

BURIED IN SAND AUTO DAMAGED

Hupmobile of Gorst and King Beach Line Spent Over Month Below Water

Out of the deep sand of Ten Mile Creek, where it had been buried for a month and three days, the big Hupmobile of the Gorst and Kinney beach line was drawn. Not a thing about the machine was damaged, even the leather seats having preserved their color and the top was all intact, while the engine, although clogged with sand, has been cleaned out and today is in perfect running order. This is the declaration of Jerry Kinney on his return from up the beach, where he helped in the operation.

Shortly after the first of October, this machine, loaded with four passengers, attempted the crossing of Ten Mile Creek at the particular moment when an unusually heavy swell from the sea met a similar wall of water from the opposite direction, the two meeting beneath the automobile, completely killing the engine and wetting the passengers. The machine, left stranded, immediately began sinking into the shifting sand, and before a team could be hooked on, the auto became too far imbedded in the creek bottom.

To the rear axle was attached a stout rope and a buoy to mark the spot when the last of the machine disappeared from sight. Long the owners waited for the stream to shift and several days ago when the water had subsided the owners went out with House-Mover Walker of North Bend. A three-legged sheers was erected over the spot, a block made fast to the buoy rope and slowly the machine was lifted from its sand bed. The water flowing over the top washed off the sand a little at a time and in a short time the machine was completely out on dry land.

Not even a tire had been damaged. The machine has been overhauled and a larger body is now being built for the trucks that more passengers may be taken in the beach trips.

Yesterday for the first time in about ten days the beach line stage was unable to connect with the train at Mapleton for Eugene. With their schedules for this month already out the proprietors declare they will be unable to follow close connections until December 1, when their new schedule will take into account both the tides and the Mapleton train time and through connections will then be made most every day of the month. At the present time passengers from Coos Bay are always landed in Florence the same evening of the day they leave here. Above the Umpqua the Bangs Livery Company of Eugene have put on several six-horse stages.

FOOTBALL AT COQUILLE.

Team of Marshfield High School to Play Coquille Independents To- morrow.

Thirteen members of the Marshfield High School football team will leave in the morning for Coquille, where they will meet the independents in the afternoon. In the game played here two weeks ago the locals, despite the fact they were outweighted, managed to put up a strong defensive game and held their opponents to a 0-0 score.

But few changes have been made in the lineup, declares Coach Niles. Harvey will go in at center to take the place of McDuffey, who has left the squad, and Seaman will be out of the game because of the sickness of his father, and his berth at half-back will be filled by Bolt. Captain Lyons is still out of the game on account of a broken bone in his shoulder, received early in the season.

ARRESTED ON SERIOUS CHARGE.

Twenty-Year-Old Jay Richards Ac- cused by Sixteen-Year-Old Jennie Catching.

Jay Richards, a twenty-year-old boy, step-son of Leonard Masters of Sumner, was taken to Coquille today under a warrant of arrest charging him with being the father of the child born yesterday to 16-year-old Jennie Cateuing, also of Sumner. The boy went to the county seat accompanied by his mother and a consultation was held with Prosecuting Attorney Liljeqvist.

Richards was sought yesterday by the officers who had a warrant for his arrest, but he fled into the woods after jumping from a window in his home, when the father of the girl came to see him in regard to the matter.

Times Want ads bring results.

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Broken lenses quickly duplicated

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SLUCE FORTUNE FROM TAILINGS

Black Sands of Whiskey Run Yield \$800 to H. C. Howell and Sons in Two Weeks

Gold and platinum sluiced from the black sand at the mouth of Whiskey Run netted H. C. Howell and sons \$800 for two weeks' work. To make this amount the men secured one and one-half pounds of platinum and about five ounces of gold. This is one of the successes made in that region told about today by J. A. Ward, who has just returned from a two weeks' trip through Curry and southern Coos counties seeking exhibits for the Panama Pacific Exposition.

Years ago when the sand was first sluiced, no attention was paid by the miners to the platinum deposits. It is over the tailings of these first efforts that Mr. Howell has secured his "get-rich-quick" results. Further back up the creek four or five miles, G. H. Bradford, an expert miner is working on a shaft that will extend through the top surface down to the old beach formation, where he is finding an eight-foot layer of black sand. By means of an elevator he expects to bring up this sand and sluice it out in the waters of Whiskey Run, about ten miles north of Bandon.

