NOVEMBER HARBOR RECORD

The following report of the customs collector shows the arrivals and departures of ships which have entered Coos Bay during the month of November. The list is shorter than usual this month, owing probably, to the falling off in lumber shipments.

ARRIVED——NOVEMBER 1907——SAILED

Nov. 7, sch. Hugh Hogan in tow of tug L. Rosco.	Nov. 4, sch. Esther Buhne.
Nov. 13, sch. Advent.	Nov. 10, sch. Bertie Minor.
Nov. 16, sch. Beulah.	Nov. 16, sch. North Bend.
Nov. 22 bktn. Gleaner.	Nov. 16, sch. Compeer.
Nov 22, sch. Ivy.	Nov. 27, sch. Hugh Hogan
Nov. 27, sch Esther Buhne.	Nov. 27, sch. Advent.
	Nov. 27, bktn. Retriever.
	Nov. 27, sch. Annie Larsen.

STEAMERS.

Nov. 1, str. Bandon.	Nov. 3, str. Breakwater.
Nov. 1, str. M. F. Plant.	Nov. 3, str. M. F. Plant.
Nov. 1 Breakwater.	Nov. 4, str. Bandon with E. P. Ripley in tow.
Nov. 1, str. Gasco.	
Nov. 7, str. Alliance.	Nov. 8, str. Alliance.
Nov. 9, str. Breakwater.	Nov. 10 str. M. F. Plant.
Nov. 9, str. M. F. Plant.	Nov. 10 str. Breakwater.
Nov. 11, str Hunter.	Nov. 15, str. Gasco.
Nov. 14, str Alliance.	Nov. 15, str. Alliance.
Nov. 16, str. Breakwater.	Nov. 16, str. Hunter.
Nov. 16, str. M. F. Plant.	Nov. 16, str. L. Rosco.
Nov. 20, str. Alliance.	Nov. 16, str. Breakwater.
Nov. 22, str. Breakwater.	Nov. 18, str. M. F. Plant.
Nov. 22, str. San Gabriel.	Nov. 21, str. Alliance.
Nov. 23, str. M. F. Plant.	Nov. 23, str. Breakwater.
Nov. 27, str. Alliance.	Nov. 26, str. San Gabriel.
Nov. 29, str. Breakwater.	Nov. 26, str. M. F. Plant.
Nov. 29, str. Redondo.	Nov. 28, str. Alliance.

BURGLARS WORK IN NORTH BEND

Sherman Saloon Broken Into Early This Morning and Robbed.

NO CLUE TO THE THIEVES

Succeed in Getting Away With Twenty Five Dollars and Prize Watch.

Enter Through Rear Window, Break Open Slot Machine and Take Money and a Few Bottles of Wine.

Sometime between the hours of 4:15 and 5:40 o'clock this morning thieves entered the Sherman saloon in North Bend, broke open the slot machine, securing between $25.00 and $30.00, also a prize watch from a punching board and a few bottles of claret wine.

The fact that the work was done so cleverly and quickly indicates that it was no amateur. The proprietor of the saloon, Joe Shira, closed the place at 4:15 and went home. About 5:40 the day bartender, George Murphy, came on and on entering found that some one had been busy. The slot machine was broken and its contents gone; also the prize watch that is given with a punching board game and a few bottles of claret wine. It was evident that the theif or thieves, were familiar with the working hours and had to hurry to complete the work. An open window in the rear of the saloon was evidence of the mode by which entrance was effected.

There is no clue to the thieves.

STEAMER HAS NARROW ESCAPE NEAR BANDON

Prompt Action of the Life Saving Crew Results in Rescue Before Much Damage Is Done.

BANDON, Dec. 2.—The gasoline steamer Washcalore and schooner Lizzie Prien entered Saturday. The Prien experienced a narrow escape from being wrecked on the north jetty. She attempted to sail in on low tide, when opposite the jetty the wind failed her and she drifted on the rocks, but owing to the prompt action of the life saving crew, she was towed inside before serious damage was done.

BRAVE MEN CHOOSE OFFICERS.

Knights of Pythias Hold Annual Election.

At the regular Monday evening meeting at Castle Hall, Myrtle Lodge No. 3, Knights of Pythias, of Marshfield, elected the following officers to preside at its councils for the ensuing year:

Geo. Ross, C. C.
Noris Jensen, V. C.
L. A. Whereat, P.
J. T. Hall, K. of R. & S.
F. P. Norton, M. of F.
F. A. Golden, M. of Ex.
Aug. Farley, M. of W.
W. B. Curtis, I. G.
D. A. Jackson, M. of A.
John F. Hall, Trustee.
D. J. Rees, O. G.

STATE NEEDS NEW RAILROAD

Editor Frank Davey, of Burns Writes Letter Picturing Advantages.

EXCHANGE OF PRODUCTS

Twelve Hours Would Place Coos Bay Fish and Coal in Harney County—Would Tap Rich Country.

Secretary Lyon, of the chamber of commerce, is in receipt of the following letter which is self explanatory:

Burns, Ore., Nov. 16, 1907.—Mr. Walter Lyon, Secty. Chamber of Commerce, Marshfield, Oregon.

