney-General McReynolds had filed a brief on behalf of the Government denying this right, contending that Congress had given the interstate commerce commission ample authority to deal with matters of the sort affecting shipments originating in a state, destined to points outside its borders.

S. P. TO SPEND \$30,000,000

Budget Calls for Survey of Coast Road From Coos Bay to Eureka, California.

SAN FRANCISCO, June 9.—The Southern Pacific has filed with the state railroad commission a statement of the improvements it proposes to make over its system during the fiscal year, for which application was made yesterday to issue \$30,000,000 in five per cent two year notes. The items include the construction of the Willamette Pacific and a line from Salem to Durbin and surveys from Battle Mountain to Palisade, and from Marshfield to Eureka, California.

For the two surveys, an appropriation of \$42,450 is provided.

For improvements in the Coos Bay, Roseburg and Eastern, \$4500. Reimbursement of treasury for cash expended, representing a part only of capital investments heretofore made and not included in the following \$7,500,000.

Cash payments for equipment in addition to equipment trust note \$3,450,000.

Additions to Atlantic steamship lines, \$1,763,000.

Additions to facilities of Pacific system, \$9,775,000.

Allowance for contingencies yet undetermined, \$1,997,000.

and is figuring on a six and three-quarter mile tunnel on the Moffat road at Denver. H. A. Sumner, who had charge of the engineers on the Pacific Coast Line and the Pacific Great Western, who has been at Portland, may go on the Moffat tunnel project. Mr. Hitchcock is also figuring on some big work in Montana.

LOBBY REPORT UPHOLD WILSON

Senators All Testify—Other Witnesses Sought—Some Evidence Given.

(By Associated Press to Coos Bay Times.)

WASHINGTON, June 9.—The Senate's lobby hunt plunged into the second week today. Less than a dozen Senators remained to be examined before the committee took up another trial, involving the examination of a score or more of men who are mentioned in the testimony of Senators as being on one side or the other of the free sugar fight or being attorneys for special representatives in Washington.

(By Associated Press to Coos Bay Times.)

WASHINGTON, D. C., June 9.—When the last Senator had testified today before the committee hunting for the existence of the systematic lobby, it was predicted at the capitol that the report of the investigators would substantially uphold President Wilson's declaration that powerful influences had been at work on Washington attempting to effect Congress on the tariff bill. Whether it will be shown that "insidious" methods had been used or that improper influence had been exercised upon the Senators depend upon the evidence in the next few days.

Sugar and Mules.

WASHINGTON, D. C., June 9.—Senator Reed said that he has no personal connections affected by tariff and had talked reduction to all brother Senators whenever possible. He did not know of any undue methods to influence legislation by the use of money but he was certain, however,

EASTMAN KODAK TRUST IS HIT BY GOVERNMENT TODAY

ROSE CARNIVAL OPENS TODAY

Great Throng in Portland to Witness Festivities—Millions of Roses

(Special to The Times)

PORTLAND, Ore., June 9.—Oregon's great rose carnival opened here today, with thousands of visitors in attendance. Several trains from California, which has named itself "the land of flowers" brought hundreds of visitors from the country of lilacs, hydrangeas and violets to the region of the rose. From San Diego, came four car loads of enthusiastic boosters, while Oakland sent an entire train.

British Columbia also sent large contingents. Washington people are here by scores, Idaho and Utah are represented by good sized delegations.

Passing back to California once more, it should be stated that the King of Roses from Pasadena is here with 125 members of his entourage.

Roses! Millions. They are everywhere in dozens, scores, fifties and hundreds and thousands. The city is perfumed with the odor and the fragrance is delightful.

The Royal Rosarians were busy all forenoon welcoming visiting delegations. Arrayed in natty uniforms the reception committees took station at the railway depots and extended the glad hand. The glad hand always had roses in it too. There were special reception committees as well as general. Oakland was received by a special committee, so was San Diego, Pasadena, Seattle and the Royal Artisans, who will hold their sessions here this week. Then there were ladies' reception committees galore. The officials of the Panama-Pacific exposition, who arrived this morning, were taken in hand by a committee made up of members of both sexes and made to feel at home.