Down in this district dozens of miners have sunk fortunes in hopes of taking out bigger ones. For the most part they have been unsuccessful, but this is accounted for to a great extent, believes Mr. Ward, by the fact that the miners sought only the gold, throwing away the tailings containing the platinum, by far the most costly mineral as it sells for \$44 an ounce. The \$800 of mineral mined by Howell and his two sons was cleaned up less than a week ago.

LOCAL OVERFLOW.

Two Lose Pensions.—At the meet- ing of the county court in Coquille this week the name of Mrs. Ellen McMahon was stricken from the widow's pension list, as Mr. McMahon, who is in California, is able to again be at work, and also the name of Mrs. Velita Daniels. She was mar- ried but a short time ago and conse- quently loses her pension of \$17.50 per month. There were no new names added to the list.

Has Bad Fall.—Jack Sullivan, the well-known traveling shoe salesman, fell in a faint late this afternoon and tumbled down the outside stairway on Second street leading to the Chandler kitchen. He received a bad fall, but it is thought that nothing more serious will result although he was still unconscious at 3:30 p. m.

WILL DAILEY, of Gardiner, who re- cently has been at Mercy Hospital, was able to leave and come to the Chandler last evening. He will return home soon.

F. G. LESLIE is here from Coquille on business and pleasure.

EMIL JUDELL, whose fame as a el- gar salesman is being eclipsed by the line of novel catches that he carries for his friends, is back on the Bay. He says that the suc- cess of the Panama Exposition is assured and that the attendance now averages from 25,000 to 75,- 000 a day.

CAR OFF TRACK.

Heavy Gravel Car Leaves Rails When They Spread.—Coquille Train Delayed.

When the engine of the Coquille train attempted to switch a heavily-loaded gravel car across the switch this morning near the depot the rails spread and the front trucks of the big car left the track by about two feet. The wheels on one side of the track cut considerably into the ties before the car was stopped.

Workmen arrived at once on the spot and began unloading the gravel alongside the track, after which the engine was again put to use and with the further aid of blocks the trucks of the gravel car were again run back on the track.

The trip to Beaver Hill today was left out on this account and the passenger train went direct to Coquille, a fact which brought the passengers there about on schedule time.

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If you are particular about
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COOS BAY OYSTER CO.,
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WANT MAIL VIA MAPLETON ROUTE

North Bend Chamber of Com- merce Agitates Beach Ser- vice for Fast Delivery

Agitation in favor of bringing mail to Coos Bay via the beach route, started several weeks ago, has rapidly increased until sentiment seems turned strongly in favor of any means by which mail can be brought here in quicker time than the present delivery over the Myrtle Point route. Before the North Bend Chamber of Commerce last evening, V. C. Gorst, of the Gorst & King beach stage, declared that it would be possible for his company to bring the mail from Mapleton into Coos Bay at least by 2 p. m. of the second day out of Portland and that on days with favorable tides carriers could make it through with the Eugene and Portland mail on the same day.

Under the present railroad schedule mail leaves Portland about midnight for the south, arriving at Eugene before 7 a. m., giving one hour for transference to the Mapleton train which leaves Eugene at 8 a. m., arriving at the end of the line shortly after 11 o'clock of that morning. Put aboard a waiting boat and brought down the Siuslaw and at its mouth put on a south-bound beach stage, the mail, it is believed could be delivered at Coos Bay Postoffice that evening on favorable tide days, and in any event could be brought in here before the second afternoon after leaving Portland.

The present route from Myrtle Point takes approximately 36 hours either in going or coming from Roseburg. Mr. Smith, secretary of the North Bend Chamber of Commerce has taken the matter up with the local organization and declares they will do all possible to secure the re-routing of the Coos Bay mail.

Letters put in the Postoffice at North Bend in the evening are held there until the next day when they catch the 2 p. m. train from Marshfield for Myrtle Point and on the third day reach Roseburg. Editor McDaniel, of the North Bend Harbor, made arrangements with Postmaster Curtis this morning for the bringing of first-class mail matter from there about noon for delivery here on the two o'clock out-going train.

