

GEO. A. SMITH DEAD

ECCENTRIC CHARACTER OF CAMAS VALLEY, DIES IN SOUTH

Father of Mrs. Fred Nelson of Marshfield Succumbs—Left \$50,000 Estate

The following from the Roseburg Review will be of interest here as a daughter of the deceased, Mrs. Fred Nelson, lives in Marshfield:

George A. Smith, aged 70 years, an eccentric character, and one of Douglas County's oldest and most prosperous farmers, died a few days ago in his solitary camp near Los Angeles. The body was identified by letters which he carried and was returned here yesterday to be buried near his home in Camas Valley this afternoon.

Mr. Smith was found face down beside his burro and goat, his two companions for two or three years, while Mr. Smith was pursuing his travels about the country. He had a hobby to be on the move, probably grown out of his early experiences as a miner and pioneer, and this and his belief that he could live to be a hundred years old, led him to live simply and in a manner after some of the Bible characters, whom he emulated in his travels. It is believed he used the milk of the goat as one of his means for prolonging life.

Left \$50,000 Estate

Despite his peculiarities, his simple fare and primitive method of travel, he is thought to have left an estate of nearly \$50,000. He had money in several of the banks, and his farm in Camas Valley is one of the best in that section. His last trip began in July, his intention being to visit a daughter in Southern California, and he was seen at several points by local people as he camped beside the road. The man, burro and goat usually walked, but occasionally the goat becoming tired, was trained, it is said, to jump on the back of the burro, where it would ride in a sort of cage. On one such trip he went into Mexico and was gone over a year.

Mr. Smith was one of the early pioneers of Camas Valley, where he came over 40 years ago. His widow and several children are now residing on the old place. It is thought he was at one time a member of the local order of Masons. The body, accompanied by John Smith, of Grants Pass, was taken to Camas Valley this morning, where it was buried today. Those who survive Mr. Smith are his wife; his sons, John, of Grants Pass; Frank, Dan, and Charles, of Camas Valley; Mrs. Ella Nelson, of Marshfield, and Rose and Louisa, two other daughters, who are married and reside at Bandon.

TO WRITE POETRY

IMPROVED HEALTH WILL ENABLE HIM TO WRITE POETRY

Returns from California Vacation Trip—Has Changes Made in Harbor Lights and Ranges

Captain T. J. Macgenn returned on the last Breakwater after a few weeks vacation spent in San Francisco. He is much improved in health and says that he is again feeling like writing poetry, the inspiration for which he has not had for quite awhile. He expects to immediately begin work on "Antony and Cleopatra" as he expects to have "Brittania" completed next week. He had illustrations made for "Brittania" at an expense of \$50. He proposes to send an autograph copy of Britannia to Lord Kitchener.

A crew of men is putting in the dolphins near Empire to mark the channel. This was requested by Capt. Macgenn and Inspector Warrack immediately granted it, saying it would be placed as directed by Capt. Macgenn. However he says he found that they were putting the dolphins far from the channel and making it a danger instead of a benefit to navigation. He called the attention of the parties to this fact but they would not change it. He says that a number of mistakes like this have been made, causing considerable expense.

With the installation of the range and harbor lights near the coal bunkers in Marshfield and near Jarvis landing the change in the range lights of Kittyville, the inner harbor aids will be in fine shape, Capt. Macgenn says. The light buoy at the bar will be installed this fall.

The dredging of the channel and changes made in it necessitated these changes in the harbor aids and Inspector Warrack was pleased when Capt. Macgenn outlined the improvements necessary.

Capt. Macgenn says that he is going to sell the rights of his song "When Oregon Goes Dry" to some San Francisco men.

OAT PRICES LOW

SALEM, Ore., Aug. 31.—The farmers around Salem are of the opinion that 35 cents is not a fair market price for a bushel of oats and many of them are storing, awaiting a satisfactory market. Already the farmers' warehouse, Ferry and Front streets, has stored 12,000 bushels and expects within a week or two to have fully 18,000 bushels.

BIG SALMON PACK

FISHING SEASON ON ROGUE RIVER MOST SUCCESSFUL IN YEARS

Twelve Thousand Cases, Totalling 576,000 Cans, is Macleay Cannery Output So Far

(Special to The Times)

WEDDERBURN, Ore., Aug. 30.—The salmon fishing season just closed was one of the most successful in many years past and the pack from Rogue river the largest on record since the Wedderburn Trading Company has been operating and for some years at least before that time.

The total salmon packed of this company so far amounts to 12,000 cases. Each case contains 48 cans of salmon so this makes a total of 576,000 cans, enough to feed a European army of one million a square meal on which they could fight at least six hours.

It is claimed that canned salmon is one of the most nutritious foods that can be carried in the bulk. One of the reasons that it is not used extensively in the present war is that an opener is necessary to order to get at the contents of the can and the supplying of a can opener would be an extra burden to the equipment of the soldier.

For this reason canned salmon is one of the food products of this country which has been sold extensively to the warring nations. The salmon market right now is not entirely satisfactory but the product is being canned just the same even though it may be kept in storage awaiting a sale.