No one walked either. There were 100 automobiles waiting at the stations. People were taken to their hotels and told to make themselves at home and be quick about it, as Rex Oregonus wanted them at the river side immediately to witness his triumphal entry aboard the Rose City, the steamship selected as the flagship of the marine parade, consisting of 30 decorated vessels. They hurried too.

"Miss Spokane" was greeted when she arrived early. "Miss Spokane" recently returned from San Francisco and Sacramento, where she planted aster flags and thought she had a good time, but it was nothing compared with this. Her 200 retainers expressed themselves in Roosevelt idiom, "Dee-licited."

Bolse Rainmakers were on hand in force. This club has for its object the securing of wetness in dry years and since its organization there hasn't been an drought in the state of Idaho.

Following the marine display there were automobile trips galore given the visitors. Tonight Rex Oregonus will give the Pasadena King of Roses, "Miss Spokane," the Royal Oaks, from Oakland, the San Diegans, the Rainmakers, the British Columbia folks and the rest a reception at the rose show in the armory.

Tomorrow an excursion up the river will be a feature and Wednesday forenoon there will be an excursion to Council Crest, an auto parade afternoon an evening and "A Night in Rosaria" in the evening. But the crowning glory of the great display will be the parade Wednesday, when 1200 rose bearing automobiles, decorated with 2,000,000 roses will roll through the streets. There will be four divisions, touring car, runabout, electric and the organization divisions and it is expected the affair will be superior to anything of the sort ever attempted in the world.

The Artisans have a program all their own. This is the meeting of the supreme conclave and delegates are present from all over the coast. Uniformed drill corps from Oakland, Seattle, Walla Walla, Salem, Oregon City and others will be present. Many features will appear in the parade, a Chinese band being one of the novelties.

that a new system attempting to influence legislation had arisen in this country. He illustrated by telling the committee about telegrams from horse and mule dealers in St. Louis, asking, "Please vote for duty on sugar; it is very necessary to preserve the mule industry in Missouri."

"It is plain to me that the sugar planters were seeking to influence men from whom they bought mules," he said. He said he believed the system of attempting to reach Senators by indirect methods was growing.

Dissolution of Noted Photographic Supply Firm is Being Sought.

CONTROLS BULK OF UNITED STATES TRADE

Head of Company Plans New Scheme to Meet Objection Without Dissolution.

(By Associated Press to Coos Bay Times.)

BUFFALO, June 9.—In the dissolution of the so-called "Eastman Kodak trust," which is asked in a civil suit filed here today, by order of the Attorney General, the Federal Government seeks dissolution by receivership, if necessary of the Eastman Kodak Company of New Jersey, and the Eastman Kodak Company of New York, charged with monopolizing the trade in photographic supplies. It is the aim of the Government to obtain a division of the assets and business of the two companies who control 72 per cent of the business of the United States, into such parts as will destroy the alleged monopoly and restore competition. The petition asks for an injunction forbidding the fixing of resale prices of cameras, films or other patented photographic supplies. This marks the Attorney General's first application of the recent decision of the United States Supreme Court denying patentees the right to fix resale prices of retailers. The Eastman Company of New Jersey, a holding company, has an authorized capital of \$35,000,000, of which \$26,000,000 has been issued. The Eastman Company of New York, the operating company of the alleged combination, is a \$5,000,000 corporation for manufacturing and marketing photographic supplies.

ROCHESTER, June 9.—The Eastman Kodak Company will adjust its methods of doing business to meet the charges preferred against the company in the Government's dissolution suit filed today at Buffalo. George Eastman, president of the company, so announced here on receipt of the news that the suit had been begun. Eastman indicated, however, that the company would refuse to dissolve.