With the coming of Senator Chamberlain and Representative Hawley to Coos Bay, possibly this month, the matter will be taken up with them personally, according to Mr. Smith and strenuous efforts made to have the mail re-routed.

He Tried to Make Los Angeles Look Like Gotham.



RICHARD STANTON
DOMINO MUTUAL ACTOR—DIRECTOR

Richard Stanton is Thomas H. Iner's right hand man, his trump card as it were, in the huge New York-Mutual studios at Santa Monica, California. Actor, director, producer, author, always ready for anything, Stanton has made a name for himself that earns dividends of no mean size. He is an athlete, trained to the minute, and an amateur pugilist of no ordinary ability.

Not long ago Iner had to import two real scrappers from San Francisco to play opposite Stanton in one of the famous Domino Mutual Irish plays because no member of the stock company but bore scars of Stanton's fighting and desired no more. The pugilist had to be Britishers, and Stanton, as an Irish patriot, was supposed to beat them up. He did.

Stanton will go to almost any extreme to get a scene. In a play he recently produced, "In the Clutches of the Gang," he was supposed to meet his sweetheart in Times Square, New York. He went to the busiest corner in Los Angeles, stalled his auto in which his camera was and attracted such a crowd that he soon had the effect he wanted. The police arrested him for blocking traffic, but the manager dis-charged him. He said he didn't drive it in his heart to fine a man who had the nerve to try to make Los Angeles look like New York.

RECOVERS MACHINERY

Action for Damages Lost by J. F. Telander—Black Sand Mining Venture Fails.

Suit brought in Justice court yesterday afternoon by J. F. Telander for \$59 damages from Charles Lash and Addison Cook resulted in a decision against the plaintiffs, though he had received back mining machinery which he installed at South inlet several months ago for the mining of the black sand. According to testimony brought out at the trial, Mr. Telander had paid \$250 for the machinery and had grub-staked Lash and Cook, supplying them with several months provisions. There the men worked

FIRST AMERICAN BATTLESHIP

THEN.

One hundred and thirty-three years ago November 5, the 74-gun line-of-battle ship America was launched at Portsmouth, New Hampshire. If the world had been in use, this battleship would have been known as America's first "dreadnought." It was built under the direction of Paul Jones, the famous naval hero of the Revolution. When Jones returned from Europe in 1781 after his battle on the Bonhomme Richard with the Serapis, Congress tendered him a vote of thanks and authorized him to go ahead and build the America to drive the British from our waters. But it took time then, as well as now, to build a battleship, and before the America was finished the war had ended. Congress presented the ship to France to offset the loss of the 74-gun French ship *Magnifique* which had been destroyed in Boston harbor. So the first line-of-battle ship the United States ever built never had a chance to show its fighting strength under the American flag.

NOW.

Today the superdreadnought Pennsylvania is to the battleship Connecticut as the gunship America was to Bonhomme Richard, in which Paul Jones first made the American navy a power on the sea. When the Bonhomme Richard defeated the Serapis the American nation numbered less than 3,000,000 people; today it has more than thirty times that number, but it has a navy ten thousand times as strong as its little collection of warships in Revolutionary days. One of the smallest gunboats today could sink a whole fleet of brigs and schooners of 1776, and possibly whip the whole British navy of that day. A battleship like the Pennsylvania could annihilate all the navies of the world in the days of the Revolution. The Pennsylvania cost \$14,000,000, or enough to build all the wooden warships of the world in 1774. An hour's broadside from this superdreadnought would cost more than it did to build the first American battleship.

MANY TALES OF BRAVERY IN TOLD BY ENGLISH SOLDIERS

(By Associated Press to Coast Day Times.)

LONDON, Nov. 11.—Many narrow escapes and deeds of wonderful bravery have been made by the injured British and soldiers now recovering in English hospitals. A young lance corporal of the King's Royal Rifles, who is recovering from a bullet wound in his knee owes his life to a crucifix which he picked up in an empty house where he was billeted. A strange impulse compelled him to pick up the crucifix and put it in his haversack.

