

WORK AT C. A. SMITH LUMBER MILL ADVANCES MORE RAPIDLY EACH DAY

Marshfield has entered an advanced era of development since C. A. Smith located on the Isthmus Slough.

The work on the new 250,000 foot mill is going ahead at strides that make one dizzy to watch it. On last Thursday a week, three car loads of lumber were unloaded on the railroad track, just north of Bunker Hill.

In just six and one half working days the roof was shingled over a three-story building, 80 feet long by 26 wide. It is the big boarding house for the crew that will build the big mill. The dining room will seat 80 men and the kitchen will have a steel range and all the appointments of a first class hostelry. There are 40 bed rooms which will accommodate 80 men. These will be supplied with beds and bedding so that a man will not any longer have to pack his roll of blankets every time he shifts his job.

While it rained yesterday the carpenters were in dry quarters, flooring and partitioning the rooms.

All this record breaking activity went on with out a hard word spoken so completely has Building Superintendent Stack mastered every detail of the business.

The boarding house occupies a beautiful eminence on the brow overlooking the marshy ground on the west side of Isthmus Slough, across from the Dean Mill.

The lumber for the new office building, just a few hundred feet to the northwest of the boarding house is being piled on the ground.

This is an ideal location as there are plenty of rododendrons in full bloom and clusters of evergreens.

COST OF OILED STREETS IN SALEM

In view of the interest in Marshfield, regarding oiled streets the following excerpt from the Salem Journal will be of interest:

The coats of oiled street will cost from \$2.50 to \$3.00 per store front. In the residence district it will cost about three cents per running foot of property front, depending somewhat on the width of the street. On the business streets one coat is put on, and a second coat a few days later. On the residence streets only one coat will be necessary. It has been found that the carload of oil will go farther than expected, and will coat with one car nearly 20 blocks and permanently lay the dust for the summer.

ENLARGE THE SCHOOL LIMITS

Plats A, B, C and The Idaho Addition are Taken in by North Bend.

INCREASE NUMERATION

Pupils Who Have Here-to-fore Been Listed in Marshfield District Will Be Added.

North Bend's school district has been considerably enlarged by the addition of Plats A, B, C and the Idaho addition. It will mean a material increase to the numeration of the North Bend school district. The present territory is enlarged about one half mile on the south and one half mile on the east side. Many houses are in construction in all of the newly added additions and they are becoming gradually settled. It is thought by the time school opens next year the number of pupils coming will necessitate more rooms to the present building.

It is estimated that approximately forty pupils will be added to the numeration of the North Bend when the next census is taken. Formerly these pupils were included in the North Bend School.

NEW EQUIPMENT ON S. P. SYSTEMS

Enormous Traffic Has Strained Capacity of Present Stock to Limit.

HEAVY EXPENDITURES

Thousands of Freight and Passenger Cars Are in Process of Construction.

Chicago, May 20.—Effective measures have been taken to meet the heavy transportation demands on the lines of the Union and Southern Pacific systems. Not only is the number of cars and locomotives, side the main track, being largely increased, but old equipment is being sent to the scrapheap, and each new car and locomotive is of greater capacity. Improved methods of handling traffic have been introduced with such success that these two systems now hold the highest record for car movement on the basis of the number of miles their cars make in a year.

For delivery this year the Union Pacific has ordered 144 locomotives, 63 passenger cars, 3,000 refrigerator cars and 4,880 other freight cars, the aggregate cost of which will be \$14,000,000. The Southern Pacific, to provide for increasing traffic and new lines, has ordered 127 locomotives, 123 passenger cars, 3,000 refrigerator cars and 4,108 other freight cars. Together with the three new freight and passenger steamers building for this road, its new equipment will cost \$17,000,000.

Old and inferior equipment on the Southern Pacific, to the number of 127 locomotives and 3,389 freight cars, was withdrawn from service in the past year to be replaced with rolling stock from which much better service can be secured. The average carrying capacity of the cars on the two systems has been increased 12,000 pounds in five years, the total new freight car equipment ordered at this time, 40,000, being equal in carrying capacity to 70,000 cars of the standard type used a few years ago.

