

THERE'S NO DOUBT WHEN POPE DIED POLITICIANS

United Press' Claim of Important Beat Ridiculed by Authorities.

CODE MESSAGES COULD NOT BE TRANSMITTED

U. P. Usually Announces the Deaths of Important People in Advance.

NEW YORK, Aug. 24, 1914.—On Wednesday afternoon, about half past two, the United Press Association sent out a formal announcement of the death of Pope Pius X. The Associated Press sent out no such telegram at that hour, nor for several hours thereafter.

Claim was made that the United Press had secured an important news beat. This claim was challenged with the statement that, at half past two, New York time (8:30 p. m. Roman time), the Pope was still alive and that he actually died at 1:29 on the following morning. To this the United Press made answer that, while the Vatican may have officially announced 1:29 at the time of death, it actually occurred much earlier and that such a practice was not unusual. It was said that when Leo XIII died there was a long interval between the actual death and the official announcement. While this is true, it is equally true that at no time was the hour of death of Pope Leo XIII (4:54 p. m.) ever misstated officially or unofficially.

Further, it was said that the United Press correspondent at Rome, in the case of Pius X, had sent two code messages, one reaching New York at 2:24 p. m., New York time, and the other at 3:55 New York time, and it was still maintained that there were accurate and that the Pope's death actually occurred about that hour.

There have been some new and interesting developments:

At 1 o'clock yesterday morning Monsignor Bonzano, the papal legate to this country, received a dispatch from Cardinal Merry del Val, the Papal Secretary of State, dated at Rome at 10:18 Wednesday night, which was 4:18 p. m., New York time, or one hour and fifty-two minutes after the United States circulated the announcement of death, showing that the Pope was still alive, as follows:

"Holy Father dangerously ill since this morning. He may die at any moment."

It is well enough to permit the issue of veracity between the Vatican and the United Press to stand.

Ambassador Page at Rome telegraphed the State Department in Washington that the Pope died about 1 o'clock Thursday morning.

The Agence Havas of France, in its independent service from Rome, gave the hour of death as 1:29 a. m. The Roter Telegram Agency of London, in another independent message, fixed the same hour.

The Central News Agency of London, in another message, gave the hour at 1:35 a. m.

As to the claim that the United Press message was sent in code, the following correspondence is illuminating:

The general manager of The Associated Press sent to the officers of the only three cable companies by which a dispatch from Rome could be transmitted, a note as follows:

"My understanding is that during this war period news messages cannot be sent between any part of Europe and the United States in code. Am I right? An answer will oblige."

To this were returned the following answers:

"Mr. Stone.—Yes, for the reason that messages cannot get to the United States without passing through a belligerent's territory and the belligerents have prohibited code."

—George Clapperton, Traffic Manager, Commercial Cable Company.

"Dear Mr. Stone.—Your understanding, unfortunately, is only too correct. There is no route between any part of Europe and this continent over which any kind of messages prepared in code can be sent."

—J. C. Willever, Manager Cable Department, Western Union Telegraph Company.

"Dear Mr. Stone.—You are quite right. All codes outside of government messages are prohibited."

—E. C. Sweeney, Manager French Cable Company.

This business of announcing the death of a distinguished person before it actually occurs is not new with the United Press people. Queen Victoria died on January 22, 1901, at 6:30 p. m., London time (1:34 p. m., New York time). Before that hour a dispatch from the United Press announcing the Queen's death was printed. When the charge was made that this was a reckless guess or bold anticipation, since the message was sent before the Queen had breathed her last, answer was made that a code word, "Bergerac," had been used and that it meant "dead."

The claim was also set up that while the official announcement fixed the time of the Queen's death at 6:30 p. m., it actually occurred an hour earlier and that a message to that effect was sent from Osborne House at 5:35 p. m. to the Archbishop of Canterbury. An investigation resulted in an autograph letter from the Archbishop to the General Manager of The Associated Press assuring him that he had received no such message. So far as he knew, or so far as any one else knew or believed, the hour of death officially given out—namely, 6:30 p. m.—was correct. Very soon this was shown to be the fact.

On September 18, 1911, also, after M. Stolypin, former Russian Premier, had been wounded at Kiev, Russia, and had lingered for some time and was nearing his end, the United Press announced his death some time before it actually occurred.

MELVILLE E. STONE,
Gen. Mgr., The Associated Press.

OUT OF JOBS

Change in Government in Mexico Results in Changes—Revolt Quelled.

(By Associated Press to Coos Bay Times.)
MEXICO CITY, Aug. 22.—480 diplomatic representatives of Mexico are without positions today because of the change in government. Fernando Calderon, who has been acting as agent for Carranza in Washington, has been recalled to take charge of the foreign office. The war office announced that the revolt of the Twenty-ninth infantry at Puebla had been quelled and the command disbanded.

AUTO RACER KILLED SAT.

Machine Crashed into Fence and Overturned Mechanician Injured.

(By Associated Press to Coos Bay Times.)
ELGIN, Ill., Aug. 22.—The Elgin National Road Race was won by Ralph De Palma, who won the race yesterday. Pullen was second and Oldfield third. De Palma's time for the 301 miles was 4:06:18.

ELGIN, Aug. 22.—Spencer Wishart died this afternoon of injuries he received when the auto he was driving in the Elgin National Road Race crashed into a fence and overturned. John Jentzen was seriously injured.

COULD NOT STOP VESSEL

Clearance Papers Show She Was Destined for Norway—English Protest.

