

YOU SHOULD NEVER JUDGE BY APPEARANCE—UNLESS SHE IS VERY PRETTY

Coos Bay Times

MEMBER OF THE ASSOCIATED PRESS

OUR MILD WEATHER
Ought to make everyone on Coos Bay happy, but ideal happiness cannot be attained unless you are a subscriber to The Coos Bay Times.

WHAT'S GOING ON?
Read The Times every day for the latest news. Read the ads for your own benefit. It pays to advertise in The Times.

VOL XXXVII. Established 1878 as The Coast Mail MARSHFIELD, OREGON, THURSDAY, JANUARY 22, 1914—EVENING EDITION—SIX PAGES. A Consolidation of Times, Coast Mail and Coos Bay Advertiser. No. 157

NEW BAR DREDGE ARRIVES TO OPEN GATEWAY TO AN EMPIRE

Col. P. S. Michie Wildly Saluted on Arriving in Coos Bay Today.

HUGE CRAFT DELAYED BY GALE YESTERDAY

Docks at Marshfield—Will Commence Operations on Bar Tomorrow

MILICOMA CLUB TO WELCOME MICHE OFFICERS

The Millicoma Club will Friday night tender an informal smoker at its club rooms for Maj. Jay J. Morrow, the officers of the dredge P. S. Michie and a few invited guests. This was first planned for December, but was postponed owing to the delay in the arrival of the Michie and Major Morrow.

All members of the club are expected to be in attendance and welcome the distinguished visitors.

Inspiring confidence that she will be the means of throwing wide the gateway to an inland empire, the powerful sea-going bar dredge Colonel P. S. Michie, Captain John C. Reed, passed in over the bar at the entrance to Coos Bay this morning at 9:15 o'clock and was accorded a welcome greeting such as no other craft ever received on entering the local harbor.

Salutes Hoar Loudly.
His instructions were followed quickly and the prolonged roar of the whistle brought hundreds of North Benders hurrying to the water front as the Col. Michie steamed by on her way up the harbor with Major Morrow, U. S. Engineer, of Portland, standing on the bridge with Captain Reed and Inspector Goodwin.

When the Breakwater finally let up, the Michie answered with a deep throuty roar, similar to the whistles of deep-sea liners, and the sound was significant of the future, when whistles of a similar tone will be heard frequently in the local harbor from overseas craft.

Passes Steam Schooner.
The Col. Michie steamed on and as she passed the Porter Mill, the big steam schooner A. M. Simmonson, leading lumber at that point, followed the Breakwater's lead with a prolonged salute, which was in turn answered by the powerful steamer-dredge, which proceeded in the center of the channel up to the Marshfield dock of the steamer Alliance.

Every whistle, including the siren and the big roar of the C. A. Smith mill set up a salute in unison. Auto horns were tooted and even the whistle of the peanut stand let out a shrill note. It was a momentous occasion and half the population of the town hurried to the waterfront, where the members of the Port Commission were assembled to greet Major Morrow, Captain Reed and Inspector Goodwin.

Simpson Greets Morrow.
Louis J. Simpson stepped forward as the big craft was made fast to the wharf, and greeted Major Morrow, who was smiling over the railing of the bridge.

"Welcome back to Coos Bay, Major," he called, "and stay with us this time."

As soon as the United States officers could get ashore they were taken under the wing of the Port Commission and Chamber of Commerce and escorted to the Chandler Hotel.

In the meantime hundreds of people of the city scrambled aboard the craft and examined every nook and corner of the big ship. They blocked every gangway, entrance and exit and the officers and crew were compelled to stand back and let the curious hundreds have their way, until curiosity was satisfied and the decks were cleared for action.

Delayed by Gale.
"We should have been here yesterday morning as we had announced," declared Captain Reed, "but we ran into a stiff gale shortly after clearing from the Columbia and made slow headway for many hours, which delayed us almost a whole day."

The Col. Michie is a fine seaboat, however, and she stood the trip comfortably and without any inconvenience to anybody. She is in first-class shape and ready to go to work on the bar tomorrow morning. She has proved to be a great success and during her tryout at the entrance to the Columbia she picked up 999 cubic yards of sand in 67 minutes.