Anticipating to a great extent the increased traffic to be handled, the Union Pacific and Southern Pacific in five years have purchased 1,104 locomotives and 40,196 new freight cars, representing an expenditure of over \$60,000,000. To move an estimated increase of traffic of 41 per cent., the two systems this year will have 66 per cent. more locomotive capacity than they had five years ago.

To increase the mile run per car, systems have been introduced which vastly expedite movement, making the Union and Southern Pacific the holders of the high record in this respect. The mile run per car per year is:

	LOADED	EMPTY
For all railroads	5,820	2,660
On Union Pacific	8,861	2,985
On Southern Pacific	7,312	2,910

In the transportation of perishable products this faster car movement is especially important, besides making possible better service to all shippers.

The car clearing house, under which all cars owned by separate

CAMPAIGN FUND GROWING FAST

Grand Total of \$6,326 Has Been Subscribed and Indications Point to \$8000.

BANK SUBSCRIBES

Donates \$360 For The Advertising Campaign—Roll of Honor Grows in Length.

\$6,326 is the grand total to date subscribed for the publicity campaign which Marshfield will launch for the furtherance of the growth of the city and Coos Bay. The committee met with hearty cooperation in its work Monday and the members believe that \$8,000 will be raised before the soliciting campaign is completed. It is thought that the services of an expert publicity man can be secured for a nominal figure. It is realized that a systematic advertising campaign will accrue more to the benefit of Marshfield and Coos Bay than any other method which could be used for forwarding the mutual interests.

Among the names which are added in today's "Roll of Honor" are three that should have been added among the subscribers of the first day. They are; Father Donnelly, E. L. C. Farrin, and Frank Sacchi. Seymour Bell and I. Condron subscribed a flat payment which will be found on the list. One of the largest subscriptions received was that of the First National Bank for \$360.

F. B. WAITE HELPS ROSEBURG PEOPLE

F. B. Waite of Marshfield, who is a member of the Marshfield committee on the electric line in Roseburg. Speaking of the road he said: "We have organized a local company for an electric road terminal to extend from the mouth of Deep Creek on Sunset bay through Empire, North Bend and Marshfield to the head of Isthmus Slough."

"The feeling in Coos county for an electric road connecting Douglas and Coos counties, is enthusiastic and our people are very anxious to cooperate with the people of Douglas in building the road."

lines of the Union and Southern Pacific are pooled and handled as of common ownership, has also aided in getting more efficient use of equipment. Cars under this system can be quickly moved to places where they are most needed.

Carefully kept records show the use made of cars and locomotives, and officers making a poor showing in this respect are held strictly accountable. Special care has for some time been given to the loading of cars and locomotives so as to utilize tonnage capacity and tractive ability to the fullest extent. To keep all equipment up to the high state of efficiency made necessary by heavy traffic demands, \$17,000,000 was spent by the Union and Southern Pacific lines in the past year for rolling stock repairs. These are all factors in the showing made as to mile-run per car on these lines as compared to other roads.

Yard facilities for handling increased traffic have more than kept pace with additions of equipment. With each new car ordered computation is made of the increased track and terminal facilities thereby made necessary. Taking a period of four years for comparison the Union and Southern Pacific system have increased their cars 15 per cent., their double main track 214 per cent., and have added 1,100 miles of yard tracks and sidings. In the same time car mileage has been increased 16 per cent. and train mileage 12 per cent.

ROLL OF HONOR

Following is a list of subscribers to the Marshfield Publicity Fund. The amounts opposite the names are the monthly installments for the period of one year.

