

# PROFITS ARE LARGE

### EXPOSITION ASSOCIATION NOW NETS SOME \$50,000 DAILY

#### Charles Hall Returns from Trip to Portland and San Francisco Fair to Close on Time

Profits of the Panama Pacific Exposition Association should reach into the amounts computed in seven figures is the belief of Charles Hall, president of the local telephone company. He returned last Friday via Roseburg from a trip to Portland and San Francisco.

In a talk with some of the Fair officials he was told that six weeks ago they were pulled out of all debts and since that time the cash receipts have been running something like \$50,000 a day. Of this amount some \$10,000 is needed for running expenses and the difference nets a goodly fortune daily.

#### Will Pay Dividends

He said that there is no talk in San Francisco of the Fair being kept open longer than the date set in the first place for the closing, early in December. However this would allow a profit for about 11 weeks, which will in all probability go to the men who backed the project with their capital in the first place, in the shape of dividends.

#### Finds Montgomery

Mr. Hall got off the train in San Francisco, having come from Portland and went to his hotel. He heard someone moving about in the next room and later in the evening telephoned to the hotel office to find out if J. E. Montgomery had shown up in the city yet. He found out that it was Montgomery splashing in the bathtub next door. He had come in just a couple of hours before on the Adeline Smith. Mr. Montgomery expects to remain in San Francisco for another week.

# NEED SUBSTITUTE

### LOUNGING ROOMS MAY TAKE PLACE OF SALOONS IN 1916

#### Matter Being Considered in Many Oregon Cities—Fellowship Club Is Discussing Question

Establishment of a lounging headquarters where laboring men may make themselves at home while in the city, rooms that will take the place of the saloon when the latter is forced from existence January 1, was a project launched at meeting of committees of the Fellowship Club yesterday afternoon. Bert Doremus, agent of the local employment office, declared that he has under consideration such a place and will make a report later.

The necessity of such a building is apparent, said the members of the committee. Other cities are already making preparations when the saloons shall close and many men will have no place in which to lounge. Portland has opened her big municipal building and Baker is also establishing one.

#### Must Attract Men Here

The argument is made in this wise if the men are not treated fairly when they come to town, they are going somewhere else to spend their money. If they are not to feel at home, they are not going to come.

The going of the saloons will leave many buildings empty. There would be reading tables, card tables, plenty of chairs and in connection could be run a soft drink bar and tobacco counters, all of which, it is figured, would make the proposition an attractive one in a business way to some one willing to go ahead with the project.

#### Need to Employ Men

The problem of securing employment for the men in need of work will be investigated. Members urged that the matter of cleaning the fills and vacant lots to be taken up with the city, the point being to allow the men something for their work. A city wood pile is also suggested.

This week will open the membership campaign of the Fellowship Club. The captains of the five teams are Claude Thompson, F. E. Allen, D. L. Buckingham, Robert Dillard and A. K. Peck. The contest closes with the next banquet, in November, and the winning team is to be banqueted.

# EXPRESS COMPANY PAYS BIG PROFIT

SALEM, Or., Nov. 1.—Net profits of the Wells-Fargo Express Company for the year ending June 30, 1915, totaled \$2,338,677.47, according to the annual report filed today with the state public service commission. A dividend of \$1,438,044 was declared, and the balance, \$900,633.47, transferred to the profit and loss account.

The total charge collected from transportation was \$38,555,644.15, and of this amount \$19,724,414.44 was paid to railroads. Operating revenues were \$19,585,882.96, and operating expenses \$17,860,839.54.

The company paid taxes totaling \$413,293.52.

# SHIPPING NEWS

## CREW IS PAID OFF WILL BE RETURNED

### TWENTY-FOUR SAILORS OF THE BREAKWATER SAIL TODAY

#### Vessel to Remain Here Indefinitely is Report — Captain Maggenn Remains in Service

Twenty-four members of the Breakwater crew sailed for Portland aboard the steamship Kilburn this afternoon, closing their term of service with the vessel of the Southern Pacific. It is said that the Breakwater will be tied up here for an indefinite time before being taken to San Francisco.

When she arrived here several days ago it was stated then the ship would sail for the South about the middle of this month, either to be laid up there or sold. This plan has evidently been changed.

This leaves now aboard the Breakwater still Captain Maggenn, the chief engineer, first officer and the purser. The vessel is now at the S. P. dock in South Marshfield.

