

LONG TRIP IN HERE

DR. MORROW THREE DAYS EN ROUTE WHEN AUTOS BREAK

Comes With Dr. Cole, of Portland, In Interest of Case Against Son for Malpractice

For three days Dr. Morrow, of Portland, was on the journey to Coos Bay. He arrived here this morning via the beach stage in company with Dr. G. W. Cole, also of Portland, and on their way to Coquille, where they will give expert testimony in the case of Lynn Lambeth versus Dr. E. V. Morrow, a son, for malpractice. The stages broke down en route and the party was delayed last night at Gardiner, leaving there at four this morning.

Dr. E. V. Morrow left here several months ago. He is now in the Belgium hospital at La Panne, Belgium. It is impossible to get word to him, though letters are received from there.

The case came up in connection with an operation many months ago made on Lynn Lambeth to transfuse blood from him to a relative who was very ill. Lambeth was later sued for the amount of the bill and Judge Pennock awarded Dr. Morrow \$175 and the case is now on appeal. At the same time the suit for malpractice was started by Lambeth.

It was charged that too much blood had been taken from him; that too many incisions were made, and that in the end a nerve was sewed up on the surface and the wound refused to heal until he had gone to another doctor for a further operation. In the absence of his son, Dr. Morrow, in company with Dr. Cole, will look out for his interests. They went to Coquille on the late morning stage for the trial of the case, probably before Judge Cole.

Dr. Morrow says that he receives a weekly letter from his son at the front. He has just recently, he said, been offered a chair in a big free clinic about to be established in Paris by a Philadelphia physician and surgeon.

He expects that the son will remain in Europe now until the war is over.

Columbia and Ever-Ready dry cells 30 cts. each, or 6 for \$1.75 cash. Marshfield Hardware.

WARNING NOTICE

TO AUTOMOBILE DRIVERS, MOTORCYCLISTS, BICYCLISTS AND TEAMSTERS.

Drivers of automobiles, motorcyclists, bicyclists and teamsters are hereby officially warned that they must strictly comply with the ordinances of the city of Marshfield regulating traffic or they will be arrested and dealt with according to law. Among the traffic provisions that will be enforced strictly and which everyone using the streets should observe are the following:

Keep on the right side of the street at all times.

Keep within the 15 miles limit. Turn corners slowly.

Slow down at crossings.

Auto owners must not have muffler open.

Violation of these rules will result in arrests and no excuses accepted. By order of

J. W. CARTER
Chief of Police

P. BROKAW AND FAMILY ARRIVE FROM NEAR GALVESTON

Lived Through Terrible Storm—Home Picked Up By Winds and Barn Disappears

To have his chickens and pigs blown out of his yard and his barn of; of his farm might be fair enough but when the wind starts aeroplaning his house, containing himself, furniture and family—that's different and its time to call a halt. Thus P. Brokaw, a former farmer near Galveston, Texas, expressed himself today. He arrived here Saturday with his family and now seeks a farm location.

Home Was Moved

During the terrible hurricane that struck Galveston last month he was living but a few miles away in the little town of Alvin. The salt spray blown on the wings of the blast carried these intervening miles and right through the places where the windows had formerly been in his house.

On the height of the blast the house rumbled down off its foundation. Lifting on the ground and then jerked 10 feet sideways against a brick pile. "We stayed inside, too, while this was going on," said Mr. Brokaw.

Left the Place

As soon as the wind and water went down he left the house, now at a 45 degree angle, sold out his goods and went away from the hurricane belt of Texas.

He says that windows larger than 16 by 20 inches were blown in; everything smaller than that went out, taking the window sashes with them. Doors were blown off their hinges. People, afraid to stay in the buildings sought high land and there laid on the ground, often in the mud, wrapped in blankets, waiting for the wind and rain to stop.

Rain in Torrents

The rain came in torrents. The wind blew it like shot. Galveston, three miles from the mainland on its island, was early cut off from the rest of the world when the causeway collapsed, taking a street car and 50 passengers with it into the raging torrents of the Gulf.

The height of the storm was on a Monday night, said Mr. Brokaw, and on Sunday people, knowing what was coming, started leaving the city. They poured out by the thousands in front of Mr. Brokaw's home, were blown over and hurled in wrecked masses on the tracks, effectively blocking that line for further egress from Galveston. A freight train came along after and, in the darkness crashed into it.