J. E. Oren,	\$50
Dr. J. T. McCormac,	50
I. S. Kaufman,	10
F. S. Dow,	10
Robert Marsden,	10
Edgar Wheeler,	15
Herbert Lockhart,	10
Merchant Estate,	10
C. W. Tower,	10
P. A. Devers,	10
Jim Banes,	10
W. U. Douglas,	5
J. S. Greene,	10
I. S. Smith,	10
Anson Rogers,	15
S. Rogers,	15
Title Guarantee and Abstract Co.	15
W. P. Murphy,	10
J. H. Milner,	10
Dr. E. E. Straw,	10
D. W. Small,	10
J. M. Norton,	5
Pioneer Hardware Co.,	30
Magnes and Matson,	10
John Preuss,	10
J. M. Blake,	10
Flannigan & Bennet Bank	30
F. S. Membreton	5
Mrs. Emma Nasburg	10
Claude Nasburg	5
C. A. Johnson	5
Bradley & Traver	3
C. A. Moffett	2.50
C. A. Nicholson	2
P. Metzlerow	2.50
John Bear	2.50
Going & Harry	10
J. L. Brown	2.50
F. E. Allen	2
J. W. Tibbets	2
J. G. Thirst	2
Merchant Brothers	10
E. Mings	5
Hall & Hall	2.50
W. A. Toye	2.50
Dr. Leslie	1
Helming & Company	1

SATURDAY'S SUBSCRIBERS

M. A. Sweetman	2.50
B. M. Richardson	2.50
J. W. Ingram	2.50
McNeil & Ferguson	5
H. S. Tower	2.50

MONDAY'S SUBSCRIBERS

Father Donnelly	5
E. L. C. Farrin	5
Frank Sacchi	2.50
First National Bank	30
Henry Hohen	250.
Seymour Bell---flat	50
A. Condron---flat	20

WILL VISIT JAMESTOWN EXPOSITION

Dr. & Mrs. J. W. Ingram were passengers on the Kilburn for Portland on its last trip, on their way to attend The American Medical Association which meets in Atlantic City, N. J. June 4-5-6 & 7.

This is the 58th Annual Session of The American Medical Association; the General meeting is called to order on Tuesday June 4th at 10:30 a. m. and is presided over by Wm. J. Mayo of Rochester, Minn. Dr. Mayo is today classed as the leading authority on surgery in America.

At this session those in attendance will have the opportunity of hearing such men as, Dr. Albert Kocher, Berne, Switzerland; Arthur Sweden; Prof. Karl Hees, Wurzburg, German-Theodore Gluck, Berlin, as well as The practitioner of America appreciates, to a high degree, the educational advantages to be derived from such a meeting once each year where the leading men of the world come into personal contact with each other and exchange ideas for the benefit of those present.

At the close of the session Dr. and town fair and on their return will stop off for a few days at Washington, D. C. to visit with relatives and friends. Dr. Ingram will return to Marshfield about June 15th, Mrs. Ingram will remain in Spokane, Wash for a few weeks visit with her parent and her friends.

WOULD WIDEN THE CHANNEL CITY COUNCIL HOLDS MEETING

Local Men Considering the Securing of a 16 Inch Suction Dredge for the Bay.

WILL RECLAIM LAND TO RENAME STREETS

Believed That There is Enough Private Work to Keep a Dredge Busy

Talk has been rife in the past year or more regarding the dredging of this harbor for a channel 800 feet wide with a depth of 20 feet at mean low tide, from the old stove mill to Bay City. No practical steps were taken. Indications now point to a materialization of the plans.

A committee composed of W. S. Chandler, J. E. Oren, Dr. E. J. Mings, James H. Flanagan, Dr. Richardson, E. O'Connell, C. E. Nicholson, and Henry Sengstacken have under taken the task of securing the necessary maps, data, etc., necessary to put the project before the owners of abutting property, with a view to securing their consent to allow the harbor line to be moved back sufficiently on each side so that a ship channel 800 feet and 20 feet deep can be had.

The men interested in this work say that not only will East Marshfield and this city be vastly benefited by this, but that all parties owning property along the many inlets to the bay will be equally well paid for the investment. The property holders on the east side of the bay are known to be strongly in favor of the movement and the promoters anticipate no difficulty in securing the consent of the rest of the property holders affected.