## FINDS BAR ROUGH

### TWO SEAS INVADE OPEN-DOOR STATEROOM OF KILBURN

#### Few Provisions Washed Overboard Coming in This Morning—Arrives from San Francisco

Westerly swells, the aftermath of heavy blows 500 or more miles off shore, have been breaking on the Coos Bay bar for several days and when the steamship F. A. Kilburn crossed in this morning from San Francisco she took three big seas over the stern. On the last trip out Captain McClellan said that nine seas were shipped and that a portion of the forward rail on the bow was carried away.

This morning the sea broke open a locker and the ice box at the stern of the Kilburn and washed out a couple of sacks of potatoes and some salt pork and caused milk cans to float down the deck. Several passengers who became curious and opened their staterooms came close to getting a bath and several stateroom carpets were hung out to dry on the rail when the Kilburn docked.

There has been little wind on the coast in the past few days, and Captain McClellan attributes the rough bar to the blows that happened many days ago far to the West.

#### The Incoming Passengers were:

T. R. Barrett, J. R. Wetherbee, Mrs. J. R. Wetherbee, Mrs. M. Hirsch, Mrs. A. H. Fleishman, J. M. Fleishman, J. Blackstock, N. Ferguson, F. W. Bertram, Harry Winkler, Alex. Turner, John Nielson, V. A. Wickman, Mrs. J. B. Crooks, Emil Schafer, O. Hansen, Mike Sarboilas, Gust Ingman, Bert H. Church, Mrs. Mary Ogren, Miss Ellen Ogren, Mrs. B. G. Libby, J. A. Gates, J. D. Herningen, H. K. Hodge, Martin Baughman, Rex Webb, Miss Agnes Russell, Miss Evelyn Anderson.

The outgoing passengers were, D. H. Hiddleton, Mrs. Hiddleton, Evin Haydon, Mrs. Alice Haydon, U. S. Ackers, T. J. Macgenn, Mrs. A. J. Brown, W. Williams, A. Davis, G. Melvin, T. Smith, Ollie Smith, Mrs. E. Farringer, Mrs. B. W. Bingham, Andrew Stephenson, Helen Boise, John Ness, Mrs. S. E. Bennett, K. L. Tompkins, Mrs. E. Tompkins, Mabel McKenna and the crew of the steamship Breakwater.

#### ADELINE SMITH HERE

The steamer Adeline Smith arrived this morning from San Francisco and will load lumber at the C. A. Smith mill.

#### LOOK FOR OPIUM

Other Routes Besides Orient to Bring Drug Into America

Since the finding of \$76,000 worth of opium in an air shaft of the stranded steamship Calchas, of the Blue Funnel line, in Puget Sound, government officials have been exceedingly vigilant and on the alert for other shipments of the drug.

Incoming vessels, even from Europe, are being searched minutely from truck to keel, with close investigations made into the contents of water barrels, the crew's quarters and belongings and even into the coal bunkers of the vessels.

It is suspected there exists a ring of opium dealers who have been smuggling fortunes in opium into the United States. The cache on the Calchas was found only after the chief engineer had remarked to an official that the air draft all the way from Liverpool had been poor. The customs officers went searching and found dozens of tins stowed away in the air shaft and later many more in an ash chute. All of this was confiscated and will be destroyed.

### NANN SMITH WILL COME BACK AFTER NEXT TRIP

#### Goes to Chile Again and Charter Will Take Up About Ninety Days

Capt. B. W. Olson of the Adeline Smith brought his vessel to Coos Bay this morning. While at San Francisco the steamer went on the dry dock for two days to undergo her annual overhauling. The captain says C. A. Smith is now in California but the captain was busy looking after the boat and did not have time to see Mr. Smith.

#### Will Be Returned

The steamer Nann Smith is now at Tacoma and is to make another trip to Chile and will stop at San Francisco on the way down. She will be about 90 days on this charter, and will return to the Coos Bay run when she comes back.

#### Arrived Today

Those arriving on the Adeline Smith today were J. H. Flanagan, Walter Butler, Joe Williams, Mr. Stack and two daughters, E. W. Kern and Capt. A. P. C. Hald, of the Umpqua light.

## VESSEL MOVEMENTS

### Arrived

Adeline Smith, San Francisco, 7 h. m. today.

F. A. Kilburn, San Francisco, 7:30 a. m. today.

Hardy, San Francisco, 6 p. m. Sunday.