Start Work Tomorrow.
When asked about the time the dredge would start work on the bar, Cap. Reed declared that she would start right at it tomorrow, but that

DREDGE READY TO START WORK

Will Commence on Bar as Soon as Weather Settles—Brings Up Fish

Assistant United States Engineer G. E. Goodwin, of Portland, who arrived on the Coos Bay bar dredge Michie with Major Jay Morrow, declared today that the dredge would start work on the bar just as soon as the weather proved favorable. He declared work would have been commenced today if the entrance had been smooth.

Contrary to the general impression here, Mr. Goodwin stated that the dredge would be able to operate on the bar only when it is smooth, as there was a chance that the dredging arm, or tenticle, which sucks the sand from the bottom, would be injured from too violent motion on the part of the ship in heavy seas.

Goodwin in Charge.
Mr. Goodwin will be in charge of the dredging operations here for the next four or five weeks, or until the work is running smoothly and without prospect of a hitch. He will spend most of his time aboard the craft, making a close study of her work and the bar conditions at the mouth of the harbor.

Engineer Goodwin this morning saw several of the gold dredging machines being constructed at the Nelson Iron Works and he and Captain Reed were humorously considering taking the gold out of the sand sucked from the bar and making cigar money.

Sucks Up Fish.
Captain Reed stated this morning that during the tryout made of the bar dredge on the Columbia, her suction pump proved so powerful that hundreds of large crabs, skate, sole, halibut and dozens of other varieties of fish and sea life were drawn up from the bottom and piled into the six tanks taking care of the sand. He declared that large fish from three to five feet long had been drawn through the dredging arm by the suction pump, the fish coming through in pieces the size of the eighteen holes in the tenticle, which rests on the bottom when operating.

Will Remain Here.
Mr. Goodwin stated today that there was little prospect of the Col. P. S. Michie being used on the Columbia River, as she had been constructed exclusively for the deepening of the bar at the entrance to Coos Bay and would make this her home port. The total cost of the dredge is estimated to be approximately \$400,000, appropriated by the Government for the improvement of the local harbor.

One of the questions coming up first is the disposal of the sand taken from the inner part of the bar. The Michie can steam out to sea with it if necessary, but faster time can be made by securing some spot in the harbor where the sand can be dumped and this will be disposed of by the Port Commission. It is expected.

Keeps On Moving.
Captain Reed today stated that the dredge does not stay in one spot and dig the sand, but keeps on the move like a steamer running in and out of the harbor. She picks up the sand while going at the rate of one to one and a half miles an hour, cleaning out a long streak, and returning and repeating the performance. Rapid work can be performed under this method.

A feature of the dredging arm, or tenticle is that it will take up stones a foot long by six inches in diameter just as easily as the sand, and anything which is small enough to go through the eighteen holes in the end of the dredging arm has to come through to the tanks.

she would lay at the Alliance dock today to secure fresh water and a few things required before going to the entrance to the harbor.

Captain Reed is no stranger to Coos Bay, but has many warm friends here. He was connected with the boats of the Simpson Lumber Company for nearly eighteen years and first came to the Bay in 1874. He left here four years ago in charge of the tug Holyoke, which took the dredge Oregon away from Coos Bay.

Brings Good Dredge.
"You took a poor dredge away and brought back a good one, Captain?"

"That about hits it," replied the captain with an amused smile.

SMOOT BILL FAVORED.
WASHINGTON, D. C., Jan. 22.—The Smoot bill to open Alaska classified lands to homesteaders has been favorably reported.

OLD HARBOR MARK IS BLOWN UP

Bones of Tug Escort, Sunk 25 Years Ago, Being Removed for Dredge

Fifty sticks of dynamite exploded at one "bang" beneath the keel of the mud-covered skeleton of the old tug Escort, across the channel from the Alliance dock, yesterday afternoon failed to dislodge the bones of the craft which once furnished a bonfire for Marshfield citizens about twenty-five years ago.

The removal of the wreckage, including the heavy shaft, propeller and bolts still sticking out of the mud and timbers, has been ordered by the Port Commission at the request of Port Engineer Charleson and is being carried out by Julius Larsen and a force of four men. The wreckage lies in the pathway of the dredge Seattle and must be removed. It will be broken up by several heavy charges of dynamite and the pieces will be removed by the Larson derrick and scows.