In compliance with the Government's petition the company, according to Mr. Eastman, intends hereafter to operate its various retail stock houses under its own name and add its name to their stationery and advertising matter. It will also put its name upon its stencil goods and abandon its "exclusive sales policy."

COOS BAY IN LUMBER LEAD

Furnishes Much More Than Any Other Point for San Francisco Market

During the last two weeks of May, Coos Bay supplied about one-third of the lumber received at San Francisco from all other points. The receipts from May 14 to May 31 are given by the Pioneer Western Lumberman as follows:

Table with 2 columns: Point of Origin and Amount. Includes Fir and Spruce, Aberdeen, Astoria, Bandon, Columbia River, Coquille River, Coos Bay, Everett, Port Angelus, Port Ludlow, Port Gamble, Raymond, Umpqua, Willapa, Total, Redwood, Eureka, Albion, Caspar, Port Bragg, Greenwood, Mendocino, Union Landing, Crescent City, Total.

Total 36,856,000

Table with 2 columns: Point of Origin and Amount. Includes Redwood, Eureka, Albion, Caspar, Port Bragg, Greenwood, Mendocino, Union Landing, Crescent City, Total.

Total 15,053,000

FLOUR \$1.25 AT HAINES.

NOTICE TO REDMEN. All members are requested to meet in the National Hall on North Front st., Monday, June 9, at 8 p. m., for the purpose of meeting with Great Sachem Burt West. There will be plenty of corn and venison. R. E. PINEGOR, Chief of Records.

WHEAT \$1.85 AT HAINES.

PORT CHOOSES COOSTON ROUTE

Decides to Improve Willanch Channel Instead of Sether Street—Other Business.

The Port of Coos Bay Commission at a meeting today decided the old controversy over the Cooston channel. The controversy has been on for a few years and after receiving petitions today, decided to improve the Willanch Inlet channel when the work is done. Others had been petitioning for what is known as the Sether-street improvement. Just when the Port Commission will get this work is not certain yet.

A petition from South Coos River people asking for improvements was received. There are some snags to be taken out and possibly a little dredging. The Port Commission will endeavor to have the Government do this, the same as the North Coos River work was done. The cost will probably be about \$500,000 and there were \$300,000 appropriated for the river work by the Government.

Nothing was done about the South Slough improvement, which was petitioned for, as the U. S. engineers stated that they would not permit a hole more than 100 feet wide being cut in the old jetty.

Henry Songstaken, who will leave tomorrow for Portland to attend a meeting of the Oregon Title Men, has requested to see Major Morrow and urge that the Dredge Michie be pushed to completion.

Owing to the War Department not having approved the Port Commission's plan for deepening the channel from the Smith mill to the sea, the date of starting the dredging is not certain yet.

Concerning the Southern Pacific's bid for the dredge to start near North Bend, Engineer Wheeler said that the company would pay one-half of the cost of the 300,000 yards needed. However, the Port Commission asked him to guarantee that in case it became necessary to dredge in front of North Bend that the Southern Pacific would pay for it. He will refer this to Chief Engineer Hood.

Buyers Lots.—Ernest Grandell has bought two lots at Bunker Hill from Thomas Howard and they plan to build on them soon. Mrs. Lizzie Lentz has also bought two lots here, near the Bunker Hill school, from C. F. McCollum and J. H. Janssen. The deals were made by August Frizeon.

Leave Tomorrow.—F. B. Waite, of Astoria, and Judge and Mrs. Duran, of Grants Pass, who have been spending the week here, will leave tomorrow morning for their homes.

Merced to Leave.—Arno Merced expects to leave this week for Oakland and San Francisco on business. He may go out on the Adeline tomorrow. He has the new work under way here. It is possible that some repairs to the boilers of the big mill will require them to close down half day or so there soon.

WHEAT \$1.85 AT HAINES.