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CAPT. DAVENNY SAYS NEED OF COUNTY IS BETTER WATERWAYS

Pays Glowing Tribute to Coos Bay People for Taking Initiative.

TRANSPORTATION IN GENERAL HIS TOPIC

Expresses Hope That Rivers and Harbors Bill Will Pass By Big Majority Vote.

"The paramount need of the country at this time is the development of all means of transportation. Supplement the railroads by the proper development of the waterways and by all means help build up the terminals of the country," said Captain Wilson I. Davenny, field secretary of the National Rivers and Harbors Congress, in an address on National Waterways before the members of the Chamber of Commerce last night.

"I must take my hat off to the people of Coos Bay," said the speaker. "In recognition of the splendid service you have rendered. Your contributions toward the development of your waterway have been most generous, which gives promise that the dreams of your most enthusiastic citizens will be realized in actuality."

"No matter how big you may grow you must always cherish the means of transportation that made you what you are. You will welcome the coming of the railroad and of course you will sustain it along a reasonable line, but remember that your bay is your primitive channel of commerce and that it should be deepened and widened to float the largest vessels that plow the oceans."

Waterways' Importance. Captain Davenny said that the greatest commercial and industrial activity is found along the waterways. He dwelt at length on the magnitude and importance of transportation in relation to the highways, and waterways. Captain Davenny declared that undue exaction for the sake of transportation is foolish, but, he added, "Commerce does not create facilities—it is facilities that create commerce."

Captain Davenny said that mileage is not the commercial measure of distance. To illustrate his point he compared the difference in freight rates in relation to the development of waterways. He said that the cost of carrying one bushel of wheat from New York to Liverpool had been reduced from 23 cents to 3 cents as a direct result of deeper channels.

Referring to other methods of transportation, Captain Davenny said that where it cost 25 cents to haul a ton of cargo one mile over an improved highway it can be hauled for 10 cents a ton over an improved highway. He said that where it cost seven and two-tenths mills to haul a ton of coal one mile by rail, the same amount can be carried the same distance by the water route for one-third of a mill per ton, or one-ninth of the cost by rail. In other words, he said, \$1 will carry a ton 1250 miles by water.

Makes Comparison. Captain Davenny gave a lot of interesting statistics and data dealing with the waterways system in Germany and other European countries. He said that Canada, with a population of a little more than 8,000,000, has spent more than half as much as the United States with a population of over 100,000,000, in the development of its waterways.

"We must pay more attention to the development of our waterways," he said. "Your harbor must be deep enough to invite the vessels from the Far East. Let them come into your port, get your product and take it back to the Orient, and you will be amply repaid," said Captain Davenny.

The Government will not help in the development of waterways unless the community can recognize the propriety of it all. What frontage? What terminals? These are the first questions propounded by the Government before making appropriations, declared the speaker.

The National Rivers and Harbors Congress is in no sense a lobby, he added. It was formed merely for the purpose of arousing sentiment and for arriving at the proper appropriations to be allotted to the different ports.

Very Enthusiastic. Captain Davenny was a most enthusiastic speaker and certainly is heart and soul in favor of the passage of the Rivers and Harbors Bill. He read an article which appeared recently in a Portland paper, which predicted that the bill would meet with overwhelming defeat. He said it was nothing more than a reflection on the United States engineers.

FINE PEACHES RAISED HERE

J. D. Hayes Will Have Excellent Crop at Roland—Apple Crop Poor.

J. D. Hayes has one of the finest crops of peaches on his two-acre orchard at Roland Prairie, in the upper Coquille country, that one could wish for, according to F. A. Golden, who recently visited it. The orchard is a young one and this will be the first good crop Mr. Hayes has secured from it. With the exception of the row of trees along the north side, the orchard is heavily laden with much better fruit than is now shown in the stores and which come from California orchards.

Mr. Golden today brought over some fine peaches which were picked off trees in Coquille City. With the exception of the orchards at Bridge, the apple growers of the county will have the poorest crop in years, Mr. Golden says. At Fairview, where they generally have some fine Gravensteins, they will have practically nothing. On Coos River and in most of the Coquille Valley, the condition is the same, the late frost, following the warm weather in March, killing the buds. However, the Bridge district escaped.

About one-third of the rural schools in the county are now in session. "That is above politics," declared the speaker. "The pork barrel system will not have a chance to work and it never did work for that matter."

He declared that the time is passing when a Congressman will vote for a worthless measure in exchange for the vote of a man he favors by so doing.

Tribute to Bay. Captain Davenny paid a tribute to the people of Coos Bay when he said that backed by their faith and courage they did not wait for the government to meet them half way, but on the other hand took the initiative and went ahead with the development of the waterway.

Captain Davenny said that in the past few weeks he had traveled over many hundreds of miles and that here he has found the largest per capita of bond issue of which he has any knowledge—\$40 per capita at 5 per cent.

