

COOS BAY TIMES

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OFFICIAL PAPER OF COOS COUNTY.

Safety At Sea Devices

Twenty-five years ago this month representatives of twenty-one nations met in Washington to lay down uniform rules for ocean travel and traffic. It was the first international Marine Conference. It was world-wide, some of its members coming from such distant countries as Siam, China and Hawaii. The purpose was voiced by Secretary of State Blaine, who said: "The spoken languages of the world will continue to be many, but necessity commands that the unspoken languages of the sea shall be one." In those days the "Languages of the sea" were indeed many. Some of the rules were heritages of centuries back, and in conflict with the rules of other nations. One of the first steps taken toward making ocean travel safe was taken by the American Commander Maury, who mapped the currents of the sea. Even before the Civil War he advocated that transatlantic ships would follow certain lanes to avoid icebergs and dangerous fogs. The assembly adopted these suggestions, and during the eleven weeks which the session covered many minor points, such as fog signals, limit of local draughts, the seaworthiness of vessels, fixed responsibility for wrecks system of buoys and beacons, as well as tests for sight and color blindness, were made standard throughout the world.

Today the 2,000,000 and more ocean travelers who cross the Atlantic Ocean every year, not to mention countless millions who travel seas in other parts of the world, are safeguarded by the only uniform rules whose foundations were laid a quarter of a century ago, but many new ones. Some are to overcome new elements of danger brought about by new discoveries in propulsion, and others to regulate the use of new discoveries and inventions serviceable in saving life at sea. Under this head come wireless telegraphy, and submarine bells. These rules apply to all kinds of vessels, even to the more than 300,000 motor-boats that are estimated to be afloat today in American waters. Since the adoption of rules for ocean traffic the ratio of wrecks was greatly decreased, although the number of vessels has increased, and in some parts of the world the seas have become so crowded by constantly passing vessels that they are almost congested. The largest percentage of wrecks occurs among the vessels dependent upon sails and fickle winds. The total number of vessels of all kinds wrecked along the United States coast during 1913 was 552 in which \$1,721,212 in value of ships was lost and 55 persons perished.

Epoch In Railroad Building

Fifty years ago in the latter part of October 1864, the first link in a transcontinental railroad was completed, from Sacramento, California into the foothills of the Sierra Nevada mountains. T. H. Judah, a civil engineer, after treading the mountains for months and pleading in vain with capitalists to back him met by chance at Sacramento one day, four small merchants—Collis P. Huntington, Leland Stanford, Mark Hopkins, and Charles Crocker. Out of that incidental meeting grew the organization of the Central Pacific Railway. Judah died before his project was well under way, but the other four men, with a capital then of only a few thousand dollars and a few inconspicuous associates, succeeded in building to the foothills of the mountains in the fall of '64. By 1867 the Sierras were surmounted, largely by the labor of Chinese coolies brought by the shipload from China, and in 1869 the road was joined to the Union Pacific at Promontory Point, Utah. The first transcontinental railroad was then an accomplished fact, and Stanford Huntington and Crocker built adjoining mansions in the most aristocratic part of San Francisco, shortly to become millionaires many times over.

Today there are nine railroad lines in North America known as transcontinental. The latest is the Grand Trunk Pacific of Canada, known as "The Farthest North Line" which is nearly completed. Without counting the eastern connections the lines now operating through to the Pacific coast have an aggregate main line trackage of over 50,000 miles, over which some 200 through passenger trains are constantly in motion. "The Farthest North Line" extends from Halifax on the Atlantic to Prince Rupert, only a few miles below the southern point of Alaska. Much of the line is above the 52nd degree, and traverses a land locked in snow and ice through long winters. The road has been over ten years in building. Three years were devoted to search for a low summit, the engineers finally falling upon Yellow Head Pass, with an altitude of 3,712 feet as against 5,631 feet which Judah accepted as practical in the Sierra Nevada. The original transcontinental line, and many other western roads have been practically rebuilt on the mountain division in recent years to conform with the present policy of railroad building—avoiding high grades, and sharp curves, even at the expense of long tunnels and enormous cuts.

OUR DUTY TO OURSELVES, COOS COUNTY AND STATE OF OREGON

Editor Times: Shakespeare said "First unto thyself be true," and if we are true to ourselves we will not elect any person to office who has misrepresented us at all. For it is a fact that during the six years that Chamberlain was in the United States Senate he never visited Coos County. He never made any effort to find out what we needed, nor did he make any effort to get any Federal aid for us whatever. He knew our bar was short and dangerous for shipping during the winter storms. In fact he was informed of the condition that existed here. I myself, had an interview with him in Washington, D. C., and explained it to him. He made many promises but did not fulfill one. He has that happy faculty of extending the glad hand and sitting on a low fence pivoted ready to jump on either side and particularly on the side the most voters are coming from. The Press and Agents favorable to him have carried on the most filthy and despicable campaign that was ever carried on in the State of Oregon or perhaps in any other state. This alone should warn us against re-electing such a person to office for slander is not an argument. The people of Coos County are intelligent and will resent the manner in which Chamberlain's campaign has been carried out. Furthermore it is a duty to defeat Chamberlain at the coming election because he has not done a single thing for us. If