The explosion of the dynamite yesterday shook the entire city and caused quite a little tidal wave to run over the mud flats across from the waterfront. The wreckers had moved to a safe distance, but the force of the explosion sent water-soaked wood a considerable distance, some of it dropping within a few feet of the Alliance dock. The first charge failed to dislodge the ancient hull, but knocked several

large chunks out of her, so that the next attempt will be more successful. The men will place another charge under the derelict at the next low tide.

The removal of the wreckage marks the passing of a well-known mark in the harbor. The Escort was a powerful sea-going tug of old-fashioned lines and was probably the first deep-sea tug in Coos Bay. She was owned by E. B. Dean until her services were no longer valuable because of her age, when he decided to wreck her. In disposing of her it was decided to use her as the means of shifting the channel further west by allowing her to sink on the east side of the deeper water.

This plan was approved at that time, and the whole town turned out to see the big tug burned to the water's edge and sunk at the point desired. This was successfully carried out and the wreck was the means of shifting the channel closer to the Alliance dock.

In deeper water, near the old Escort, are the bones of the old tug Messenger, which caught fire while moored to the Alliance dock one night many years ago. The fireman had removed the fire pan and taken it up town for repairs, and when he returned the tug was a blazing furnace. It was on this craft that Senator Harry Lane, as a young man, is said to have handled many a cord of wood to feed the fires under the tug's boilers.

NEW CRAFT IS SAND OCTOPUS

Will Take Soil From Coos Bay Bar Like a Devil Fish Draws Blood

Thirty-four men, including the captain and officers, compose the crew of the new bar dredge Col. P. S. Michie, which arrived in the harbor from the Columbia River this morning. Including the navigators of the ship there are United States engineers who will have charge of the dredging operations.

The officers are as follows: Captain, John C. Reed; First Mate, Fithyop Fjarem; Second Mate, Edward Langkow; Chief Engineer, John J. Daly; First Assistant Engineer, Meade; and Second Assistant Engineer, Knott.

Works Like Octopus.
The operation of the dredge on the sand bar at the entrance to the harbor will be similar to the manner in which an octopus draws blood from its victim. The Michie, however, has only one huge tenticle, the mouth of which is about twelve feet wide and four feet across. A dozen oblong holes, one foot long and six inches wide, are scattered of the surface of the tenticle's mouth. This is dropped down to any depth to 35 feet under water and drags on the bottom.

Knuckles stick out from the edge to allow a certain amount of water to be sucked up by the steamer along with the sand, which is drawn by a huge pump, twelve feet in diameter, into any one of six huge steel compartments or tanks, which will hold 1200 cubic yards of sand. The tanks can be filled separately or all together, and they can be emptied separately or all at once, by the operations of hydraulic levers.

The hydraulic levers open the bottom of the six tanks and allow the sand to fall through the bottom of the ship after she has steamed out to sea with her cargo of sand. When these are emptied she is returned to work and the tanks are filled again. At the rate of 999 cubic yards in 67 minutes, the steamer-dredge can remove an enormous amount of sand from the Coos Bay bar.

Has Huge Pump.
The power plant for operating the steamer is of 900 horsepower, while the pump for operating the huge suction pump, which draws the sand through the single huge tenticle resting on the bottom, down through the center of the ship's bottom, is of 750 horse power. The steamer also has two large dynamos for furnishing electricity on the ship, one being kept for an emergency. When not in use the huge tenticle in the ship's waist is elevated clear above the upper decks while all of the seven huge openings in the ship's bottom can be closed by hydraulic levers whenever required, either to take her sand cargo out to sea or when she is steaming between ports.

HAS FINE LAUNCH.
The bar dredge Col. P. S. Michie carries three life-boats. One is of the regulation type, a smaller one is fitted inside and a third lifeboat is a 25-foot power craft which is as able as the power lifeboat at the life-saving station. It is designed from the lines of the Columbia River fishing boat, but is finished in oak and mahogany. It is a fine looking craft and is equipped with a Sterling engine of eight horse power, which gives it a speed of over nine miles an hour. It will be used as a tender for the dredge and is capable of making the bar in ordinary weather.

The quarters of the officers and crew are very similar to those on a battleship and there is little chance of her suffering from a fire. The finish of the craft is principally in oak and there are bathrooms, showers and other features necessary for the health and comfort of those aboard the craft. The pilot house is extremely roomy, also the working quarters for the officers and engineers. The chart house is also roomy and is equipped like the quarters of an architect ashore.