In dealing with the importance of cheap transportation, Captain Davenny said that it will bring the raw material into the cities and as a direct result it means more factories and a larger city. He pointed out that one-tenth of the standing timber in the United States is tributary to Coos Bay. That subject alone, he said, suggests a rational movement for a better waterway.

In closing, Captain Davenny mentioned the fact that J. W. Bennett had been vice president of the Rivers and Harbors Congress for Oregon since its organization in the year 1901. He also paid a tribute to Joe Teal, of Portland. He declared that Mr. Teal is bigger than the community in which he lives and that he has done a remarkable lot of good for Portland and Oregon in general in the development of its waterways.

Bennett Presides. Captain Davenny was introduced to the large audience by Mr. Bennett. He gave a brief outline of the work and purposes of the Rivers and Harbors Congress. In that connection he said that the organization meets annually at Washington, D. C., and that steps are being taken to have the meeting held in San Francisco next year, during the Panama Pacific International Exposition. Bennett praised the work of Captain Davenny and said that he was the first member of the Rivers and Harbors Congress to visit Coos Bay.

Captain Davenny was a member of the staff of the New York Tribune for several years, was one of the founders of the United Spanish War Veterans, and the founder and publisher of the Spanish War Review, the official paper of that organization.

During the past sixteen months he has traveled 15,000 miles on the Atlantic, Gulf and Pacific coasts, in the interests of the National Rivers and Harbors Congress. He has been on the Pacific Coast since January, having come to address the Inland Waterways Congress at its meeting in San Francisco. Since then he has addressed numerous organizations interested in the line of development he represents.

LEAVE TODAY ON REDONDO

Steamer Sails for San Francisco and San Pedro—Cheese Shipped from Here.

The Redondo sailed at noon today for San Francisco and San Pedro. She had a cargo of lumber and considerable miscellaneous freight, including 300 cases of cheese from C. E. Broadbent at Myrtle Point. Among those sailing on her were: Ben Markowitz, S. D. Allen, D. H. Townes, Wm. Wightman, F. A. Roberts, J. C. Harvey, Chris Erickson, John Strom, M. Chick, Ella Houghton, Miss Mordecai, H. A. Thomas, Miss Martha Thomas, Steve Herman, A. Larson and F. J. Wilson.

SPEND NIGHT ON MUD FLAT

Constable Cox Has Strenuous Trip to South Slough—Gets Mining Machinery.

Constable W. B. Cox arrived home at 3 o'clock this morning after one of the most strenuous trips he has had in a long time. They left here yesterday morning and their launch got hung up on the mud flat at South Slough and they had to wait until 1 o'clock this morning for the rising tide to release them.

He went down to replenish the mining machinery of J. F. Telander which Addison Cook and Chas. Lash held. Telander operated the black sand machine for a time and then sold it to Lash and Cook and they failed to come through on the payments, so he replevined it. Mr. Telander accompanied Constable Cox down. Capt. O'Kelly of the launch Marshfield took on a special South Slough pilot to avoid getting stranded, but his precaution availed nothing.

SALOON CASE ENDS QUEERLY

Two Strangers Alleged to Have Attempted to Blackmail Bartender.

Otto Hill and John Hill, two foreigners who came originally from Astoria but who have been working on the railroad work, spent last night in jail following an alleged attempt to blackmail Otto Edlund of the Svea Saloon.

They claimed to be father and son and had been making the rounds of the saloons. They were first at the Brewery Saloon and Billy Cox thought the boy looked too young and made him sign a statement that he was over twenty-one before he was given any beer. From there they went to the Svea bar, where they got beer. Then they are alleged to have proceeded to the police station and wanted the bartender arrested for selling liquor to a minor. The officers took them into custody as well as Edlund. Prior to their being arrested, it is claimed that one of them went to Edlund and told him that if he would give them \$20 they would not prosecute him. He refused.

This morning they failed to prove their charge against Edlund and the matter was dropped. There is talk of prosecuting them.

PERSONAL OVERFLOW

BORN

PADDOCK—To Mr. and Mrs. Harry Paddock, at their home in Gladstone, Or., Saturday, July 25, a son, their second boy. Mrs. Paddock will be remembered as Miss Beth Bradley, daughter of Mr. and Mrs. W. C. Bradley of Marshfield.

E. H. FISH, of Bandon, is a Marshfield business visitor today.

MISS ELLEN RUDNAS will leave Monday to visit relatives in Eureka. Her cousin, Miss Stella Hanell, of Eureka, who has been visiting here, will return to Eureka with her.

Three Arrested.—Frank Ward was arrested today by Marshal Carter for begging. He had \$4.85 and was released on promise to leave town. Ed Quinn, who has been in about once a month for the past year, and Tom Hale and a man named O'Neil were arrested last night for drunkenness.

