

# WARDEN IS COMING

### CARL SHOEMAKER TO LOOK OVER GAME SITUATION HERE

Few Violations of Deer Law, Says Deputy Game Warden Thomas—No Fish Shipments this Year

Carl Shoemaker, State Game Warden, is coming to Coos to make an investigation of the game needs in this vicinity within the next 30 days, according to a letter just received from him by Deputy Game Warden Thomas who this morning left on a trip into the Valley after returning from Langlois yesterday.

Since his advent to the office Mr. Shoemaker has been making an attempt to visit all parts of his territory and size up the situation. He states he has wanted to come here for some time, but other duties have interrupted.

Through his district there have come but few reports of illegal hunting, said Mr. Thomas this morning. In one or two cases dogs have been used, he believed.

In Curry he found there are a great many hunters. Cal Wright has gone into that section, with headquarters at Gold Beach, taking the place of his resigned predecessor.

Since the opening of the season Mr. Thomas has put a number of deputies into the woods at various places. These men are not paid a regular salary, but receive half the fines collected in cases reported by them, a stumbling block that often makes the business of special game wardens not overly lucrative.

**No Fish This Year**  
The deputy game warden believes there will be no trout sent here this year for Coos county streams though the matter has time and again been taken up with the state officials and several times they have promised to send young trout from the northern hatcheries.

It is hoped that trout could be placed in Wooden Rock creek over in the Eden Ridge county especially and also the promise was made of about 20,000 black bass for Eel Lake.

The trout are raised in the spring and Mr. Thomas believes that next year, if plenty of work is done in the meantime, shipments of fish will be received here.

# JAMES BENNETT AND WIFE AT EXPOSITION

### Well Known Marshfield Couple Decide to Return by Boat—To Visit Southern California

The Times is in receipt of the following letter from James Bennett, chief engineer at the C. A. Smith mill, and Mrs. Bennett who left here last week for a month's auto tour of California:

"We arrived in San Francisco without a mishap of any kind. We were six days and a half on the road. While we enjoyed every mile of the journey, it was a long and tiresome journey, and we have decided to ship our machine back by boat and return by steamer. We saw many beautiful sights and a few comical ones—one of the latter being a pig with a bell on it. We start for Los Angeles August 23. We met Messrs. Lockhart and Duncan of Marshfield in the Oregon building yesterday. Hoping everything is fine in Marshfield, we send our regards to all."

# MADE RECORD RUN

### FRED MOORE DRIVES TO MEDFORD IN A DAY

### East Side Man Makes Quick Trip in Dodge Car—Leaves for California

Mr. and Mrs. Fred Moore and family of Eastside, left this morning for Eureka, California, in their auto car. They expect to spend the winter in California.

Mr. Moore just returned the first of the week from Crater Lake where he had been attending the Knights of Pythias convocation and incidentally made a record breaking run in his auto leaving Coos Bay in the morning at 6:15 with a full car and reaching Medford at 9:30 the same evening.

There were five cars from Coos Bay, but Moore's car, a Dodge, was the only one to make the drive through to Medford the same day. In Moore's car there were Rev. D. A. MacLeod, formerly of North Bend, but now of Cottage Grove; C. A. Smith of North Bend; Charles Williams of North Bend, and George Blake, of Catching Lake.

The other cars and their occupants making the trip were Mr. and Mrs. Charles Worrall and Mr. and Mrs. Alf Riggs, in Mr. Worrall's car.

Mr. and Mrs. W. R. Simpson and Mr. and Mrs. A. E. Mueten, Mr. and Mrs. P. L. Swearingen, Mr. Gurnea and Mr. Grubbs.

Mr. and Mrs. Edgar McDaniels and Mr. and Mrs. Archie Phillips. About 25 candidates were indicated under the auspices of Medford Lodge on Wizard Island at Crater Lake. The ceremonies were unusual and very impressive.

