

COOS BAY TIMES

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Official Paper of Coos County

Entered at the Postoffice at Marshfield, Oregon, for transmission through the mails as second-class mail matter.

Dedicated to the service of the people, that no good cause shall lack a champion, and that evil shall not thrive unopposed.

SUBSCRIPTION RATES.

DAILY.
One year\$6.00
Per month50

WEEKLY.
One year\$1.50
When paid strictly in advance, the Subscription price of the Coos Bay Times is \$5.00 per year or \$2.50 for six months.

Address all communications to
COOS BAY DAILY TIMES
Marshfield : : : : Oregon

PROGRESS TOWARD THE UNSINKABLE SHIP IS MADE.

THE Titanic remained afloat two and three fourths hours after the icebergs had ripped her open. This fact suggests the road that shipbuilders must take toward the unsinkable ship. The Titanic sank because the bulkheads and the decks strained by the pressure of the invading water had nothing on the other side to oppose the pressure. As the partitions gave way more and more space within was inundated until the vessel's reserve of buoyancy had been annihilated.

Additional security was the need. To provide it and at the same time not overstep the bounds of practicable weight and reasonable cost was the problem. W. W. Weatherpoon, once a worker with caissons, claims to have done so and by means of compressed air.

He makes every watertight compartment of a ship a potential caisson and supplies simple facilities with which to fill these caisson compartments with compressed air when water enters and thus to expel it. Not flooded areas alone but adjacent ones, are filled with air pressure. The air in the unpierced compartment reinforces the bulkhead between it and the injured compartment, the penetrated area is backed by broad areas of the structure of the ship and there is little likelihood of the partitions that immediately face the pressure from the water being burst.

The method and its appliances have been thoroughly tested on an armored cruiser and have satisfied the requirements of practicability. The system has been applied to the salvage, repair of a large Atlantic liner and of another steamship. But for the employment of compressed air and the methods of the caisson the immensely valuable boats would have become hopeless wrecks.

It looks as if the substantial remedy has been found against the collapsing of decks and bulkheads under pressure of vast volumes of invading water.

PROTECT THE PRODUCER.

OREGON, and the states along the Pacific coast, MUST PASS LAWS FOR THE MARKING OF EGGS IN ORDER THAT CONSUMERS MAY BE PROTECTED AGAINST CHINESE EGGS BEING SOLD AS THE HOME PRODUCT.

There is no way to keep out Chinese eggs, under the present tariff law; but there is a way to make these eggs so to consumers under true colors. And there will not be many consumed as, Chinese eggs. There must also be a checking upon the Oregon law providing for the proper branding of butter says the Salem Statesman. Thousands of tons of Australian and other foreign butter come to this coast. Does any one knowingly ever eat this foreign butter? The producers of Oregon owe it to themselves to put on guard in legislative and other state offices men who will protect their interests. If they cannot get direct action through their elective officers, supposed to be representing their interests, for which they are drawing public money, THEY MUST ORGANIZE AND PUT MEN ON GUARD AT THEIR PRIVATE EXPENSE WHO WILL LOOK OUT FOR THEIR INTERESTS. It is a condition and not a theory that confronts the Oregon producers.

MUSIC AND MUSICIANS

THE communication printed in the Times recently, concerning the number of excellent musicians on Coos Bay was a deserved tribute to this branch of culture, which is happily well developed here.

We pride ourselves on being democratic here, but we have never yet in this land learned how to democratize art. Art of every sort is less democratic here than in any civilized country.

When we do try to make art democratic we are likely to turn it into charity for the uplift of the poor, or else let someone lower the standard and substitute a worthless popular imitation.

Old Tolstoy used to lament it's the fact that the great music of the world instead of being what it was really intended to be, the artistic expression of the deepest experiences in the human spirit, was becoming a mere amusement of the wealthy.

When art and music are genuine they are something like religion; they rise inevitably and unrestrictedly out of the great common life of the world. The artist interprets us to ourselves, and gives us back the unspoken secret of our human life. Art is properly the heritage of the whole race.

Music is still too much of a society affair among us.

We have not succeeded in making it a real part of our daily life. We still regard it somewhat as a luxury, something added on, a sort of intellectual "jack" which we are willing to pay handsomely for at rare intervals—like taking a holiday.

Music will never come into its own

The accompanying illustration shows the principal points of interest in Mexico, including Vera Cruz, which the Americans occupied and where the first gun in the war was fired. Vera Cruz has a population of about 35,000.

until we make it a part of the daily life of the people, until we can bring it within the reach of all who care for it. Every artist understands this and longs for it.

It ought to be so that every poor family could frequently hear the best music. The Marshfield band happily makes provision to supply this in part.