EVENING PAPER CHANGES HANDS

Oregonian Publishing Company Transfers Portland Telegram to New Company.

PORTLAND, Or., July 25.—The Evening Telegram has been sold by the Oregonian Publishing Company to J. E. Wheeler, his brother, L. R. Wheeler, and John F. Carroll, for eight years the managing editor of the paper, it was announced today. J. E. Wheeler stated that Carroll will continue in his present position. The transfer of the Telegram becomes effective next Monday if no hitch occurs. The Wheeler Brothers are wealthy timber owners.

CURRY LANDS ARE ENTERED

Government Throws Open Additional Tracts in Siskiyou Forest Reserve.

MEDFORD, Or., July 25.—Word has been received by Supervisor McDuff of the Siskiyou National Forest that several parcels of land within the forest have been listed with the Secretary of the Interior to be opened to entry under the forest homestead act.

An area comprising eighty acres in section 5, township 32 south, range 14 west Willamette meridian, was applied for by J. W. McKenzie of Port Orford, Oregon.

A second area was applied for by R. R. Copley of Marial, Oregon, and comprises 62.50 acres in section 14, township 33 south, range 9 west, Willamette meridian.

A third area, including 85 acres, was applied for by Frank Sherman of Wedderburn. It is located in unsurveyed section 28, township 34 south, range 13 west, Willamette meridian.

MUCH COMMENT ON ODD FLOWER

Plant Generally Called Indian Pipe on Coos Bay Causes Botanists' Discussion.

The following dispatch from Cottage Grove will be of interest here, as "Indian Pipe" is found in considerable quantities near Marshfield and especially in the waterworks reserve west of town.

"An exquisitely beautiful and supposedly strange flower and so rare that old-timers who have tramped nearly every section in this vicinity have never heard of it, has been discovered in large quantities along Layng Creek in the Umpqua Forest Reserve. The flower is a pure waxen white, the stalk, stamen and pistil being of the same uniform color. It grows about 18 inches in height and then turns earthward, taking the appearance of a delicate waxen pipe. The flower has been found only in moss in the low and heavily shaded creek bottoms. Seen from a distance a clump of the flowers has the appearance of snow growing from the ground. So delicate is the flower that when plucked it turns black within a few minutes, and it is therefore impossible to get the flower to the city in a condition for botanical examination.

"J. E. Young, who is quite familiar with the flowers of the surrounding country and a student of botany, at first declared the flower to be the monotropa uniflora or monotropa hypophytis, both of which are much alike and are commonly called Indian pipes. They grow under the same conditions as the newly found flower and answer the description in many ways. One distinctive difference between the newly found flower and the Indian pipe is that the ends of the stamens and pistils are of a golden color, while those who found the new flower claim that in this case the pistils and stamens are white.

Harvey Taylor, who is familiar with the Indian pipe, made a trip to the reserve to convince himself that the flower found there was the pipe, but upon seeing it he decided that it was not, and no one has been found who knows what the name of the stranger is.

LAUNCH FREAK leaves every day at 1:30 p. m. for SOUTH COOS River. Docks at CENTRAL AVENUE ship.

SERVIA AND AUSTRIA-HUNGARY ARE PREPARING FOR WARFARE

BIG SAWMILL BURNED TODAY

Fire Causes Loss of \$300,000—Many Are Thrown Out of Employment.

KALAMA, Wash., July 25.—The Mountain Timber Company's big sawmill, including the main dock and office building, was totally destroyed by fire early today with an estimated loss of \$300,000. It burned so rapidly that efforts to save it were futile. From eighty to 100 men are thrown out of employment.

WILSEY HERE BUT RETICENT

Portland Promoter Has Little to Say About Plans—Expects English.

W. J. Wilsey, the Portland promoter, whose plans for taking over the Kinney properties have caused much speculation, arrived here late yesterday but was rather reticent about his trip. He said that he was merely looking after his holdings on the Bay. He bought heavily in North Bend a year or so ago.

Mr. Wilsey, in talking with friends here, intimated that there might be big developments in the railroad situation here before long. On his last visit he declared that the through coast line to San Francisco would come soon, but this time he intimated that there might be a new railroad project which would mean more to Coos Bay than the Coast road. This would be an east and west road across Oregon from Coos Bay.

Mr. Turner, who was here with him a couple of years ago, and who is said to be the Duke of Portland, a wealthy English promoter, is expected to join Mr. Wilsey in Portland before long. The inference is that the English syndicate headed by Mr. Turner is behind the new railroad project.

Mr. Wilsey and the English syndicate started the Pacific Great Western from Eugene to Coos Bay and this was later taken over by the Southern Pacific. Some claim that it was this project that hastened the Southern Pacific in building the Coos Bay-Eugene line now under construction.

