

WISH WATER WORKS

EASTSIDE ASKS ENGINEER FOR ESTIMATES ON PROJECT
Report Will be Basis For Bond Issue If Made—Remonstrance May Hold Up Street Improvement

Estimates of a water system for Cooston and Eastside have been ordered by the City Council of Eastside and S. B. Cathcart, City Engineer, is already started on the work. Costs of piping, labor and reservoirs will be taken up in detail and a report made back to the city fathers. Already the council has been literally swamped with bids from companies with various sorts of pipe to sell, engineering concerns wanting to handle the project and paving companies wishing the first chance at putting in the proposed \$15,000 street improvements in Cooston.

That the latter may be held up is the belief of the Council members, some of whom state that an attorney for one land company had been securing data regarding the project. According to the law, notices of the proposed improvement must be posted for a period of 30 days. If before the end of this time two-thirds of the property owners adjacent to the streets concerned, make a remonstrance, the project can be held up.

However, there appears one ray of light in the pot of gloom caused by the impending remonstrance and that is a unanimous vote of the six Councilmen will carry the project. The general belief is that all of the city fathers now are in favor of the improvement. In fact the argument advanced last fall when the two cities were combined, was that by so doing the residents of Cooston would then have votes enough to carry a project of this sort through the Council.

S. B. Cathcart has already made the grades for the street improvements, and has filed his records with the City Recorder. Should the project carry the work is expected to be started within a few weeks. The grades will be legally established by ordinances.

It is pointed out that should the street improvement be enjoined and the Council refuse to unanimously veto it, the work then is held up for at least six months before it can again be brought up.

In making his estimates for the water system, the report of the City Engineer will be used chiefly to inform the city fathers to what extent the city would need to bond for the improvement. A water right has long ago been filed on water in a branch of Willanch Inlet, at one time held by the Coos Bay Water Co., but allowed by them to lapse.

Miss Esther Whitney is confined to her home with a severe attack of la grippe and tonsillitis. Mrs. Wm. Ledward is having a bad siege of the grip. Miss Abbie Ledward, who has been ill, is not able to be out yet. Victor Bach, struck yesterday by the train while on his motorcycle is reported some better at the Mercy Hospital this afternoon. This morning he regained partial consciousness after 18 hours. It is not known definitely whether or not he is out of danger. The concussion of the brain may later prove more serious than is now thought, according to advices from the hospital.

Loren Hodson, of Allegany, is in the city securing medical treatment. Mrs. W. H. McIntyre, of North Inlet, was here yesterday, coming for medical treatment. Royal Niles, of the high school, is nursing an extremely painful arm, infected with a thorn about a week ago.

SHIPPING NEWS

BRINGS DECK LOAD BLAME CAP DUNHAM

RUSTLER HAS DECKLOAD OF 63 HOGS TO UNLOAD

Enthusiastic Audience Grooms Newcomers Who Squeal With Delight at the Beauties of Coos Bay.

There was a squealing and the making of weird noises as the crew of the gasoline schooner Rustler unloaded their cargo this morning near the foot of Central Avenue. Last evening the little craft arrived in from Wedderburn, bringing a cargo of 63 Curry County hogs for the Union Market.

A large crowd of interested spectators gathered, watching the procedure. Plenty of advice, earnest and good natured, was mixed in with the good laughs as the stubborn porkers refused to land. Into the corners they crowded, screaming up to the eighth octave with great feeling and pathos, going still higher as a brawny member of the crew would grasp an animal by the long ears and walk him ashore.

The little pigs were picked up and carried squirming onto the dock by the sailors, while shepherd dogs kept them in order after once arriving on the shore. In an awkward squad the pork of tomorrow and next week was guided down Broadway street to the pens, where they will be kept until the slaughter.

Several weeks ago the Rustler brought a similar cargo from the south, the wild hogs of Curry County, noted for their size and grunts. On Monday the Rustler will leave out for Port Orford, Wedderburn and Gold Beach, having returned on her last trip from Portland where she took aboard cannery supplies for Gold Beach.

INSPECTORS FIND TELEGRAPH TO BLAME FOR TROUBLE

Master Loses License for Sixty Days Charge is Negligence and Inattention to Duty as Pilot and Master of Vessel

Charges of negligence and inattention to duty as master and pilot of the steamer Telegraph were preferred against Harvey J. Dunham, by local inspectors Edwards and Fuller, and the license of the captain was suspended for 60 days. No charges were preferred against Captain Leneve of the gasoline boat Charm and the matter was dismissed. Such is the result of the second investigation of Coquille boat troubles, the last time arising out of the collision between the two boats.

