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TRANS-MISSISSIPPI CONGRESS

Now in Session at Seattle

Important Questions to Be Discussed

Special to the Mail.

Seattle, Wash., Aug. 18.—It was a distinguished gathering that faced Hon. John H. Kirby of Houston Texas, today when he called to order the fourteenth session of the Trans-Mississippi Congress, an organization that has done more than any other one agency to develop the resources and improve the condition of the great territory west of the Mississippi river. From Texas and Louisiana to Washington and Oregon, all of the states and territories embraced in the congress were well represented. Colorado had a delegation of more than 100 on hand and Iowa, Montana, Idaho and Arizona were also much in evidence.

The opening session was devoted to welcoming the guests. Greetings were proffered by Governor McBride on behalf of the state of Oregon, and Mayor Humes for the city of Seattle and then followed responses by prominent delegates. These formalities concluded the congress adjourned to give the delegations an opportunity to prepare their lists of representation on the committee.

Permanent organization was effected this afternoon, credentials examined and committees appointed. The annual address of President Kirby, reviewing the past work of the congress and pointing the tasks yet to be accomplished, was also a feature of the first day.

One of the paramount questions to receive attention on the proposition to merge the several organizations working for the development of the trans-Mississippi country, including the irrigation, mining and trans-Mississippi commercial congresses. A committee was appointed last year to consider the proposition and its report will be submitted to the present congress and acted upon. The question of good roads is another matter that will receive particular attention and representatives of the United States department of agriculture and of the National Good Roads association are on hand to present the matter before the delegates. Still other subjects that will receive more or less attention are irrigation, railroad rates, improvements of harbors and waterways, commercial relations with the Central and South American republics, beet sugar industries, the encouragement of home manufacturers, statehood for the territories, legislation of Alaska, Isthmian canal, merchant marine, consular service, and the preservation of forests.

PROFITABLE SESSION

Chamber of Commerce Meets Agent of Exposition

From Tuesday's Daily.

The meeting Tuesday evening of the Chamber of Commerce with Hon. Jeff Myers of Portland, president of the Lewis and Clark Fair commission was a profitable session for all concerned. It showed Mr. Myers that Coos Bay has a live and creditable organization to promote her interests, and the members of the Chamber were assured that the Commission is more than willing to do the right thing by this section of the state.

Those present were Vice President Jas. H. Flanagan, Secretary John S. Coker, H. Sengelacken, I. S. Kaufman, J. W. Bennett, Herbert Lockhart, Dr. Mingus, Dr. Hayden and Mr. McHinch.

Mr. Myers made a brief informal talk, in which he first congratulated this section on having a good live Chamber of Commerce to look out for its interests and urged that the organization be kept up and provided with adequate funds to work with.

He then spoke highly of this section and its natural resources, and urged the necessity of informing the world at large of what we have here. The St. Louis fair would be the biggest one ever held. It was the desire of the Commission to obtain from this section a representative exhibit. It need not be an expensive one, but should be fully representative of the country. He could assure the people here that a good position would be given the exhibit. If we would send specimens of our different woods in the rough, the Commission would have them finished at its own expense. A representative exhibit of grasses should also be sent, to show what we feed our cows on. Our coal should also be represented.

Mr. Myers had spent the day at and in the Beaver Hill mine and had been much impressed with the work done there and the amount of fine coal in sight. It was the finest mine he had seen. We certainly had the material and fuel here for manufacturing enterprises.

What this country now needed was to bring its advantages before the outside world. The folder got out by the Chamber was a magnificent thing, very creditable to the community, and which we need not be ashamed to send anywhere. A lot of these should be forwarded with the exhibit. He suggested several thousand little square inkstands of polished myrtle, with a label on the bottom telling where they came from, could be given away and would furnish excellent results. Pieces of white cedar with a label recommending them for keeping moths out of trunks would be an excellent advertisement. Little articles of this nature would be taken home by the people and would cause them to take an interest in finding out something about Oregon and Coos County.

People in Portland believe that in a few years there would be a railroad

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RACE DECLARED OFF

YACHTS SHUT OUT BY THE TIME LIMIT

Wind too Light—Reliance Beats Shamrock in First Day's Drifting Match

Special to the Mail.

New York, Aug. 20.—Not in the history of the contests for the American cup has such a widespread interest been aroused on both sides of the Atlantic as manifested in the races between the Reliance and Shamrock III., which began today off Sandy Hook. The cup contests are discussed by everybody. One reason for this is that it is generally believed that the Britishers this time have the best chance they have ever had and that the contests will be really races, with nothing of the walkover about them.

Not only are hundreds of spectators in town from Boston, Philadelphia, Baltimore, Chicago and many other cities eager to witness the grand struggle between the two speediest yachts ever built, but the number of foreign visitors who are here for the same purpose has never before been exceeded. The hotels are packed with guests and the overflow has filled the boarding houses.