AMATEUR PERFORMANCE PRONOUNCED EXCELLENT

Marshfield Young People Acquit Themselves with Credit.

The amateur performance of the Snowball, given by a group of Marshfield young people under the direction of Miss Frances Roberts last evening, was pronounced excellent by all in attendance and the performers are so well pleased with their reception that they have decided to repeat the farce on August 3. There was a good house and the receipts were satisfactory.

HAD BIG CARGO.

Over Half Million Feet of Lumber, 10,000 Posts and 2000 Ties.

The Grace Dollar, the largest capacity lumber schooner plying between Bandon and California points at this time, left Sunday evening, carrying what is said to be the record cargo from this port. The load comprised 525,000 feet of lumber from the Johnson mill, and 10,000 shipped by George Laffaw for F. L. Botsford.—Bandon World.

TERRY RELEASED.

W. B. Terry made a very short stay with Landlord Landreth at the court house. He was brought over here from Marshfield Monday in default of payment of a judgment and incarcerated. But when his creditors discovered that in order to keep him in jail they would have to put up for his board they didn't want him there half as badly as they thought and he was released yesterday.—Coquille Sentinel.

Try the chicken dinner at Goodwill's on Coos River tomorrow.

The LADIES OF EMPIRE will give a DANCE and SOCIAL at EMPIRE Hall SATURDAY evening, July 25.

ALL LOYAL MOOSE WILL ATTEND MEETING Tuesday evening.

Austria insists That European Powers Must Not Intervene Between Two Countries.

PREPARING TO INVADE SERBIA IMMEDIATELY

Unofficial Reports Say Danger of Conflict Is Considerably Lessened Late Today.

The news that Serbia had given in was received from an unofficial source. Its reliability is such, however, that the message is accepted as official. It is understood here that Serbia's final surrender is unconditional. It is considered that the danger of war is over.

VIENNA, Austria, July 25.—Austria has semi-officially rejected attempts by other powers to intervene between Austria and Serbia.

Arrangements are being made to invade Serbia unless the latter replies satisfactorily by 6 p. m. to Austria's demand. It is reported that a general mobilization will be ordered tonight.

Shortly before 6 o'clock the Austro-Hungarian Minister at Belgrade presented a note to the Serbian foreign office saying that the Serbian reply to the demands was unsatisfactory. He also refused to extend the time limit for a further consideration. The Austro-Hungarian Minister and staff then left Belgrade.

Orders for the mobilization of the Serbian army were given this afternoon. The King of Serbia, with his court and garrison, are leaving the Serbian capital as it is too open to attack. The Serbian government is to be conducted from Kragujevac where there is an arsenal and an arm and ammunition factory.

It is rumored that shortly after 6 o'clock Serbia had accepted all demands, but this was unconfirmed.

NOT HOT TODAY.

Despite the many complaints today, the thermometer only showed it to be 74 above. On July 18 it was 76 and on May 21 it was 87.

FISH CANNERY FOR BAY CITY

Within the past few days work has been started on the building for the new fish cannery and cold storage plant to be located at Bay City. The building will be 64x98 feet and among other up-to-date facilities will include an ice-making plant with capacity of ten tons per day. The building will be used for handling Tillamook Bay salmon, both fresh and canned, and its estimated cost will be between \$25,000 and \$30,000. In addition to the main building, the company will erect a dock 32x80 feet for the accommodation of the fishermen, and will also build drying racks for nets.

ROSEBURG ROAD IMPROVED.

Travelers coming in from Roseburg over the Myrtle Point station report that work has been started on the construction of three miles of new road just the other side of Camas Valley that will greatly reduce the grade. The new route, instead of climbing part way up the mountain as the present way does will skirt the creek very closely, an lessens considerably the climb on or of the worst sections of the who road.—Coquille Sentinel.

PLAN NEW SAWMILL.

EUGENE, Or., July 25.—A new sawmill will soon be erected at Job Station, the present terminus of the Willamette Pacific trains, thirty-seven miles west of Eugene, in the Coast Mountains. The Joler Lumber Company has been incorporated for the work of erecting the mill will begin this month. The incorporate are A. A. Diminatio and George Hunter, of Aberdeen, Wash.; and William Rush and M. T. Rush, of the city.

Along the Waterfront.

The steamer Hardy came in from San Francisco with a miscellaneous cargo of freight and will load lumber at North Bend.

The A. M. Simpson sailed Thursday with a cargo of lumber from Simpson mills.

The Mayfair sailed Thursday with a cargo of lumber from the Port mill at Florence.

The Speedwell came in from Bandon today and will load ties at North Bend and will probably sail tomorrow.

CARL GRISSEN in CONCERT Finnish Hall JULY 28. Admiss 50 CENTS.