### Sailed

F. A. Kilburn, Portland, 2:45 p. m. today.

### Due Here

Yellowstone, San Francisco, today.

## SURVEY SOON DONE

### CAPTAIN POLHEMUS SAYS UMPQUA HAS GOOD HARBOR

#### Depth of Water Inside Bar Is Encouraging—Jetty Needed To Deepen Water On Bar

Survey of the Umpqua river from the coast guard station to the bar is practically complete, was the statement this morning of Captain James Polhemus. He went down to Bandon to see what progress is being made on the jetty work there in the absence of Engineer C. R. Wright who is at the Umpqua river.

That the Umpqua has a very desirable harbor, is the belief of Captain Polhemus. He declares that in all probability they will be able to put through a harbor project somewhat similar to the one on Coos Bay. The bottom of the river is dredgable and he says the crew in their survey found good depths of water inside.

#### Jetty Is Necessary

A jetty at the north side of the mouth is necessary, in his belief, to give a proper depth of water on the bar. In 10 days that he was there the steam schooner San Gabriel was harbored inside.

No figures could be given off hand by Captain Polhemus. He says that the weather conditions have been such that no sounding on the bar has been possible and this may not be accomplished for some time yet.

#### Would Save Dredge Money

Nothing is known yet by the engineer regarding the use of the dredge Michie this winter. He said that to allow the dredge to do inside work at Grays Harbor would mean a conservation of the Coos Bay appropriation and mean more for later work. It is understood that there will be no further allowance obtainable until next September.

The crew of the Michie is now cut to one shift, some extra men being retained for the present, doing repair work and getting the craft painted up and in good shape for the winter. Pilot Captain Jones has already gone back to Portland.

## Farragut's Way.

While preparations were being made for the attack on New Orleans, the navy department came into possession of a complete set of plans of the defenses of that city. Not only were the positions of the forts laid down, but, also, the submarine mines, as well as the system of torpedoes, and the reserve of war vessels which were to cooperate with the land batteries. No time was lost in sending it to Admiral Farragut, but no acknowledgment ever reached the navy department. Meanwhile the passage of the forts was effected. New Orleans captured, Admiral Farragut in due time went north. Proceeding to Washington, he at once called at the navy department, where he received hearty congratulations upon his brilliant successes. While he was in the department a prominent official referred to the plans of the defenses of New Orleans and asked the admiral if he had ever received them. "Yes," he replied, "I received the plans, but on examination I found out that, according to them, New Orleans could never be taken. So I tore them up and threw them into the waste basket."—Argonaut.

# UNITED STATES JAMMED FULL OF CROOKS DRIVEN FROM EUROPE

### THE WAR HAS MADE NEW YORK THE GREATEST INTERNATIONAL CROOK CENTER IN THE WORLD. AUTHORITIES DECLARE—EVERY CITY IN THE COUNTRY LIKEWISE, HAS ITS INCREASED QUOTA OF CROOKS OF ALL KINDS DRIVEN FROM EUROPE.

W. J. Burns the detective, in an address before the American Bankers Association, stated that "forgery vastly exceed all other forms of bank fraud, today."

The Bankers' Record, in commenting on this declaration, says that these annual losses amounted to \$500,000 in 1900, \$5,000,000 in 1906, \$15,000,000 in 1911, and the stupendous total of \$23,000,000 in 1913.

Not long ago, one contractor had three checks on one bank raised within a period of three days.

Recently, a check drawn on a Seattle bank for \$5.00 was raised to \$500. Through the use of acid, all of the writing except the signature was removed, and the \$500 written in over the genuine signature.

Innumerable other instances might be mentioned, of check alterations in the State of Washington, particularly in the outlying towns and small cities. A recent issue of a Seattle paper explains the modus operandi of a gang of check raisers recently in this state.

"A gang usually works in threes in raising checks. They are adepts judging from some of the samples of their handiwork shown by detectives.

"One of the gang, an advance man, goes to a town two or three weeks ahead of the other two. He makes a deposit in some bank and ingratiates himself with the bank officers and clerks.

"About the first of the month, the other two members of the gang arrive. Through information obtained by the advance man, the second member stations himself on a street corner in the vicinity of merchants that are in the habit of paying their bills by check to collectors.

"The swindler watches the collectors, who are usually young fellows. Seeing a collector leave a small merchant's place of business, the swindler begs his pardon and asks him if he did not get a check from so and so in payment of a bill.