Mr. Moore is going to drive through to California by easy stages and take life easy along the way. Their many friends will wish them a pleasant journey and a safe return to Coos Bay.

# SHIPPING NEWS

## WOULD BUILD SHIP NEW RULES ISSUED

### NORTH BEND HAS NOVEL METHOD TO BRING PROSPERITY

### Project Launched at Meeting in Chamber of Commerce—General Plan For It

Building of a sailing ship large enough to carry more than a million and a half feet of lumber and to cost about \$75,000 was bronched last evening at a meeting of enthusiastic North Bend citizens at their Chamber of Commerce. This proposal was made that the ship be built through public subscription and the interesting of local moneyed men and capital. Its construction would furnish work for the heads of many families on Coos Bay.

To the good ship "Prosperity" will be given a hearty welcome, said the men present.

Robert Banks, of the Kruse and Banks Shipbuilding company, launched the project and declared that his company stands willing to take stock in the undertaking. It was pointed out that ships are now able to charter for high tonnage rates and that the investment would be a lucrative one.

Five members now form a committee, appointed last evening, to take up the project of building a ship. They are Peter Logg, chairman, Fred Hollister, A. K. Arkley, H. G. Kern and Victor Anderson.

To the Marshfield Chamber of Commerce will be brought the proposition for the purpose of interesting the local body. The matter will be taken up at their next meeting which occurs very shortly.

Because of the rotten condition of many of the piling under the city wharf at North Bend Victor Anderson stated his belief that now the dock should be repaired and also built larger.

VESSEL MOVEMENTS	
Sailed	
Speedwell, San Francisco, 11 a. m.	
Yellowstone, San Francisco, 11:30 a. m.	
Due Here	
Kilburn, Portland, Friday morning.	
Westerner, San Francisco, Saturday morning.	

### WHALES OFF COQUILLE

### Captain Smith of Daisy Says He Saw Sharks and Leviathans

The Portland Telegram says: Of the Coquille river, the steamer Daisy, Captain E. M. Smith, arriving at the coast-street dock from San Francisco, narrowly missed colliding with a whale. The leviathan was lying fast asleep in the path of the Daisy, and it barely woke up in time to escape being cut in two. On opening its eyes and getting a glimpse of the steamer the monster glared through the water at a livelier pace than that exhibited by a submarine trying to overhaul an ocean greyhound. A shark also was sighted further down the coast.

### AT THE HOTELS

**Chandler Hotel.**  
B. B. Ireland, Seattle; George Styring, Portland; Robert Miller, Portland; L. A. Liljeqvist, Coquille; C. W. Hackwood, Powers; A. G. Topee, Portland; Mrs. P. J. DeNeven, Chicago; Miss J. Marshall; C. M. Brown, Coquille; Mrs. Ralph Dippel, Bandon; Mrs. Guy Dippel, Bandon; A. P. Davis, Coquille; H. L. Hoock, Seattle; Mrs. James Cowan, Lakeside; Mrs. Neta Noble, Lakeside; Mrs. O. C. Harry, Siltco; F. G. Leslie, Coquille; G. C. Motley, Sumner.

**St. Lawrence Hotel**  
E. Kinney, North Bend; E. E. Hunter, Portland; T. Johnson, Powers; G. W. Crimmins, Independence; Ames S. Johnson and family, Port Orford; Frank Lang, Coquille; D. M. Loverson, North Bend.

**Blanco Hotel**  
John R. Herron, Laupia; A. H. Harris, Myrtle Point; Floyd Galbraith, North Bend; Henry Hoock, Coos River; A. W. Lundy, Gold Beach; Ed Elliott, Gold Beach; W. W. Lawhorn, Gold Beach; Robert Goetz, Gold Beach; J. J. McDonald, Coos River; Arthur Moo, Powers; W. L. Stommernan, Allegany; Irvine Reynolds, Empire; T. W. Morrison, San Francisco; Charles H. Jones, Salem; E. Thomas, Delmar.