we do not resent this kind of treatment we will never get anything, therefore we must send him and all others who neglect their duty to Coos County to the scrap heap. Most of us are not well acquainted with either Booth or Chamberlain but we have seen the pictures of both many times, in fact they are on exhibition daily in most of the stores in town and in my opinion looks are always worth something. I do not know how to draw a comparison between the two better than to use the words that Shakespeare used when he described Hamlet's Father and Uncle. For my part I say of Mr. Booth as Shakespeare said of Hamlet's Father, "He has the front of Jove himself", and in my opinion the only man running for office who has all the qualities necessary to represent the Great State of Oregon and fill with dignity the exalted position of United States Senator. Hamley cannot be elected and could not do anything if he was elected as he would be almost alone in the Senate. Chamberlain has been tried and found untrue, therefore Booth is the only man that we can look forward to with any possible hope for success. Coos County and Southern Oregon has not received any benefit from Chamberlain while in office although he made many promises. With him it is all words and no actions as far as Coos County and Southern Oregon are concerned. I myself have a con-

tempt for words without actions and in order to illustrate my contempt I will quote the following rendered by a poet: Words sounds to me like the midnight tick of a worn out clock While action rings in my ears like the roar of artillery And cheers of the brave. Henry L. Benson who is running for Judge of the Supreme Bench is a good friend of Coos Bay and we should all remember him. Yours for Coos Bay - T. J. MACGEMM Ladies, come out and help us do something for Coos Bay.

SCHOOL ATTENDANCE
The construction of the bond-built highways in several of the counties has been of decided benefit to school attendance. In Spotsylvania County Va., the consolidated school replaces three one-room schools, and another consolidated school is planned. In Dinwiddie County, Va., school attendance increased 17 1-2 per cent in one year on the improved roads, and several school wagons carrying 24 pupils each have been put into service. In Lee county attendance along the improved roads shows an average of 71 per cent against 62 per cent along other roads.

"A Political Party, a Person or a Candidate Who Will Misrepresent an Opponent Will Misrepresent a People."



For Representative in Coos County



J. TOM HALL

Democratic Nominee

Born in Oregon and a Coos County Pioneer.

EQUALITY NOT ONLY IN TAXATION BUT IN ALL THINGS.

Your vote will be appreciated.

(Paid Adv.)

WHY YOU SHOULD VOTE FOR

BOOTH

REPUBLICAN CANDIDATE FOR UNITED STATES SENATOR

Are you better off now than you were under a Republican administration?

Are you satisfied?

If you believe in the principles of the Republican party, if you are convinced that these principles are best for the country, then prove it



A HORSE OR A CHILD—WHICH?

The proposed Dentistry Bill gives the preference to the horse.

To treat a horse, a veterinary surgeon in Oregon must have three full college years of special study and a diploma of graduation from a recognized college.

To treat the mouth of a child, the Dentistry Bill requires of a dentist but 12 months' training.

The mouth of a child may be disfigured for life by neglect or unskilled treatment.

DOES YOUR CHILD DESERVE AS MUCH AS YOUR HORSE?

VOTE 341 X NO.

Paid Adv. Oregon Society for Dental Education, M. C. Raymond, Sec., 538 Morgan Bldg., Portland, Oregon.

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by voting for your standard bearer, Robert A. Booth, Republican candidate for the United States Senate.

You know that under Republican Presidents the people of the United States have good times.

You know that under Democratic Presidents you have Democratic times.

Remember the prosperity under McKinley, Roosevelt and Taft.

Remember conditions under Cleveland and Wilson.

The issue in this campaign is not one of personality. It is not one of non-partisanship. It is a question of whether you prefer prosperity under Republican administration.

Do you have enough work. Are your wages good? Is your business what you want it to be?

If you are satisfied with present conditions, well and good; if you believe that the present situation is better than under McKinley, Roosevelt and Taft, you know what to do.

The way to bring back prosperity is to help elect a Republican Senate. The Republican candidate in Oregon is R. A. Booth.

This is a Republican year. Vote the ticket straight.

(Paid advertisement, Republican State Central Committee, Imperial Hotel, Portland, Or.

Alfred Johnson, Jr.
Republican Candidate
—FOR—
Sheriff Coos County
If elected, strict enforcement of the law, with impartiality guaranteed everyone.
If election, economy in the administration of the Sheriff's office guaranteed taxpayers.
If elected, a square deal guaranteed every man.
Your support and approval of this platform will be appreciated.
ALFRED JOHNSON, JR.
(Paid Adv.)