"The swindler says that he, too, is

## AT THE HOTELS

### TODAY'S ARRIVALS

A. P. Davis, Coquille; Henry Salvon, Myrtle Point; William Weekly, Myrtle Point; L. J. Simpson, Shoreacres; T. J. Thrift, Coquille; Claud H. Giles, Myrtle Point; A. Cameron, Salem; F. S. Dodge, Chicago; R. R. McKean, Seattle; B. Arnold, Myrtle Point; J. R. McGee, Riverton; J. L. Laird, Myrtle Point; A. H. Sale and wife, Astoria; W. E. Zimmerman, Powers; Fred Marx, San Francisco; J. W. Withers, Portland; E. E. Nelson, Portland; T. Tiffany, Portland; A. C. Stevens, Portland; E. J. Kennedy, Coquille; J. S. Leggett, Beaver Hill.

### St. Lawrence Hotel

Miss Nedell, Bandon; Miss Borgard, Beaver Hill; R. M. Miller, Beaver Hill; C. V. Shelley, Myrtle Point; L. K. Jerome, Myrtle Point; P. M. Hall-Lewis, Coquille; W. G. Perkins and wife, Sumner; R. N. Webster, Coos River; L. G. Masters, Sumner; W. F. Bowron, Jr., Templeton; A. B. Briggs, Coquille.

### Lloyd Hotel

Mrs. Carl Hudson, Seattle; Miss Doris Hollister, Portland; Miss Helen Hollister, Portland; E. W. Sullivan, Cooson; Robert Montgomery, Bandon; John Davis, Beaver Hill; J. H. Rooney, Blue Ridge; John Bird, Powers; E. W. Roberts, Blue Ridge; L. Rassmussen, San Francisco; J. A. Horne, Blue Ridge; John S. Hocks, Newport; J. H. Cady, Newport.

### Blanco Hotel

W. H. Smith, Coos River; George Bernard, Bandon; Fred Nieme, Blue Ridge; Robert Fleming, Gold Hill; C. S. McCulloch, Coquille; Pat Dalton, Powers; John Riley, Powers; F. Ward, Coos River; H. Jordan, Powers; E. D. Ryan, Powers; R. T. Ward, Coos River; George Sargent, Myrtle Point; Tom Wasson, South Inlet; John Whobrey, Myrtle Point; H. L. Groff, Beaver Hill; R. M. Rau, Portland.

### FRIDAY'S ARRIVALS

Chandler Hotel  
Ray P. Campbell, Jarvis Landing; W. B. Lincoln, Western Union Co.; W. Culin, Coquille; B. H. Laird, Roseburg; L. G. Johnson, Myrtle Point; Mrs. F. F. Norton, Coquille; Grant Dunlap, Philadelphia; A. A. Pim, San Francisco; V. G. Hindmarsh, Hauser; Mrs. Hindmarsh, Hauser; Charles E. Warner, Portland; P. Olliver, Portland; H. H. Brighton,

a collector and has more money than he wants to carry. He offers the cash for the check and the guileless youth makes the exchange.

"In this way the swindler gets possession of checks with bonafide signatures. These are then turned over to a member of the gang who is an adept with pen and acid, and the raised checks are handed over to the advance man, who has no trouble in cashing them.

"The beauty of the scheme lies in the fact that the checks are all cashed about the 5th of the month and the merchants who drew them do not see the checks till the first of next month when they have their pass books balanced.

"In the mean time the swindlers have ample time to leave town.

"This gang has operated successfully in Spokane, Wenatchee, North Yakima, Everett, Olympia and various other cities and towns in Washington.

"Within the past few weeks they have worked various Oregon cities. In Portland, the gang raised a check drawn by John J. Armstrong, from \$7.25 to \$507.25. A check drawn by M. J. Minear of Medford, Oregon, for \$3.00, was raised to \$30.00.

"One check secured by a 'spotter' had been washed clean with acids all except the signature, and was raised to \$800.00. The bank paid this check without hesitation. The signature was recognized as genuine and the teller supposed that the check had been drawn for \$800.00 by a clerk."

"The banking laws are such that a man who draws a check is protected only in the signature and not the body of the check. For instance, if a check signed by William Morris for \$5.00 has been raised to \$500.00 and the signature has not been altered, Mr. Morris is the person who loses the \$495.00 and not the bank, when the check is cashed for \$500.00.

However, if the signature has been changed and the bank pays the money on the check, then the bank is liable.