**Lloyd Hotel**  
M. Clausen, Coquille; J. L. Barker, Jr., Bandon; Carl Sitten, Bandon; Mrs. P. C. Sitten, Bandon; Miss Louise Sitten, Bandon; Ruth Heidon, Daniels Creek; J. Harris and wife, Roseburg; Fred Saunders, Roseburg; George Stevens, Bandon.

**WORLD'S LARGEST OX IS SLAUGHTERED IN GERMANY**  
SCHWERING, Germany, Aug. 26.—Sultan, the biggest ox in the world has been brought here for slaughter. He was exhibited at all the big cattle fairs in Germany. He is a giant of flesh and bone, just a fraction on an inch under 8 feet 10 inches in height, and weighs 4,189 pounds. He is pure white and was bred from a zebu or Indian bull.

## REGULATIONS OF NEW SEAMEN'S LAW GIVEN OUT

### All the Provisions Not Covered in List Just Issued by the Bureau of Navigation

WASHINGTON, D. C., Aug. 26.—Partial regulations for the enforcement of the new seamen's law have been issued by the Bureau of Navigation. Rules for the enforcement of many provisions of the measure cannot be framed until the Attorney General has passed upon the effect of certain clauses in the law referred to him for an opinion.

The regulations sent to collectors of customs, shipping commissioners and other officials cover that section prohibiting "allotments" or the advance payment of a seaman's wages to persons other than dependent relatives of the seaman. All allotments must be shown on the ship's articles. Clearances will be refused where the articles show violation of the law.

The regulations become effective November 4th as to American ships and March 4th, 1916, as to foreign vessels, except in cases where treaty provisions would be violated, when the effective date is postponed until abrogation of the treaties. Notice of termination of treaties involved already has been given, and most of them will be abrogated automatically on July 1, 1916.

The State Department has prepared amendments to the Consul regulations covering the duties imposed upon American Consuls abroad by the new law, which has been submitted to the Bureau for approval.

## WATERFRONT NEWS

**Need Wireless Men**—Because there is a dearth of wireless operators, Robert Warrick, lighthouse inspector of this district, has given notice that in Portland on September 22, will be held an examination for more operators. They are needed aboard the new lighthouse tenders now being put into operation. From Washington comes the word that the successful men may be used either in this district, in the one to the south or on the Atlantic coast, making Baltimore the headquarters.

**Had Claremont Picture**—When Hugh McLain and Henry Sengstacker met the members of the Rivers and Harbors Committee in Portland a few days ago they had with them a large sized picture of the bar and the north jetty with the steam schooner Claremont wrecked on the end of it. They said this was perhaps the best illustration that could be used of Coos Bay's dire need of a better jetty.

**Build Scows Here**  
The Kruse & Banks shipyard at North Bend has been awarded the contract for building three large scows for the Miami Quarry company which was recently awarded the work of extending the Siuslaw jetties. Each barge will be 32 x 90 feet and will carry about 400 tons of rock.

## SHIP OREGON LUMBER AND TIES TO ENGLAND

### Big Freighter Due in Portland to Take Large Cargo—Another Ship Loading Now

PORTLAND, Ore., Aug. 26.—From a semi-official source it is reported that the British admiralty will have a steamer at Portland in September to load a full cargo of railroad ties for the United Kingdom. Her name has not been declared, but it is said that she will have capacity for handling 2,500,000 feet. It is believed this is only the forerunner of similar business which will result whether the war ends soon or not. Because of the curtailed shipments of the product to Europe in the last year the inference is that the stock of lumber on hand over there is running low.

The British steamer Hackensack, which arrived at St. Helens from San Francisco last night, will load a full cargo of lumber for the United Kingdom. She will take out more than 3,000,000 feet, the bulk of which will be taken on at St. Helens. She will finish loading at Westport. The steamer is under charter to A. F. Thane & Co.