Ship to Astoria
The Wedderburn Trading Company is shipping some of the cans without labels. They will be held in storage at Astoria or Portland and when sold may be disposed of to some firm which desires to use its own labels. The salmon is shipped out from Wedderburn as fast as possible so that it will be at a convenient shipping point at any time that it may be sold.

The fishing season opens again September 10. At that time Chinooks and silversides will be caught. Silversides do not command the same price as Chinooks and the fall fish are not as desirable as those caught during the open period just closed and are sold at a smaller price. The fishing on Rogue will stop sometime in the month of October.

All Made Money
The fishermen have had a fine year and they all have money. There is not a place in Oregon where the working man is any better shape than right here. During the month of August the twenty-five men who worked on the seine received an average wage of \$14 a day. Next to the last day of fishing they made each \$30 for their day's work.

Shortage of Cans
An even larger pack could have been put up had it not been for the shortage of cans. The factory making cans produces only under orders and as all of the salmon fishing places have had good runs there has been a great demand for cans so that the factories have worked night and day.

The last consignment of cans for the Wedderburn Company came on the Rustler. At that time there were 1,700 fish on the floor of the dunnery. There was a heavy fog and the Rustler was just outside with a cargo of needed cans. The fog lifted about fifteen minutes, enough for Captain Peter Olson to get some idea of where the bar was located and he put the Rustler through and then the factory worked until every thing was put up.

On the last day there was an excess of fish and these were handled by salting and will be sold as salt salmon. The fishermen made an extra haul for themselves and those who live here put down a supply of salmon for their own use.

Profitable Work
The men on the big seine all work together. The company pays 50 cents for each fish caught and furnishes the seine which is operated under the direction of a foreman. The money is then divided between the men and as already stated the average wage in August per day for each man was \$14. This gives many of the men sufficient funds to carry them through the winter season if they choose to remain there while others go elsewhere and seek other work.

The company paid 65 cents each for fish caught by individual fishermen using gillnets.

Makes Place Prosperous
The Wedderburn Trading Company will probably put up two or three thousand more cases when the season opens again September 10 but these fish will not be of as fine a quality as those which have already been caught and canned.

The money which has been paid out to fishermen for their work and to others who are employed together with improvements and other work on Rogue river has put this part of the country in a highly prosperous condition.

SOME JITNEY SERVICE

The Roseburg Review says: "R. W. Rogers of Marshfield, was in this city Wednesday. Mr. Rogers is owner of one of the jitney lines in Marshfield and states that there are 22 jitneys in operation in that city.

"There are now 15 jitneys in the city, most of them reporting to be making money. Whether this many will be in operation during the winter months is another question. However, it seems that the jitney business will remain indefinitely and street cars removed further into the future."

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SHIPPING NEWS

BARS IMPROVING GAINS IN SHIPPING

REPORTS SHOW THOSE OF COAST MUCH DEEPENED

Engineers Say First of Year Will See Them in Their Best Shape—30 Feet Here Soon

The beginning of 1916 will see the bars of the coast in better shape than they have ever been before, according to the reports that are being received from the various points now being dredged.

Coos Bay bar will probably have close to 30 feet at mean low tide by the time the winter storms set in so that the dredge Michle will have to abandon operations. According to the last report of Captain Polhemus, the average is now close to 28 feet and the channel is being widened to 600 feet and more.

The preliminary examination of the Umpqua River bar and entrance has been made and satisfactorily passed upon by Colonel J. J. Morrow and referred to the board of engineers of the rivers and harbors committee.

On the Columbia River bar the dredge Chinook has all summer been working three eight-hour shifts during each 24 hours. The water is now reported as being more than 35 feet in depth. A new move has been to reduce to two eight-hour shifts and it is expected that by winter time the dredge will have placed 40 feet of water on the bar there.

The government dredge Oregon, formerly on Coos Bay and built for the district and for the past year used entirely in the north, has just finished making a channel from Vancouver's waterfront out to deep water, this being 150 feet and more in width and with a mean low depth of 22 feet.

Now the Oregon is to be equipped with oil instead of wood burners and towed down to Tillamook bay where she has a job for the next 12 months. She will dredge from the entrance of the bay to Bay City.

Table with 2 columns: VESSEL MOVEMENTS, Sailed, Due Here. Lists various ships and their destinations.

PRISON SHIP MAKES FORTUNE IN PORTLAND

Success Brings in \$10,000 Profit in Four Weeks Time—Shows Racks and Tortures of Old

More than 60,000 persons in four weeks in Portland went aboard the old English prison ship Success and over 50,000 of this number are said to have paid admission, making altogether \$10,000 the net profits of the strange craft in its short stay.

The Success has long since outlived her usefulness. She at one time was used as a convict ship and took criminals from England out to the big colony at Botany Bay, Australia. Now she has been bought and is sailed from port to port, the object of curiosity.