During an engagement a few days later many of the corporal's comrades were killed by bullets which were almost spent. The young corporal was hit in the knee and later found when taken to a hospital that one of the spent bullets had also passed completely through his knapsack, but had been deflected from his body by the crucifix, one of the arms of which had been broken off by the bullet.

Private W. Hinton of the First East Lancers poses as the luckiest man in the army. He was hit by three bullets within a minute without serious injury. One bullet flattened five rounds of ammunition in his belt, another smashed the magazine of his rifle and a third passed through his cap.

A letter from one of the Royal Engineers describes the remarkable pluck of Lieutenant R. Pottinger of Tedmouth. Pottinger and his section were attempting to blow up a bridge under fire. They laid the charge and the section retired. Lieutenant Pottinger and a sapper remained behind to light the fuse. The charge did not explode. The sapper then fired ten rounds of ammunition at the charge without success. Pottinger then said "I'll make the thing go off." He shook hands with the sapper and then walked to the bridge. There he put the muzzle of his revolver into the charge and fired all six charges.

Even then the charge did not go off and the men had to flee, leaving the bridge intact. If the charge had gone off the young lieutenant would have disappeared completely, but the approaching Germans would have been robbed of an easy entry into the allies' territory.

One of the officers on the ill-fated Cressy, which was sunk by the German submarines, was severely injured on the head, had both his legs broken and his feet crushed as he was thrown into the air by the explosion. His body was sucked under the water by the sinking cruiser, but was picked up by one of the rescue ships. Twenty-four hours afterwards the injured officer regained consciousness and his first words were: "Are we down-hearted? No!"

A sergeant of the line was made adjutant for his coolness and bravery in one of the engagements in Lorraine. With three men the sergeant was sent across an open field to attract the fire of the Germans so the colonel could tell where the enemy's trenches were and what their probable strength was. A hail of bullets was directed at the four men. They made their way to a small farmhouse where they climbed up on a tile roof and from the shelter of a chimney began firing at the Germans. Angered by the imprudence of the four soldiers the Germans directed one of their batteries on the house and razed it.

"My smartest patrol leader is gone," the colonel remarked, as he saw the building crumble. The three privates were no more, but the little sergeant was soon seen running across the field toward his command. When the sergeant arrived breathless at headquarters his colonel asked with mock severity why he did not stay to continue the fire.

"Sorry, sir, but the pigs knocked my house down," was the reply.

Can Nations be Starved Out

SINCE the world awoke to find that war was not only a possibility, but actually going on, we have not heard much of the naive assertion that the great bankers could prevent war by refusing to finance it. That was very much like saying that the owners of any other kind of property, say horses or hay, could prevent war by refusing to let the Government have it. Now that it has been demonstrated that a government at war can get anything which exists within its reach, the discussion has turned to the question as to whether the necessary supplies exist or not. Obviously that is another matter. Even a military autocracy cannot get supplies which do not physically exist within its reach. Compared with this problem, even that of financing the war, that is, of keeping the war chest full of the means of buying supplies and paying other expenses, is of minor importance.

The question of food, not only for the armies, but for the non-fighting population as well, we will admit to be of equal importance with that of men or ammunition. But it must be borne in mind that the question of food is not a question of living as well in time of war as in time of peace. It is rather a question of finding the basic necessities of life. A people who would prefer to be whipped rather than undergo a change of diet or give up luxuries will probably get what it prefers. It is important, therefore, that we study the available supplies of these basic necessities before jumping to the conclusion that any of the warring countries can be starved into submission.—T. N. Carver in Review of Reviews.

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ADVERTISED LETTERS

List of unclaimed letters remaining in the Marshfield, Oregon, post-office for the week ending Nov. 10, 1914. Persons calling for the same will please say advertised and pay one cent for each letter called for.