### PUNCH WRITER DEAD

LONDON, Aug. 26.—Walter Lewis Emanuel, who endeared himself to English hearts as the writer for fifteen years of a weekly column of bonnets entitled "Charivari" in Punch, is dead at his home here, aged 46. By profession a lawyer, Mr. Emanuel abandoned the bar in 1901 to become a humorous writer. His dog books, such as "A Snob," "A Dog Day" and "Dogs of War" were very popular both in England and America.

# SCOTTSBURG IS REAL OLD TOWN

### WAS FOUNDED IN 1850 AND CENTER FOR ALL SOUTHERN OREGON—MANY NOTED GENERALS WERE STATIONED THERE—EARLY SETTLERS' CHILDREN STILL ALONG UMPQUA

The Roseburg Review prints the following interesting history of Scottsburg and the Umpqua valley which will be of interest on Coos Bay, as many of the residents that mentioned there are well known here and the Umpqua valley and Coos Bay have been closely interlinked for years.

Along the Umpqua River, between Elkton and Scottsburg are many, fine farms. Here, too, most of the original owners have passed away but the names still linger. In many instances, however, the younger generations now occupy the "old homestead." Among the familiar names are: Rufus Butler, Henry Brown, J. A. Sawyers, Andrew Sawyers, Cyrus Heddon, A. E. Ozouf, Job Hatfield, Himan Weatherly, J. A. Patterson, J. B. Leads, P. P. Palmer, A. W. Reed, E. H. Burchard, W. D. Thompson, Nelson Grubbe, Walter Lyons, Sam Turner, Capt. Hinsdale, Capt. Cornwall, W. F. Jewett, Chris Hacker, Theodore Andrews, Capt. Henry Wade, William Wade, Lord, Levi Scott, Captain Ratcliff, T. P. Sheridan, Henry Woodward, L. L. Williams, Judge Deady, Gov. Gibbs, Gen. Joe Lane, Judge Stratton, James McTavish, Daniel Stearns, William Sloan, Winchester, James McMerritt, George Snelling and others.

Wm. Sagabird still lives near Scottsburg and Chris Hacker is another survivor of the early days. Of the real early settlers, however, Jacob A. Sawyers is probably the only one now living, his sister, Mrs. Burchard, having died on the 4th of last July. Mr. Sawyers is still active and makes frequent trips to Gardiner with his motorboat.

**Founded in 1850**  
The history of Scottsburg is indissolubly linked with the names of Cyrus Heddon and P. P. Palmer. Both took a prominent part in the business and development of the lower Umpqua region. The late A. E. Ozouf was also for many years one of the most prominent citizens of this locality. The old Palmer house, with some additions, still does duty as a hotel, being now under the management of Otto Gustafson and wife. Many noted guests have been entertained here in days gone by. Besides being an excellent hostelry, this hotel was then also a sort of social center and it has housed many a scene of gaiety. Mr. Palmer and family were popular hosts, and travellers were always glad to come again.

Scottsburg was first settled in 1850 by Levi Scott, Job Hatterfield, Jas. McMerritt and two others. George Snelling came a little later and started the first business house in a zinc structure which he brought around Cape Horn. Wm. Sloan located during the same year about two miles further down the river where he started a rival town. That town, as well as most of the upper one was wiped out by the great freshet of 1861, and it remains but a memory to this day.

One of the best known residents of Scottsburg was Cyrus Heddon who settled here late in the year of 1851. He was a survivor of the Indian massacre at Battle Rock, Curry County, on August 18 of that year. It was he who, after a fierce battle with the Indians on the Coquille river in 1851, finally carried to safety his wounded companion, L. L. Williams. This heroic struggle lasted for many days, and its recital, together with the fight at Battle Rock against terrible odds, constitutes two of the most thrilling incidents of pioneer history. Mr. Williams later served two terms as clerk of Umpqua County and three terms as clerk of Douglas County. His portrait, as he was dressed in pioneer garb, now hangs in the Odd Fellows' hall in Roseburg.