The plan now is to interest a private party who will build a 16 inch suction dredge on Coos Bay the same to be constructed at once. This is to be encouraged by a guarantee of enough private work to justify the expenditure. The committee has been informed that C. A. Smith has a man in view who is able and willing to build the dredge and operate it providing the necessary inducements are offered him.

It is considered by conservative business men on the bay that there is enough private dredging in sight for the proposed dredge to keep it employed steadily for the next 10 years. This work is to be independent of any dredging that may be done by the government dredge.

They also consider that the operation of the dredge will be a means of reclaiming an enormous amount of marshland and mud flat, which will make not only the best of dairy land and practically triple the present area but the project will redeem valuable cranberry land. While the reclaiming is in progress navigable streams will be made out of the many inlets tributary to Coos Bay which will make possible the movement of gasoline boats to these farms at any stage of the tide. This will undoubtedly increase vastly the value of farming land around Coos Bay.

In addition to reclaiming farm lands, the low land in this city can be filled in making it more sanitary and increase the value a hundred fold.

The committee will hold another meeting in the near future to carry out more fully the plans, the foundation of which has been so enthusiastically commenced.

P. A. Sandberg is Hired as City Engineer at Salary of \$150 a Month.

WILL ALSO ESTABLISH GRADES ON CERTAIN STREETS—PLANS FOR SEWER SYSTEMS.

The city council held a meeting last evening at which A. Sandberg, the city engineer who has come here from Baker City, was hired to do the city's work at a salary of \$150 a month. Mr. Sandberg is said to be a competent man for the position having had years of experience with work similar to that which confronts him in Marshfield.

The work of the council was chiefly devoted to giving instructions to the city engineer for establishing grades for a number of streets and to draw up plans and specifications for a sewer system in both south and west Marshfield. The work outlined at this meeting is enough to keep the engineer busy for some time and will be taken up in the order of importance of the work.

The city engineer was also instructed to submit a plan for renumbering the streets of the city and a system of numbering that will hold good as the city grows. This work is not to be done until Mr. Sandberg becomes thoroughly acquainted with the city and made a city map.

ORVILLE DODGE IS TENDERED BANQUET

The Coquille Progressive Club has reason to feel very jubilant over the success of the banquet given in honor of Orville Dodge. The large number of Coquille citizens as well as the prominent guests from our neighboring towns, Myrtle Point and Bandon, who participated and the hearty good cheer manifested in the impromptu speeches and toasts, under the able leadership of Attorney Hammond as toastmaster, was indeed gratifying.

After informal reception in the Opera House during which Prof. Henry's orchestra with several well chosen numbers enlivened the hour, all repaired to the banquet hall where more than one hundred covers were laid for the invited guests.

The order of the program being entirely informal Mr. Dodge was called upon for the address of the evening. He responded most cordially in a fitting speech showing his appreciation of the club's efforts in his behalf and giving a concise and interesting outline of the able work he accomplished for Coos County while in the East. He made a strong point of the fact that we owe thanks to Peter Loggie for the hearty manner in which he entered with Mr. Dodge into every project to further the interest of the Coquille River Valley district, knowing as they both do that whatever benefit accrues from their efforts for the valley will no less benefit the Coos Bay district and vice versa as the issue is one.

After a sumptuous repast prepared by the ladies of the Club, many able speakers voiced hearty welcome and thanks to Mr. Dodge and the ladies of the Club for proving in such a substantial way the repast so justly due Mr. Dodge. Some of the Ladies of the club whose names were called responded ably their willingness and ability to co-operate in furthering the interests of the community.

They objected to having the club mentioned as a ladie's beauty club, etc., as has been done by some of our citizens, as the Coquille Progressive Club is a club of progressive citizens who stand for the improvement and advancement of the city until it will be second to none in our beautiful state.

Free Room Directory

The Times desires to state that anyone wishing to obtain rooms call at its office any day during the week. Quite a number of desirable rooms have been listed and we will be very glad to direct all inquirers. Those having rooms to rent will please list them at the

Times Office