Coos Bay is rapidly requiring a reputation as a musical center, but the musical interest is too much restricted. You find almost always much the same crowd at all concerts except the band concerts. People generally do not think that music belongs to them—as in certain foreign cities.

There are places where music is understood and discussed in home and shop and street, and where it gains the same intense popular interest that politics does in Oregon.

Here is an ideal for "Greater Coos Bay," and you can realize it too, if more people will only think of our city, not simply as a market place, but as a great common home where men and women live and children are going to be given about the only mental life that most of them will ever know. There is nothing too good for them.

DERELICTS AT SEA.

WHEN the "Oklahoma," an oil-tank steamer, suddenly broke in two during a terrific gale which swept the North Atlantic last January, the stern part sank quickly, while the forepart, upheld by the air retained in its bulkheads, floated and, lying in the steamer lanes, formed a serious menace to commerce. The wireless brought six vessels to the rescue, of which the United States revenue cutter, "Seneca," known as the "derelict destroyer," was among the first, and after the rescue of the half dozen officers from the wreck, the "Seneca" guns fired solid shot into the derelicts hull until it sank.

Derelicts and disabled vessels often drift more or less under the influence of wind and wave. The ocean currents are known and their direction and speed charted so that allowance may be made in seeking a lost or helpless ship. But to find quickly a waterlogged hulk in a tract of ocean as large as Texas, Oklahoma, Colorado and New Mexico combined, is a task which seems to the landsman all but impossible. Yet the revenue cutter service has worked out methods for covering such large areas quickly and thoroughly.—Popular Mechanics.

CITY OWNERSHIP

THE forward march of city ownership of public utilities is indicated in the following editorial from the San Francisco Examiner telling of the manner in which Oakland is seeking to secure public ownership of the water company.

Oakland and its closely connected neighboring municipalities are offered the properties of the People's Water Company at a price to be fixed by the State Railroad Commission. The terms of the offer are that if the people of Alameda county shall vote to establish a local water district, embracing the municipalities, the People's Water Company will give the trustees of the district an option of purchase good until January 1, 1915, at the price established by the Railroad Commission, acting as a board of appraisers.

This seems to us an eminently fair

proposition, and one that should be accepted quickly. It is evident to any thinking person that municipal ownership of public utilities will alone satisfy the population of our California cities. The example set by San Francisco in its successful administration of municipal street railways has lighted the way to universal city ownership of all the utilities.

It is only a matter of time when the transbay cities will demand ownership of their water supply, and the longer the necessary purchase of the private water properties is postponed, the greater price there will have to be paid.

We think the proposal of the private ownership is as reasonable as a business proposal could be. The people have the better part of a year in which to decide whether they wish to exercise their option at whatever price the arbitrators fix. If the price does not suit them, they are not bound to buy. Such an option we think, would fetch quite a price of itself in the ordinary course of business—and it is offered without price.

We do not wonder that the commercial organizations of the transbay cities are unanimous in urging the Supervisors to submit the matter at once to a vote of the people. And we take it for granted the proposal will carry by a very large majority.

CRUEL JOKE.

Archie Johnston, traveling salesman for the Pacific Hardware & Steel Company, was parading around the other day with fire in his eye in search of Little Willie Reichers, and said that if he should meet the gentlemen he would show him the efficiency of his "stiletto."

According to the best information at hand, Johnston was sitting leisurely around the lobby of the Chandler one evening during the last week and was met by Harry Bultman, who asked: "Where are all the ladies tonight?"

"I don't know," said Johnston, "but I wish I had a date."

Bultman walked toward the door and left the hotel.

A few moments later a phone call summoned Archie to his feet, and after a hasty conversation he hung up the receiver and was met by Willie Reichers, who had just entered the hotel. Johnston informed Reichers that a young lady friend of his wanted to see "her Archie" outside the Grand Theater in North Bend immediately.

"Well go ahead," said Reichers, "maybe she's waiting for you now."

With this remark Johnston jumped into a Goral & King car and started for North Bend in all haste, arriving there to find no Grand Theater. Johnston made another inspection of the town before giving up the chase, but found no "lady" who would even as much as say "hello."

He returned to the Chandler and was met by "Where have you been, Archie—over to North Bend?"

From this remark Johnston swears that Reichers put up the whole job on him. Reichers denies this, however, and when seen to-day said that he only wanted to advise Archie and knew nothing of the deal that someone "pulled" on his friend.

The feminine desire to get her money's worth never induces a Coos Bay woman to have her skirts made too large.

FACTS ABOUT MEX. CITIES

Vera Cruz is the most important port in the state of Vera Cruz and is 192 miles east of the City of Mexico on the Bay of Campeche. The city extends in a semi-circle along the coast for a mile, facing the fortress of San Juan de Ulua on a rocky islet, a half mile from shore. The harbor consists of 3 openings only two of which are available for vessels of ordinary draught. It has ample dock facilities. It has an unhealthy location being surrounded by sand dunes and stagnant marshes. On account of the prevalence of yellow fever, it has been called the "City of the Dead."