Mr. Heddon proved a leader in business as well as subduing the hostile natives, and added fame and fortune to the town of Scottsburg. In later years he was ably assisted by his son J. N. Heddon, who serves through the unwritten law of common consent, the town being now unincorporated. The present Mr. Heddon is a native son, having been born there in 1856. He and his two daughters still operate a general store in Scottsburg, and one of the daughters, Miss Emma acts as postmistress. Mr. Heddon has large land holdings and other extensive business interests and is rated among the most substantial men in the county. He is a director of the First National Bank of Gardiner and a member of the Board of Commissioners of the Port of Umpqua.

A large volume might be written about pioneer history in Scottsburg and vicinity. During the mining excitement in Southern Oregon and Northern California, in the early 50's this was the main supply point. At one time there were nine stores in the upper town and an equal number in the lower. Not less than 500 mules were in use in the pack trains, carrying supplies to the mines at Gold Hill, Jacksonville, Yerka, Kerbyville and other places. A stamp mill was actually carried piecemeal from Scottsburg to the mines near Gold Hill. Naturally a great demand went up for a wagon road. This clamor was so insistent that it reached Washington, D.C., and General Joe Hooker, of the U. S. Army, was sent here to lay out and build a military road. It was said that it

was here he learned the art of hill climbing, for his road seemed more likely to go over a hill than around it no matter how high it was. This faculty, which he acquired while in Oregon seems to have had a far reaching effect, judging from his later brilliant success in routing the enemy by his famous charge up Lookout Mountain, in Tennessee during the Civil War. Other military men of note were from time to time stationed at the mouth of the Umpqua River. These included General E. O. C. Ord, and Generals Price, Hood, Hardee and Beauregard the four later becoming afterward prominent commanders in the Confederate army. All were graduates of West Point.

Scottsburg had probably the second postoffice in Oregon, the first being at Oregon City. A contestant for second place is Astoria, but the Umpqua argonauts claim to have beaten the Columbia River town.

Wm. Sloan's sawmill and furniture factory were located in the lower town and James McTavish opened the first store there in 1851. The store was in a tent made from the sails of the wrecked schooner Bostonian. A myrtle bureau made at Sloan's factory is still in the hands of John Heddon. Among the early storekeepers was the late T. P. Sheridan, who later located at Roseburg. He had a tin shop and a limited hardware line. R. E. Stratton, who was later one of the prominent jurists of Oregon, had a slaughter house here in 1858. Judge M. P. Deady, afterwards supreme judge of this state and later federal judge for the Oregon district, once held court in the old hotel at Scottsburg. It was there he tried Jack Knott on a charge of murder, one of the attorneys being A. C. Gibbs, later Governor of Oregon. Gen. Joseph Lane the famous Indian fighter and statesman, later being governor and U. S. Senator from Oregon was a frequent visitor at Scottsburg during the early days. Henry H. Woodward was one of the earliest pilots on the lower Umpqua.

The first sea-going vessel built in Oregon south of the Columbia River was the schooner Umpqua. It was built at Scottsburg and Capt. Hinsdale was first in command. A relic of pioneer transportation is the hull of the str. Washington, which lies under the wharf at Scottsburg to this day. It was owned by Allen & McKinley and it was the first steamer operated on the Umpqua River. Although the hull was covered with steel plating, it was a comparatively small craft, being less than 60 feet in length. After several years of service the machinery was taken out and the hull sunk where its decaying form still rests.