So many cases of check raising have come to light in the Northwest that the Associated Detective has asked the co-operation of all banks to stamp it out.

Banks can aid greatly by advising and insisting on their depositors using precautions in writing their checks.

Portland; Dr. T. H. Cappen, Portland; Dean Asdell, Portland; R. E. Willis, Portland; H. B. Hall, Portland.

### St. Lawrence Hotel

J. M. P. Haynes, Myrtle Point; E. W. Hayes, Myrtle Point; Henry Chalacoe and wife, Bandon; J. M. Crook, Vancouver, Wn.; Louis Wick, Bandon; George King, Bandon.

### Lloyd Hotel

Mae Cadwell, Portland; Carl Snow, Coquille; Ray Snow, Portland; E. P. Siestrum, Lakeside; G. Carlson, Lakeside; T. J. Hayes, Newport; B. E. Stone, Newport; William Smith, Powers; W. Perry, Portland; Enos Smith, Coos River; Terry Evans, Myrtle Point; Mr. and Mrs. Gray, Newport.

### Blanco Hotel

Fred Paap, Gardiner; W. H. Schroeder, Coquille; Pete O'Brien, Powers; F. E. Varrclmann, Gardiner; E. T. Foy, Gardiner; Arthur Parry and wife, Gardiner; W. Whitby, Powers; Mike Erickson, Delmar; William T. Safely, Florence; R. Robertson, Coquille; E. L. Pierce, Tar Heel; W. C. Smith, Crow; Mrs. G. T. Button, Bandon.

### Aroused His Curiosity.

"I'm sorry I told the boss that he couldn't get along without me. I just aroused his curiosity."

"Aroused his curiosity?"

"Yes. He was curious to know if what I said was so and decided to make the experiment."—Detroit Free Press.

### Encouraging.

Doctor—Well, Casey, are the eyes improving? Patient—Sure they are, sir. Doctor—Can you see better; can you see the nurse now? Patient—Sure I can that, sir. Faith, she gets plainer and plainer every day.—London Opinion.

### His Role.

"I suppose since the baby came your husband is no longer the hero of your domestic drama."

"Oh, no; he's merely the walking gentleman."—Baltimore American.

### Not Quite.

Elgg—Crooke is a criminal lawyer, isn't he? Diggs—He's a lawyer, but as to his being criminal, I think he's too careful to quite overstep the line.—New York Globe.

### Look Her Part.

"Oh, Tommy, that was too bad of you to eat your sister's share of the cake!"

"Why, mamma, didn't you always tell me to take her part?"—Exchange.

## Good Housekeeping Week

The Great Fall Exposition of Nationally Advertised Goods

OPENED THIS MORNING WITH A RUSH. This is "Heinz Day" and the "57 Varieties" are being demonstrated to large and pleased delegations of ladies from all parts of the city.

TOMORROW will be "National Biscuit Day"—Don't miss it.

## Daily Demonstrations

We would like to have you drop in every day for at least a little while, whether you wish to buy anything or not, but if you cannot come every day, pick out the special lines in which you are interested and come on those days.

MONDAY will be devoted to a display and demonstration of the famous Heinz products.

TUESDAY will be devoted to display and demonstration of National Biscuit Company's lines.

WEDNESDAY will be the formal opening of our new store. While we have been doing business at the new stand for some time, we have just completed arranging our store and will be glad to have our friends and patrons see it. In addition, we will have a display and demonstration of Preferred Stock and the Red Ribbon line.

THURSDAY will be devoted to meat products, including those of the Union Meat Company, Swift Packing Company and Armour & Company.

FRIDAY will be devoted to Hunt's Canned Fruits, Vegetables, etc.

SATURDAY will be miscellaneous day, during which displays and demonstrations of Campbell's Soups, Dutch Cleanser, Soap, etc., will be given.

## Everybody will be Welcome

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The Good-Housekeeping Store

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Steel, brass, cast, iron and aluminum castings made like new

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We are now prepared to furnish GRAVEL in any quantities from pile in our yard or in carload lots, at following prices:

From pile on ground, \$2.75 per yard.  
Carload lots, taken from cars, \$2.00 per yard.

Retail Department.

# C. A. Smith Lumber & Mfg. Co.

Opposite Post-Office. Phone 190.

## Abstracts

FOR RELIABLE ABSTRACTS OF TITLE AND INFORMATION ABOUT

# COOS BAY REAL ESTATE, See

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