Buildings Crumpled

Wooden buildings caved in; brick structures crumpled to the ground in the wind and the rain that seemed like the end of the world. Mr. Brokaw says that some fortunate people, having lived through the first hurricane 15 years ago had cellars to go to, not cellars built under ground, but above the surface, so as not to fill with water, and with earth banked about them.

One neighbor of Mr. Brokaw had such a cellar and called in everyone that he could until the place was jammed and standing room was at a premium.

Have your LETTER heads, bill heads, etc., printed at THE TIMES office.

GEORGE WIER AND R. I. FRANZ TO SPEND WEEK ON BAY

Assistant Sales Manager of C. A. Smith Company and S. P. Purchasing Agent Arrive

R. I. Franz, purchasing agent of the Southern Pacific, and George Wier, assistant sales manager of the C. A. Smith Lumber company arrived here on the Adeline yesterday for a week's stay on the bay. Mr. Franz devotes special attention to the lumber and tie purchases of his company and their visit here is to see the Douglas fir, white cedar and other lumber in the rough and how it is manufactured. A couple of years ago Mr. Wier and some friends spent ten days here and he still has fond recollections of a fishing trip to Ten Mile then.

The Adeline left out at 9 o'clock this morning, having loaded during the night. She arrived off the bar early yesterday morning but Capt. Olson was unable to cross in on account of the thick fog and so he loaded last night to make up for the delay.

GO BEFORE REFEREE

PINE STREET CASE MAY BE HEARD THIS WAY SOON

Judge Skipworth is Said to Have Made This Arrangement—To Submit Written Briefs

Judge Skipworth is said to have made the assertion that the Pine street injunction case will be heard before a referee and then submitted to him in written briefs to be decided some time later.

It was believed that the case would be heard from the bench at this term of the equity court, but the attorneys for both sides say that depositions will have to be taken, many from people who do not now live here, and that this would involve an endless amount of time. The case, it is said, will be heard while Judge Skipworth is here. The city has already filed its answer to the property owners' complaint.

ATTEND MASONIC MEETING

E. L. Robinson, Eminent Commander of the Marshfield Masonic Lodge, will leave in the morning for Portland to attend the Grand Commandery meeting there.

SHIPPING NEWS

VESSEL MOVEMENTS

Arrived.

Westerner, San Francisco, 3 p. m., yesterday.

Sailed

Adeline Smith, Oakland, 9 a. m., today.

HAS BEEN FOGGY

It has been very foggy on the bar and the fog signal at Cape Arago light house had, last night, been blowing for about 190 hours steadily.

LURLINE A DERELICT

Mariners on Coast Remember Well Old Craft Found Waterlogged in South Seas

The American brigantine Lurline, of San Francisco, long well known on Pacific waterfronts, is a badly waterlogged derelict. The report has been brought in by the Japanese steamer, Tomu Maru, having sighted the craft September 3.

She Lurline is a vessel of 336 tons, and was built in 1887, at Beneca, California. She was bound from Eureka to Salina Cruz, Mexico.

WATERFRONT NEWS

After being fog bound off the bar for 20 hours the steam schooner Westerner crossed in at 6 last evening from San Francisco, bringing a large shipment of local freight. She will load lumber at the Smith mill.

From San Francisco and Eureka the steamship Kilburn is due in the morning.

The Santa Clara is due here in the morning from Portland.

The steamship Adeline Smith came in at 2 p. m. yesterday and sailed at 8 o'clock this morning for Bay Point, taking in all 18 hours at the Smith dock to get her load.

Times Want Ads for results.

HOLDING CONTAINS AGRICULTURAL LANDS

Comparison With O. & C. Lands Made in Coquille Paper—Figures Are Given

A comparison of the value of the Coos county holdings of the Southern Oregon Company and the O. & C. lands is made in the Coquille Valley Sentinel. Figures furnished that paper by Assessor Thrift show that the number of acres of the Coos Bay Wagon Road grant, which is owned by the Southern Oregon, are 69,884 and that the following table shows the amount of taxes interest and penalty now due to Coos county from these lands.

Year	Tax	Penalty and Interest	Total
1909	\$15,287	\$11,618	\$26,906
1910	19,660	12,582	32,242
1911	24,047	12,504	36,551
1912	28,427	11,370	39,797
1913	32,807	7,545	40,352
1914	37,183	4,090	41,273

The grand total of taxes and penalty and interest now due Coos county by this company thus amounts to \$217,121.

The assessed value of the Southern Oregon lands is \$1,078,185, or at the rate of \$15.42 per acre, but much of this value is in the timber they bear.