Account books of some of the old-time Scottsburg stores are still in possession of Mr. Heddon. These books contain items of accounts with practically all the early storekeepers of Roseburg, Oakland, Canyonville, and other Southern Oregon towns. A few of the prices listed in 1856 were: Calico, 24 cents per yard; sugar, \$16 per sack; candles, 40 cents per pound; whisky, \$1.25 to \$1.40 per gallon; eggs, 30 cents per dozen; lard, 24 cents per pound; flour, \$3.00 per sack; coffee sugar, 20 cents per pound; half dozen cups and saucers, \$1.75; half-dozen 1-inch plates, \$1.25; four tumblers, 75 cents; zinc washboard, \$1.00. Scores of other things were listed.

**WOOD! WOOD!**  
Kindling wood, per load \$1.75 to \$2  
Alder wood, 16 to 24  
Inches ..... \$2 to \$2.50  
Free Delivery  
W. B. LINGO  
Phone 227-J, North First St.

**CHINOOK SALMON**  
TODAY'S CATCH  
Also all kinds of deep sea fish, when available.  
FISHERMAN'S MARKET  
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**SAVE MONEY**  
by ordering the famous  
**HENRYVILLE COAL**  
Not coal, per ton ..... \$4.00  
Lump coal, per ton ..... \$5.50  
Or half ton of both ..... \$4.75  
D. MUSSON, Prop.  
Phone 18-J or leave orders at Hillier's Cigar Store.

**HAVE THE ROOF FIXED NOW**  
See CORTHELL  
Phone 3171

**DUNGAN UNDERTAKING PARLORS**  
will be kept OPEN TO THE PUBLIC  
A regular state licensed undertaker will be in charge  
Phone 495-J

but these will suffice. The books were very neatly kept and the handwriting was par excellence.

The present day Scottsburg is termed by some as being merely a relic of the past, yet it has an existence all its own. The arrival of the steamer Eva from Gardiner and the beach is the daily event, while the auto stages from Drain and those from Allegany meet here. The latter brings through passengers from Coos Bay, avoiding the more circuitous beach route. Motor boats also come here daily from Gardiner and other points on the lower river. The Allegany road also passes through the Loon Lake district, one of the finest dairying regions to be found anywhere. Some of its timbered districts are said to contain

the greatest volume per acre of magnificent timber to be found anywhere in the state. Considerable logging has been done in the Mill Creek and Camp Creek districts, these streams forming the outlet of Loon Lake. The scenery in the Allegany district is said to be wonderfully fine, and well worthy of a visit.

In common with all the western part of the county Scottsburg is much interested in the construction of the proposed wagon road from there to Reedsport and South Beach, at the mouth of the Umpqua River. Besides being a most picturesque highway this road would be one of great convenience and no small benefit.

Dance at Rink, Sat. night, \$1.00 per ticket.

It means trying harder and keeping at it longer.

It means continual optimism and faith in the future.

And it means careful, sustained, well planned newspaper advertising in many instances.

# Making Business Better

## The Coos Bay Times

will be glad to assist those who want suggestions as to help push business.

## FOR SALE

### ARE YOU LOOKING FOR A HOME, AN INVESTMENT OR BUSINESS? IF SO, LOOK THESE OVER

Dairy ranch, with 20 cows, horses and all tools—65 acres bottom—plenty of bench and range.

Dairy ranch—160 acres—70 bottom. Good buildings

Dairy and chicken ranch, everything ready to go to work. 160 acres.

Improved ranch in Harney County for trade or sale.

Six acre home with house and fruit, Coos River.

Several improved dairy ranches in the county.

House and two lots on Meade street, \$85 cash and \$15 month.

House and two lots on Sherman avenue, \$550 cash.

Apartment house and store cheap, or will trade for ranch.

20-acre tracts for home-seekers. Splendid location. Easy terms.

Cottage with all improvement, \$300 cash and \$20 per month.

Very desirable residence on fine street. \$3400. Terms.

One of the most attractive and best-paying ice cream and confectionery stores in the county.

A fifty-room, full up, paying hotel.

An established furniture store in desirable location.

For terms and descriptions of any of the above, write us, call at the office, or phone.

We have many more desirable buys

## KOOS OREGON DEVELOPMENT CO.

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