- Avery, M. W.
- Allsman, Mrs. E. M.
- Allsman, H. Walter.
- Allen, John S.
- Allen, H. M.
- Allen, Anna R.
- Anderson, Josephine.
- Anderson, Olaf A.
- Alderland, Alex.
- Barret, C. L.
- Baily, Geo. H.
- Barney, J. M.
- Backe, Mrs. Jabe.
- Barter, C. E.
- Beckler, John W.
- Brooke, John W.
- Blakem, Genevieve N.
- Hogline, Arthur.
- Burton, Mrs. M. E.
- Burke, Wm.
- Carr, P.
- Campbell, F. H.
- Crawford, T. F.
- Clark, Chas.
- Clark, Alma.
- Cole, J. D.
- Coney, Miss Hattie.
- Collins, Miss Maude.
- Collins, Gottfried.
- Countryman, C. C.
- Cumpton, Miss Frances.
- Davis, Mrs. Sylene.
- Detmety, Abraham.
- Dingen, George.
- Diamida, Peter.
- Dougherty, Mary V.
- Durgin, John W.
- Duncan, Matilda.
- Evans, Mrs. Julia M.
- Ellsworth, R. H.
- Fassblader, F. H.
- Forbes, Sam.
- Gay, Mrs. I. S.
- Gant, John E. M.
- Granstrom, John.
- Glover, W. S.
- Gavestides, Joe.
- Gobdell, John.
- Hanson, Axel Gustav.
- Hanley, Mr.
- Harris, John M.
- Harkins, Harry.
- Hanson, C. Y.
- Hand, Annie.
- Hantel, E.
- Hall, Miss Jennie (2).
- Hays, Benjamin.
- Harris, Geo. W.
- Harris, Amelia H.
- Hanton, Edgar W.
- Hickman, Mrs. M. E.
- Hinkson, Jiney.
- Hickman, R. L.
- Holding, C.
- Holmes, Nettie.
- Jacobs, Harry.
- Jewell, Alfred.
- Jones, Owen.

- Johnson, C. R.
- Johnson, Mira.
- Knox, B. W.
- Kelly, Clifford.
- Lapalme, Miss Eugenie.
- Lee, Bina.
- McNutt, J. M.
- Manzey, George C.
- Mattison, Rena.
- Meyers, Geo.
- Miller, J. J.
- Millegan, C. M.
- Moffett, W. J.
- Murphy, Denis.
- Mulby, J. B.
- Murphy, L. E.
- Murphy, Desis.
- Nelson, Laura.
- Norris, Myrtle A.
- Owen, T. L.
- Penland, Oliver.
- Porter, Charles R. (2).
- Powe, Mary (2).
- Randquist, John.
- Ramsey, George.
- Relp, E. R.
- Renworth, Jack.
- Relyes, P. A.
- Robertson, W. Letroy.
- Sally, Tom.
- Saney, Anna.
- Smith, Mrs. W. K.
- Sherry, M. G.
- Stankovick, E. P.
- Scott, Peter.
- Storm, W. A.
- Sheets, D. W.
- Steward, A. L.
- Sieb, Joe.
- Tras, Ella.
- Vreeland, Warren.
- Wright, Mrs. Andrew.
- White, James.
- Walsh, W. L.
- Walsh, Anna E. (2).
- Warlock, W. C.
- Warburton, A. L.
- Walson, Joseph W.
- Westlund, Gust.
- Williams, Mrs. G. L.
- Whison, W. L.
- Wood, W. W.
- Wurphie, Joseph.
- W. B. CURTIS, Postmaster.

ALONG THE WATERFRONT.

The tug Roscoe has been lying in the lower bay with the large Lawrence loaded with coal for Gardner for a day or two waiting for the Umpqua bar to smooth down.

CHRISTIAN Church ladies COOKED FOOD SALE SATURDAY at W. A. REID'S OFFICE, 159 Front St.

Libby COAL. The kind YOU use ALWAYS USED. Phone 72 Pacific Livery and Transfer Company.

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FREE PRESERVES: SAVE COUPONS
Name.....
City.....
Grocer's Name.....

Save the coupon above and when you have ten, take them to your grocer with an order for a gallon can of Tea Garden Syrup, and he will give you a jar of Tea Garden Preserves absolutely FREE.
Pacific Coast Syrup Co.
Peril and Oregon

BRING US YOUR COUPONS
TEA GARDEN SYRUP
AND ALL OTHER
STANDARD PURE FOODS
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