At present the dredge will work

FRESHETS ARE NOT BAD YET

Coquille River Receding at Myrtle Point—No Mail Today.

The continued heavy rain is causing some slight freshets in Coos County, but nothing of a serious nature. All of the streams are swollen. Despite the prolonged rain, the rainfall since September 1 is about seven inches less than a year ago. The Coquille River is up high and at noon was about three inches over the local railway tracks at Schroeder's crossing above Coquille. The trains were able to get through all right. At Myrtle Point the river receded ten inches this forenoon.

Not as many logs are being floated out in the Coquille as was expected. The incoming mail had not reached here from Roseburg at 3 o'clock but was expected soon. It was delayed by a bad slide on the Brewster grade about four miles west of Sitkum.

Capt. E. George Smith, of Coos River, reported that Coos River was raising rapidly today.

About 2,000,000 feet of logs have been floated out of Hoek's camp in Smith Basin and about 4,000,000 more to get out. The logs were jammed near Sailor Jack's place, above the head of navigation this morning. The Coos River booms are all filled.

Clarence Gould floated his logs out on the freshet a few weeks ago.

only eight hours a day, as she will be required to have a double crew to work a double shift. The steamer, while built for dredging on a bar where the ordinary dredge could not live, will be able to operate among the smaller breakers, but when it is rough she will be unable to do much, and will devote her time to sucking up the sand on the inner side of the bar until the breakers disappear.

While there are dredges on the east coast which operate similar to the Col. P. S. Michie, the latter has many new features which make her the latest production for bar work. Her tryout on the Columbia proved to be a perfect success, according to the officers and they are confident that they can do a great work in deepening the channel to Coos Bay.

The Col. P. S. Michie was built for the United States government by the Seattle Shipbuilding and Construction company, principally for use on the Coos Bay bar. She was completed several months ago, but during that time she has been undergoing a series of trials on Puget Sound and on the Columbia River before being accepted by the Government.

The steamer is 245 feet long, has 44 feet beam, a 9-foot depth of hold and draws 11 feet of water when her water ballast is discharged.

INDIANAPOLIS, Jan. 22.—During 1912, 2360 miners, or 3.27 for every 1000 employed, were killed, according to a report made to the convention of the United Mine Workers by Statistician W. H. Fahy.

The convention engaged today in a debate over the seating of delegates delinquent in international assessments.

IMMIGRATION BILL DROPPED PENDING ANSWER TO JAPAN

NOTED AVIATOR PASSES AWAY

Chas. K. Hamilton, Famous Aeronaut, Succumbs Suddenly in New York

NEW YORK, Jan. 22.—Charles K. Hamilton, who gained fame as an aviator by flying from New York to Philadelphia and return, died suddenly at his home today. His wife was aroused by Hamilton's groans, but he was dead before a physician reached the house. The cause of death was internal hemorrhage. He was twenty-eight years old.

Hamilton was the victim of many falls in his aeroplanes, including one in Seattle in the spring of 1910. Recently he suffered a general physical breakdown.

Washington, D. C., Jan. 22.—After an executive conference the House Immigration Committee declined today to open hearings on the Baker bill to bar Asiatic immigration. Chairman Burnett declared the committee found itself not yet ready to proceed with the bill, and other members said they wished to hear from Secretary Bryan before taking up the measure.

The address of the Japanese minister of foreign affairs to parliament in Tokyo yesterday was read in the meeting and discussed. A communication from the state department was also received.

Secretary Bryan was optimistic today in commenting upon the diplomatic situation. He declined to say whether an answer would be delivered to the last Japanese note, presented by Viscount Chinda last August.

Measure to Bar Asiatics Held up Until Secretary Bryan Is Heard From

NIPPONESE ADDRESS READ TO COMMITTEE Secretary of State Optimistic Over Diplomatic Situation As to Japanese

WASHINGTON, D. C., Jan. 22.—The Senate recessed late today until noon tomorrow without having reached a final vote on the Alaska railroad bill.