It has the finest hospital in Mexico, Hospital Gutierrez Zamora. The population of Vera Cruz in 1900 was 29,164.

Tampico.

Tampico, in the state of Tamaulipas, at the mouth of the Panuco river has a low unhealthy location being surrounded by lagoons and marshes. It rivals Vera Cruz as a commercial port, it has made recent harbor improvements, jetties and a breakwater being built.

It is the terminus of two railroads and is the commercial outlet for the northeastern states of Mexico. Its principal exports are oil mining products, wood, honey, wool, hemp.

The quantity of oil which Mexican fields furnished in 1911 was between 6,000,000 and 12,000,000 barrels per month.

The Waters-Pierce Oil Company has extensive oil interests in Mexico, its headquarters being at Tampico. The oil discovery was made in Mexico about thirteen years ago, prior to which Mexico had been importing oil from the United States. The oil field is extensive. An English syndicate, known as the Pearson and Lord Cowdray interests and after a bitter war with the Waters-Pierce Company are said to have gained the upper hand, controlling about sixty per cent of the business in Mexico. President Diaz became angry with the Waters-Pierce company for charging high prices for oil and is said to have aided the English syndicate and the rivalry between the oil interests is said to have been a cause of the recent extensive rebellions.

AMERICAN VICTIMS OF BATTLE OF VERA CRUZ.

GALVESTON, TEXAS, April 21.—The American Marines killed at Vera Cruz were Coxswain Shoemaker, Corporal Haggerty, seaman Paine and three were of the battleship Florida. The name of the fourth man could not be learned. The wounded included are C. D. Cameron, J. F. Piese, C. L. Leahy, U. Schwartz, seaman of the Florida, Electrician Geisbourn, of the Florida, D. D. Mc Millan Private, of Marine Corps from transport Prairie.

ATLANTIC FLEET IS IN VERA CRUZ HARBOR

VERA CRUZ, April 21.—Rear Admiral Badger commander in chief of the American fleet has arrived here with five ships. He was immediately ordered to Tampico. He will divide the fleet at his discretion.

AID AMERICANS NOW IN MEXICO

President Wilson Wants \$500,000 to Bring Refugees Home At Once.

WASHINGTON, D. C., April 22.—Rear Admiral Fletcher's proclamation to the people called on them in the interest of humanity to co-operate with him in restoring order. He said they should carry on their municipal government as before and the United States would merely hold the custom house and patrol the city.

WASHINGTON, D. C., April 22.—The President sent to Congress a message to Congress asking for an immediate appropriation of \$500,000 to be used to bring Americans now in Mexico back to the homes in the United States.

VERA CRUZ, April 22.—Mexican sharpshooters occupied roofs of houses in the central part of the city this morning and were able to fire down on marines and bluejackets as they neared land from the vessels lying off shore.

U. S. THREATENS TO USE BIG GUNS SOON.

WASHINGTON, April 21.—A dispatch from Rear Admiral Fletcher received at 7:20 p.m. announced that desultory firing was in progress. He said that he was holding that part of Vera Cruz in vicinity of the railroad yard, custom house and consulate.

Rear Admiral Fletcher warned Gen. Maas that the big guns of the American fleet will be used unless he stops his men from firing. Fletcher said that he had fired only when his men were fired upon so far. There are now about 1,000 American Marines and bluejackets in town.

PACIFIC SIDE TO BE GUARDED

United States Hastens Vessels and Marines Southward for Mexican Duty.

WASHINGTON, D. C., April 22.—Secretary Daniels announced that the battleships Georgia, Virginia and Nebraska were ordered to leave San Francisco for Vera Cruz tomorrow and the cruiser West Virginia at San Francisco and four torpedo boats at San Diego to join Rear Admiral Toward at Mazatlan, on the Pacific coast of Mexico.

SCARED AT TAMPIO.

TAMPIO, April 22.—Grave fears are felt here for the safety of hundreds of Americans, including women and children, in the oil city at Topila and other river points interior camps. All these Americans are said to be unarmed and defenseless.

STOP ARM SUPPLIES

WASHINGTON, D. C., April 22.—Navy Board recommended a resolution of the embargo on arms and Mexican order and the matter has been taken up with Secretary of War Bryan, who now has it under consideration.

PACIFIC FLEET ORDERED TO PREPARE FOR

VALLEJO, Cal., April 22.—News were received at the Navy Yard for the cruiser Albatross to proceed to San Francisco harbor tomorrow and be ready for Mexican duty. The cruiser Dakota and collier Jupiter sailed for San Diego today. The Jupiter carried 300 marines and the Dakota 500.

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