It is estimated that 50,000 persons will witness today's race. Besides the multitude of private craft that will flock toward Sandy Hook lightship before 11 o'clock tomorrow there are excursion boats by the score to give those not fortunate enough to own yachts of their own or have friends who do an opportunity to witness the contest at a moderate cost. Over 100 steam and sailing yachts from Eastern and Southern waters have arrived within a day or two, and are anchored about the harbor. Off Bay Ridge there is the most imposing fleet of yachts that has been seen together in many a day. These yachts have left Newport and other places to give their owners a chance to see the races from their decks. Without doubt the flotilla that will rendezvous at the lightship tomorrow and follow the yachts will be the most imposing ever seen in American waters. Toy boats are in tremendous demand for select parties.

Such a big rush for the ocean course has been anticipated that unusual precautions have been taken by the cup committee to have the course properly patrolled so that the racing yachts will not be interfered with by the excursion fleet. The task of patrolling the course has been undertaken by the revenue cutter service, which successfully performed the work at the international races two years ago. The patrol force

will be in charge of Captain Shoemaker. Captain Shoemaker has detailed a fleet of eight revenue vessels, including the Gresham, Tuscorora, Seminole, Windom and Dolphin. This fleet will be augmented by twelve or fifteen vessels of the New York Yacht Club. The vessels of the yacht club will fly the flag of the revenue service, and on each will be placed a revenue cutter officer, with a detail of enlisted men. These vessels will be clothed with the same authority in patrol duty during the time of the races as those of the regular service. With a fleet of twenty to twenty-five vessels, Captain Shoemaker is confident the course will be kept clear for the contesting yachts.

Highlands, Aug. 20.—At 9 o'clock this morning the Reliance under tow of a tug started for Sandy Hook light ship. Six minutes later the Shamrock also took a tow. At 9:20 the committee and boat navigators rounded the Hook and headed for the starting point.

Lipton's longing for a smooth sea and light wind in order to show the Shamrock at her best was realized this morning. There was a four knot wind from the southwest, which later veered until by 9:45 it had hauled to the north with a gentle roll on the sea. It was a rainy night followed by a lowering morning, with fog and mist until the sun rose and shot through for a few minutes.

At 10 o'clock the Reliance had reached the light ship, and casting off her tow, broke out her jib and stay sail.

A sudden summer storm arose a few minutes later, and it began raining heavily, the wind veering to the southeast.

At 10:07 Shamrock dropped her tow, and broke out her head sails and stood to the southeast. At 10:30 the yachts were tacking back and forth about the starting line with the wind flat. Early indications were that the course would probably be run fifteen miles to leeward and beat home.

The starting gun was fired at 11:05. As seen from the shore, the start was Shamrock at 11:06:10; Reliance six seconds later.

Reliance immediately after starting was gaining as the boats crossed to the starboard tack.

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SAVED THEIR VESSEL

Burning Ship Sailed Into Port

Special to the Mail.

San Francisco, Aug. 19.—The brig W. G. Irwin returned to this port today enveloped in flames.

She left Saturday for Roche Harbor for a cargo of lime. Monday evening the fire burst through the cabin floor. Captain Garby and his crew of eight men fought the flames until they were extinguished by two fire boats in this harbor.

Tuesday they threw overboard fifty cases of giant powder and provisioned the life boats but managed to sail a hundred miles with the hold burning.

The fire was caused by unslacked lime

Coming on Alliance

Special to the Mail.

San Francisco, Aug. 20.—The Alliance sailed at twelve noon, with the following passengers for Coos Bay: Mrs H E Wilcox, Mrs E J Ranard, A C Ranard, Mrs C B Setab, Mrs Stewart, Mrs G T Coleman, E Bolderman, L D Hewitt, J A Yoakam, Emma Lambert, M Cameron, Capt A M Simpson, M H Klocker and wife, W H Wyman, Miss J Stewart F Callahan, G S Davis.

Presbyterian Church

Sabbath School at 10 a. m. Public worship at 11 a. m. Young peoples meeting at 7 p. m. Sermon subjects will be: "The New Life" and "Reaching for the Good."

HEAVY ODDS ON RELIANCE

Two to One Freely Offered Now

Foreign money Fails to Show Up

Special to the Mail.

New York, Aug. 19.—Betting on the yacht races began briskly this morning. Odds posted were two to one on the Reliance, in some cases going to two and a half to one. Post & Co., of Wall street this morning announced that they would bet any amount on the Reliance, two to one. Some wagers have been made of even money the Shamrock will take no single race. The large sums of foreign money which were expected have so far failed to appear.

As the morning advanced, there was activity on both yachts, and their sails were hoisted. At 10 o'clock the Reliance passed out to sea, the Challenger following five minutes later. A fine eight knot breeze, was blowing, and both yachts heeled considerably, the Reliance most, owing to her higher sails. This is the first time the skippers of the two yachts have had a chance to view each other at close distance. They kept well apart and the Reliance, after a short satisfactory spin, returned to Sandy Hook Bar. The Challenger stood well out to sea and returned some time later, reaching her anchorage at noon.

New York, Aug. 19.—The Weather Bureau predicts showers tomorrow morning the first day of the cup races.

Glasgow, Scotland, Aug. 19.—The announcement of Shamrock Third's time allowance has been the cause of a distinct change in the betting odds. The price is now six to four on Shamrock. Enthusiasm along the Clyde is growing.

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OVERALLS Neustadter Bros

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