Captains Edwards and Fuller with Secretary Merrill returned last evening from Coquille where on Tuesday they conducted their examination of 17 witnesses until 11 o'clock that night and most of yesterday. Similar to a grand jury investigation is such a procedure, all testimony being kept secret and only one witness being allowed before the inspectors at one time. It is out of these findings that the inspectors make their charge and then try the person or persons so charged in an open court.

In the present case the examination took the greater share of the time, the trial amounting to but a few minutes work in the open court. Captain Dunham pleaded guilty to negligence and inattention.

It was shown that at the time of the accident Captain Dunham was not at the wheel, T. W. Panter, manager and deposed captain of the Telegraph now serving in the capacity of a deck hand, being at the wheel. As he was rated as a deck hand and had already lost his license, said the inspectors, he could not very well be punished.

Previous to the investigation and while the complaints of the two boats were still on their way to Portland, papers were made up in the local customs office naming T. W. McCloskey as the new master of the Telegraph.

Thought they are unable to levy fines the inspectors state that they are recommending to Judge Burke, collector of Customs in Portland, the laying of a fine of \$100 against Captain T. W. Panter for being at the wheel of the Telegraph when the law expressly provides that no one without a pilot's license can handle a passenger boat.

First investigation of troubles on the river was made at Coquille on February 4, when five persons lost their licenses for 20 months, the inspectors believing that stringent action at that time would close the feud.

Most of the witnesses examined this time were passengers on the two boats at the time of the collision, more than a week ago, several members of the crew and farmers along the bank of the river who witnessed the accident.

How the collision between the two boats occurred is not officially given out, this portion of testimony not having come out in open court. There it was not necessary for Captain Dunham to plead guilty to the charge made against him.

While at Coquille the inspectors granted 25 licenses to operate gasoline boats and at the hotel last evening there were several boatmen from Coos Bay to secure their necessary papers. The inspectors and their secretary left this afternoon on the Elder for Portland.

Launch Millicoma will leave for Allegany Sunday morning at 6 o'clock for the convenience of the fishermen. 75 cents round trip.



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FLY JAPANESE FLAG

Steamer Robert Dollar to Become Japanese Because of Restrictions Imposed by New Maritime Law

Because of the passage of the new seamen's law, of which provisions affecting carriers under the American flag become effective November 4, 1915 and the provisions affecting foreign ships become effective March 4, 1916, unless delayed by the abrogation of treaties, it is said the Dollar Steamship Company, which recently brought the tramp Robert Dollar under the American flag from the British emblem, will register its offshore tonnage in Japan. That feature was talked of yesterday among shipping men, who say that it is understood the Dollar line has already taken steps to fly the Nipponese colors.

One of the leading features of the new act is a provision that 75 per cent of the crew in each department of vessels of more than 100 tons gross must have sufficient knowledge of English to comprehend any order given by officers. The act also provides: "That the powers now bestowed on the Board of Supervising Inspectors in respect to lifeboats, floats, rafts, life preservers, and other life-saving appliances and equipment, and the further requirements as to davits, embarkation of passengers in lifeboats and rafts, and the musters and drills of the crews, on steamers navigating any ocean, or any lake, bay, or sound of the United States, shall be subject to the requirements of the regulations set forth in detail in the new law."

"Regulations provide for two classes of standard types of lifeboats, class one being entirely rigid sides and class two being partially collapsible sides.

"The regulation in detail cover the construction of lifeboats and pontoon rafts; minimum boat capacity according to 35 various lengths of vessels ranging from 100 feet to 1630 feet."

NO BIDS RECEIVED FOR NORTH BEND PAVING

City Fathers Agree Specifications Are Too Stringent; To Modify and Advertise Again

Because their paving specifications were too stringent the North Bend city fathers faced the situation of having the time arrive for the opening of improvement bids only to find that none have been made. As a result the council has ordered the specifications modified before the next meeting to be held March 30.

The paving of Sherman Avenue has been authorized. Contractors state that the barring of much local gravel and rock for the work would make the project impossible for them to bid on because of the price of materials that must be brought here.

Bonds amounting to \$30,000 be taken up the outstanding warrant indebtedness will be brought up at the next meeting for discussion.

By an ordinance the grade was fixed for the improvement of Virginia, Meade, McPherson, Maine and Vermont streets, this grading to be done this spring.

Bids for curbing and smaller jobs in connection with the paving were not opened and will not be until the main contract is let.

NEW BOAT FOR SIUSLAW

John Safley and Al Miner returned from Astoria last Saturday, where they had been to have a boat built for the Siuslaw river. They let the contract for a boat 55 feet over all and 14-foot beam. She will have a cabin and considerable deck room for the carrying of freight. The boat will be so constructed that she will be seaworthy and will be fitted out for deep-sea fishing. The keel was laid Monday and they expect to have her on the run by May 1.—Pilot.

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