NOW WANT LARGEST DREDGE

Columbia River Bar May Have Craft 500 Feet in Length to Keep The Water Deep

Now comes the word from Portland that plans are on foot for the securing, through governmental appropriation, the largest bar dredge in the world as soon as the north jetty, now being extended, is completed. But a few days ago it was published in Portland that the dredge Chinook has this summer deepened the water to 26 feet on the bar, has laid off one of the three crews because, by late fall there would be at least 40 feet of water there.

Plans for the dredge are said to have been already considered in Washington. If the craft is finally built it is said there is a chance that she will be patterned after the Colonel P. S. Michle of Coos Bay.

TONNAGE TAX COLLECTED BY U. S. GOVERNMENT GREATEST

Additional Registrations Under the American Flag Shown in Report today

(By Associated Press to Coos Bay Times.) WASHINGTON, D. C., Aug. 31.—The tonnage taxes collected on the entry of American and foreign vessels in the foreign trade of the United States during the fiscal year ending June 30 was the largest in over 30 years, aggregating \$1,314,916, the Department of Commerce announced today. This is \$4,167 greater than for the previous year.

NEW MAIL VESSEL

U. S. POSTAL DEPARTMENT ARRANGES SERVICE TO SIDNEY

Fourth Vessel Put on San Francisco-Australia Run—Can be Used as Auxiliaries

(By Associated Press to Coos Bay Times.) WASHINGTON, D. C., Aug. 31.—An arrangement was concluded today between the Postoffice Department and the Oceanic Steamship Company for an additional 16-knot mail steamer between San Francisco and Sydney, Australia. This will result in sailings every three weeks instead of four, beginning October 26. The three ships used will be subject to the call of the government for use as auxiliaries.

NO SHIPS FOR LUMBER

New York Wants Fir But There is No Way to Get it There

PORTLAND, Ore., Aug. 31.—Lack of carriers only prevents large quantities of fir going from this port to a ready market in New York, according to F. A. Sullivan of the wholesale lumber selling firm of Sullivan & Forbes, Inc. Mr. Sullivan is in receipt of letters from his partner, J. W. Forbes, who looks after the New York end of the business, stating that New York is in the market for fir lumber in large quantities. The rail freight rate is prohibitive, however, for such a long haul, excepting on the very highest grades. Spruce uppers are shipped by this route, however, in considerable quantities.

"There is a good demand for fir lumber in New York," said Mr. Forbes this morning, "but without vessels in which to ship the lumber, manufacturers of Portland and other Pacific northwest points have their hands tied. In the first place the American merchant marine is small and the few vessels suitable for the trade have been attracted to other fields more inviting, due to the war."

FOR UMPQUA WORK

Fred Earl, who has been in North Bend for over a year working as engineer for the S. P. Co., in building the bridge at Coos Bay, returned this week to Gardiner. Mr. Earl will be employed similarly in the construction of the bridge across the Umpqua.—Gardiner Courier.

SPEEDWELL IS CHARTERED

It is said that the steam schooner Speedwell has made her last trip of three or four months into Bandon and Coos Bay, and that she has been chartered for lumber carrying between Portland and San Francisco by the Charles R. McCormick Lumber Company of the Rose City. The Speedwell belongs to the Estabrook company, and while the local lumber market is down will be used elsewhere, though it is claimed that she is not off the run permanently.

AUTO STAGE SCHEDULE

Table with 2 columns: Date, Time. Lists auto stage schedule for September 1915.

Advertisement for FATIMA Cigarettes. Includes text: 'Three Cigarette Faults to Avoid', 'TWO TESTS FOR ANY CIGARETTE', 'THE TURKISH BLEND', '20 Distinctively Individual FATIMAS 15¢'. Features an image of a cigarette pack.

Advertisement for MARSHFIELD AND Rowland Baker Powers. Text: 'LOW WEEK END FARES BETWEEN MARSHFIELD AND Rowland Baker Powers \$2.10, 2.20, 2.35'. Includes 'CONVENIENT TRAIN SERVICE' and 'SOUTHERN PACIFIC'.

Advertisement for 'FOR SALE' real estate. Text: 'FOR SALE "Possibly" We respectfully rise to ask a few pertinent questions: 1.—WHERE BUY REAL ESTATE? (a).—Buy where values are bound to rise. (b).—Buy where physical and geographical location compels city building. (c).—Buy where the people as a whole are loyal and have faith in the future. (d).—Buy where Mr. TAXPAYER has shown his faith by investing in large and permanent improvements. II.—WHEN BUY REAL ESTATE? (a).—Buy when prices are away below normal—BUY NOW. III.—DO YOU BELIEVE (a).—In the future of Coos Bay? (b).—Ranching on Coos Bay pays? (c).—Coos Bay is a desirable place to live? (d).—You have a friend back East that wants a ranch? (Let us get in communication with that friend.)'

Advertisement for WESTERN LOAN AND BUILDING CO. Text: 'Assets \$2,340,000.00 Pays 8 per cent on savings I. S. KAUFMAN & CO. Local Treasurer'.

Advertisement for KOOS OREGON DEVELOPMENT CO. Text: 'KOOS OREGON DEVELOPMENT CO. NORTH BEND, OREGON'.

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