Shown by Cruise

The paper states further: Of the 69,884 acres of the wagon road land grant the cruise of the county by Dennis McCarthy shows the classification to be as follows:

Suitable for agricultural purposes after the timber and brush is removed, 33,870 acres.

Suitable for grazing after the timber is removed, 31,854 acres.

O. & C. Lands

The total number of acres of the Oregon & California railroad grant in Coos county is 121,000, which is assessed for \$1,840,591, or at the rate of \$11.92 per acre.

The taxes of the years 1913 and 1914 now due on these lands are about \$109,705.

The lands are classified as follows in the county cruise:

Lands suitable for agricultural purposes after the timber and brush are removed, 11,240 acres.

Lands suitable for grazing after the timber is removed, 98,325 acres.

Lands more or less rocky 19,480 acres.

More Valuable

A comparison of these figures for the two bodies of land grants indicates how much more valuable that of the wagon road grant is than that of the railroad grant.

In a total of 69,884 acres of the wagon road grant there are 33,870 acres suited for agricultural purposes, or 48 per cent. In a total of 121,045 acres of railroad land grant in the county there are but 11,240 acres of farming land, or only a little over 9 per cent.

On grazing land the wagon road grant has 31,834 acres, or 45 per cent and the railroad grant has 98,325 acres or very nearly 75 per cent.

Of land more or less rocky, the wagon road grant has 4,160 acres or six per cent; the railroad land grant has 19,480 acres or 16 per cent.

These figures show how vastly more valuable are the wagon road lands than the railroad lands.

Reason is Given

The Sentinel goes on to explain that the reason the Southern Oregon lands are more valuable is because they were selected in the early 70's when there had been comparatively little homesteading, while the O. & C. lands in Coos were taken as lien lands later on when the more choice lands had been taken up by early comers.

The paper comments that if the Southern Oregon lands meet the same fate as the O. & C. holdings Coos county will have a far greater stake in the balance than in the present case of the O. & C. lands.

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MRS. STUTSMAN SAYS MRS. WRIGHT OWNS ROOMING HOUSE

Action Started May Determine Responsibility of Owners for Actions of Tenants

According to Mrs. A. H. Stutsman, who says she is agent for the building occupied by the Joy Rooming House in North Bend, Mrs. Grissen Wright has no connection with Pauline Clint, now charged with conducting a house of ill fame. Mrs. Stutsman says Mrs. Wright, who was formerly Mrs. Grissen, is now the wife of an attorney in McMinnville.

Mrs. Stutsman further states that she, as agent for Mrs. Wright, leased the building to A. L. Galsler and that he is the person who again subleased to Pauline Clint.

The case is said to be the first in Coos county in which an effort will be made to find to what extent the owner of the building is responsible for the actions of the tenants. District Attorney Liljeqvist has petitioned the court for an injunction closing the place to all tenants for one year and for the sale of the furnishings.

There is an ordinance in Portland requiring the property owners to place their names and address on the front of rooming houses owned by them and they are held responsible by the city for the tenants.

TO ENLARGE HOME

Peter Mirrasoul has had plans made by Fred Magnusson for enlarging his home on Commercial Avenue hill, four additional rooms being provided.

RETURNS FROM EAST

Chas. Gilbert, engineer on the local railway, is expected home Friday from Fort Wayne, Ind., where he spent the summer at his old home.

Eyes hurt? See Birch at Red Cross.

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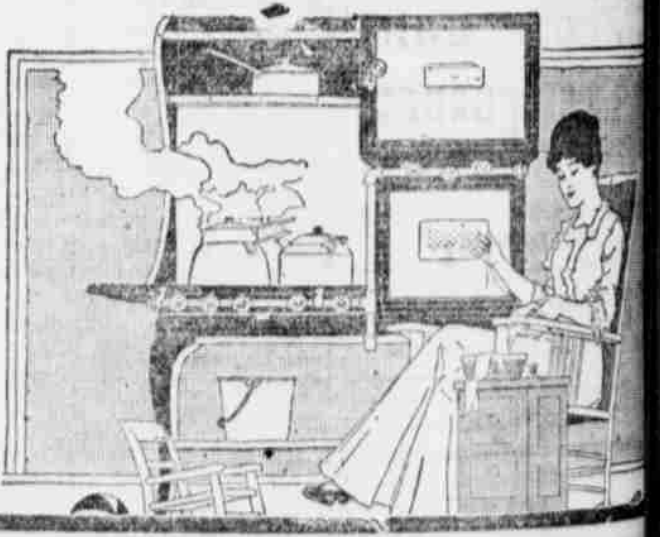
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