(By Associated Press to Coos Bay Times.)
PHILADELPHIA, Aug. 22.—Loaded to the limit with coal and food supplies the North German Lloyd steamer Brandenburg is steaming down the Delaware River bound for Bergen, Norway. This is the destination given in her clearance papers, but the English embassy, which protested vainly against allowing the boat to sail, declared the vessel was going to the relief of German cruisers.

MAY EXTEND HARBOR LINE

J. A. Smith, secretary of the Chamber of Commerce of North Bend, has received a letter from Major Jay J. Morrow, of Portland, advising that he had decided to make a favorable recommendation to the War Department for the extension of the harbor line in front of the North Bend city dock, a total of 1940 feet.

He, however, stated that the extension of the harbor line north of California street and in front of the Southern Pacific and Simpson Lumber Company's properties would be deferred until the owners came to an agreement regarding concessions for streets across these properties connecting up with the proposed streets in the city water front.

The plan of extending the harbor line was one of the things Mayor Simpson embodied in his message to the North Bend City Council last January and has never progressed farther than having blue prints made, which were submitted to the engineer in charge of the coast harbors in Oregon.

Wanted Exclusive Privileges

It seems from a report that the Southern Pacific Company refused to open a street across their property unless their lines could have an exclusive use of same. On the other hand the Simpson Lumber Company refuses to open the streets necessary to connect same unless the Southern Pacific Company agreed to allow other railroad companies the same privilege.

Be this as it may, there is now no reason why the North Bend City Council may not go ahead and make the improvement as outlined. The waterfront is shoaling badly and as shipping increases more warehouses and dock room will be needed. Those in a position to know say there is little reason to believe the cost of making the improvement cannot be financed.

Don't forget the 35c luncheon at The Chandler. 11:30 to 2 o'clock.

READ THE ADS.
Read the war news, but don't forget the store news in The Times.

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Times Want Ads Bring Results

WILL COMPLETE LINE WITHIN YEAR

Railway Publicity Man Says Coos Bay Road Will Be Ready in One Year.

Mark Woodruff, publicity agent of the Southern Pacific and P., E. & E. railways, upon returning from his trip over the Willamette Pacific line from Eugene to Coos Bay, predicts that the entire line will be completed and in operation within one year from now.

"Thirty-five miles of line west of Eugene is now under operation, with the western terminus at Joler," said Woodruff, "and five more miles of track will be completed within the coming week, extending the railhead to Richardson. The bridges and ballasting are being put in at a rapid clip and more than 1600 laborers are employed on the various construction features. There is an immense amount of heavy work to be done and the system of construction employed is somewhat different from the ordinary engineering methods. Grades are completed up to each bridge and the span is put in, the rails laid and the road extended in completed form.

"The earth grade on the entire line is just about finished and the crews are engaged on the heavy rock cuts and tunnels.

"The last five miles on the Coos Bay end is being graded right on the ocean beach with white sand, and the finished line over this stretch will be riprapped throughout. There will be two trestles about 1200 feet at each end of the bridge over the arm of Coos Bay and the bridge itself will have steel spans with a draw. There will be one drawbridge across the Sluicway at Acme and one over the Unpopa at Gardiner. There will be a total of twenty-eight steel bridges on the completed line, which will be about 125 miles in length. Even the small culverts are being constructed of heavy steel.

"Three big trough water lakes lie on this line within two and one-half miles of the coast. Their names are Talkeon, Talkeish and Ten-Mile Lakes, and they have a waterfront of 275 miles.

"Much of the present constructive work is being directed at the great bore known as Tunnel No. 7, which will be 4800 feet in length. The crews are already in about 1600 feet and are using air drills with power from a 50-ton compressor, which was brought in on flatboats over the string of lakes mentioned. It was a remarkable bit of engineering to get this equipment into the wild and almost pathless interior.

"Marshfield is enjoying a healthy growth with a great deal of build-



AT THE HOTELS

SATURDAY'S ARRIVALS.
At the Chandler.
F. D. Layton, Portland; Ben Mitchell, Portland; L. Murphy, San Francisco; John M. Rennie, Eugene; Mrs. Theo. San Francisco; George A. Cable, Portland; R. C. Dunlap, Gold Beach; Mrs. W. B. Smith, Wedderburn; J. D. Stevens, Portland; W. G. Casleh, Portland; E. E. Grant, Portland; T. T. Edwards, Seattle; Sam W. Foster, Portland; J. B. Faulstich, Lakeside; C. W. Senk, San Francisco; J. H. Smith, San Francisco; John D. Connel, San Francisco.
At the Lloyd.
W. C. Smith, Coaledo; J. W. Sexton, Roseburg; W. H. Morgan, Coos River; C. A. Gourley, Myrtle Point; J. W. Word, Coaledo; H. Denny, Dandon; Peter Swerk, Bandon; J. D. Magee, Lakeside; T. M. Painter, Bandon.
At the Blanco.
L. G. Masters, Sumner; Oscar Franz, Beaver Hill; C. W. Ashton, Bandon; J. E. Grissom, Myrtle Point; E. E. Bender, Myrtle Point; C. E. Ford, Myrtle Point; George Gage, Coquille.
At the St. Lawrence.
Mrs. Ernest Pollack, La Grande; Peter Grant, Grants Pass; O. Carlson, Portland; O. Olson, Portland; Joy Stark, San Francisco; A. Cook, San Francisco.
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