WASHINGTON, D. C., Jan. 22.—The project of the Government owned and operated railroad in Alaska was up for a vote in the Senate today after nearly two weeks' debate. It had been agreed to begin the roll call at four o'clock. The subject is yet in its first stages of debate in the House, where delegate Wickersham, of Alaska, has offered the measure virtually the same as the Chamberlain bill.

WHITE SLAVER GROWS WEALTHY LEADER OF RING TRADING IN EUROPEAN WOMEN ARRESTED IN SAN FRANCISCO—BOASTED PROTECTION FAILS HIM.

WASHINGTON, D. C., Jan. 22.—Emile G. Ducoin, said by the police to be the leader of a white slave ring, was arrested last night in his handsomely furnished residence. The police refused to permit him to ride to jail in his own auto. He spent the night in a cell.

Ducoin is said to have amassed a fortune of \$400,000 in a short time. The police say he openly boasted he was enjoying protection and defied the white slave squad to arrest him.

He is alleged to have traded extensively in European women of the underworld. He prevented their deportation by marrying them off to impeccable men who lent their names to the women for the payment of \$100. Ducoin came here from Johannesburg, South Africa, two years ago.

O'SHAUGHNESSY AIDS MEXICAN

HELPS DEPUTY THROWN IN JAIL BY ORDER OF HUEIKTA, TO MAKE HIS ESCAPE FROM MEXICO CITY.

MEXICO, Jan. 22.—Jorge Vera Estanol, one of the 110 deputies thrown into jail by President Huerta on October 10, 1913, was smuggled out of town last night by Nelson O'Shaughnessy, American Charge d'Affairs, and sent safely on his way to Vera Cruz.

Estanol is a prominent attorney and was Minister of Public Instruction in the cabinet of the late President Madero, and was released from penitentiary by an order of court. Estanol and friends, believing his life in danger, appealed to O'Shaughnessy, who got a private car with great secrecy put Estanol aboard. The car was then attached to the regular train for Vera Cruz, from which point it is assumed Estanol will sail at once. Rumors have been current in the Federal capital for the last two days that Estanol and Rudolfo Reyes, former Provisional Minister of Justice, had been secretly executed. The latter, however, is still in penitentiary.

ISSUES ORDER FOR OFFICERS

Emperor William Instructs Men Not to Lean on Arms of Women

LONDON, Jan. 22.—A Berlin dispatch to the Daily Mail says the Emperor has decided that hereafter no army officer is to take the arm of his wife or any other woman when walking. If there is to be any holding arms, the woman must do it.

The new order is inspired by the Emperor's belief that leaning for support on the arm of a woman companion is not conducive to manly bearing.

2360 MINERS KILLED IN 1912

STATISTICS SHOW THAT MORE THAN 3 IN 1000 EMPLOYED MET DEATH IN UNITED STATES DURING YEAR 1912.

INDIANAPOLIS, Jan. 22.—During 1912, 2360 miners, or 3.27 for every 1000 employed, were killed, according to a report made to the convention of the United Mine Workers by Statistician W. H. Fahy.

The convention engaged today in a debate over the seating of delegates delinquent in international assessments.

SENATE TAKES SHORT RECESS

WASHINGTON, D. C., Jan. 22.—The Senate recessed late today until noon tomorrow without having reached a final vote on the Alaska railroad bill.

WASHINGTON, D. C., Jan. 22.—The project of the Government owned and operated railroad in Alaska was up for a vote in the Senate today after nearly two weeks' debate. It had been agreed to begin the roll call at four o'clock. The subject is yet in its first stages of debate in the House, where delegate Wickersham, of Alaska, has offered the measure virtually the same as the Chamberlain bill.

Weeks may elapse before the House acts. The Chamberlain bill as amended in committee, would authorize the President to construct about 1000 miles of railway at a cost not to exceed \$35,000,000, to connect Alaska's coast with the interior country. Full discretion is left with the President to select a route.

The proposed amendments providing for a Government steamship line to Pacific Coast ports and for the Government operation of coal mines in Alaska were rejected by the committee, but are expected to be brought up again on the floor.

Three Republican Senators, Jones, Borah, Kenyon and Poindexter, Progressive, supported the bill in lengthy arguments during the debate, and Senator Norris also indicated his intention to vote for it. Williams and Bankhead, Democrats, opposed it. Virtually all opposition revolved around the principle of Government ownership of railways.