Dear Friend Walter:

Your esteemed favor of the 9th inst. at hand and I am more than pleased to find you in the ranks of Oregon's most active and useful developers. I have noticed your work through various state papers and have been much interested. A good deal of my mail miscarried during the period following my removal to Eastern Oregon, and it is probable your first letter fell by the wayside. Your last letter was mailed at Marshfield Nov. 9, 7 p. m. and reached me Nov. 14, 2 p. m., about the same time a letter from New York or Washington takes in coming. The Portland papers of Monday morning reach us on Wednesday afternoon.

Those facts indicate what strangers Oregon people are to each other and how great a need there is for railroad communication across its entire central portion. At present all our intercourse runs around the edge of the state and seven-tenths of the people have no adequate idea of the life, the resources, the climate or the possibilities of the immediate interior or of the great country lying west of the Coast Range mountains.

Here in this wonderful empire we are as far from the toothsome, fresh fish of Coos Bay, as far from its coal fields, and as effectually prohibited from their use as we are from the similar products of Cape Cod and Pennsylvania, when as a matter of common fact they ought to be delivered to us for supper every day; and you are as far away from our cattle and sheep herds as the people of the New England states are, when with proper developments, our fat stock should be at your chopping block every morning.

I have noted the proposition of the State of Oregon entering the railroad building enterprise and have already given it editorial commendation as a good investment for the state. Oregon has been heading in several movements for the relief of the common people and other states have seen the wisdom of her movements and followed her lead. Why not Oregon take the initiative in the building of a central belt line of railroad that will forever make it impossible for any company or combination of companies to bottle up her interests and control her development at their own will? A railroad of this character would not only be one of the best patronized trunk lines in the United States, but its local patronage on every mile through Oregon would be sufficient for its maintenance.

Do you realize that from the now distant Burns to your city of Marshfield on the beautiful arm of the Pacific known as Coos Bay, is but a slow railroad ride of ten hours? You are located in Township 25 south, range 13 west, and Burns is located in Township 23 south, range 31 east, making them 264 miles apart east and west and 12 miles north and south. With the deviation necessary from straight lines, the length of a railroad between the two points should be little over 300 miles, and 30 miles an hour is not rapid traveling. I ought to be able to take breakfast here and have supper with you the same day, or vice versa.

The present railroad survey of the Harriman people through this country is on the same line with Marshfield and this survey has found a grade of eight-tenths per cent. from the east line of this county to the summit of the Cascades by Odell Lake, the easiest grade of any trunk line in the world. How long would the State of Oregon be a loser as owner of such a line of railroad? I firmly believe it would be a gold mine from the start, either conducted by the commonwealth as an independent line, or leased to some railroad corporation, or sold outright as the case might be.

You have no conception of the country such a road would tap. Millions of acres of good land which is now non-productive because there is no chance to market its products; timber belts which are now isolated and cannot be used in the commerce of the world; mineral and coal deposits that it would not pay to develop for wagon transportation; beds of borax and soda and common salt that are inexhaustible; water powers that could be utilized in generating electricity and furnishing power for factories—in fact, innumerable natural resources lying dormant because it is impossible to bring in the paraphernalia needed for their development or to take to the outside world their products.

You have only to imagine a railroad passing through the heart of Oregon and terminating on the ocean at Coos Bay to picture to yourself a large and prosperous seaport and distributing point, and a state interior, unrivaled for beauty and prosperity the world wide. I hope to live to see the picture completed and I believe your people will support any movement that will inaugurate the desired change.

I do not know whether anyone from here could attend the proposed congress in January. It is a hard winter trip and a costly one from here, and consumes a lot of time, but we shall be glad to co-operate with you and there may be some person from here visiting in western Oregon that we could get to attend.

Command me for your service, but I don't think I can get away from here before spring. Sincerely your friend, (signed) FRANK R. DAVEY.

MEDFORD GETS THE NEW HEADQUARTERS

MEDFORD, Dec. 2.—Official announcement of it has not yet been made but it is understood that the officials of the Forest Service have agreed upon Medford as the headquarters of a new supervisorial district which will have jurisdiction over Federal Forest territory taken from the Southern part of the Cascade Forest on the north—from Rogue river eastward to Crater Lake, a portion of the Klamath River reserve in northern California, as well as the entire Ashland Forest and a part of the Siskiyou extending westward to the coast. A supervisor is not yet fully agreed upon, but probably Mr. Eckerson from Washington, D. C., will be placed in charge of the new district.

ADVERTISED LIST.

Arago Music Co.; Barry, T. H., 3; Baumgard, F. F.; Beebe, David; Bergstrom, E. O.; Beyers, Barbara; Binnet, Almy; Benson, Adolph; Crystal, J. L.; Cronk, Walter; Carey, F. C.; Caskin, Ed.; Coos Bay Mill & Lumber Co.; Corum, Mrs. Walter; Cox, W. C.; Cole, Clarence; Dahlberg, Herman; Door, Will G., 2; Gagnon, Miss Bertha; Haskell, G. W.; Johnson, Fred; Jones, Harry; Krauss, Paul; Zandi, Torio; Larson, L.; Linden, Miss Hattie; Loomis, H. A.; Lundgrin, P.; McDougald, Mrs. John D.; McCormick, Dan; Martin, M.; Moore, Tom; Morrison, John, 2; Nicholls, Mrs. Bertha; Parks, J., 2; Palmer —; Peaterson, Sid; Ray, N. M.; Rippey, Bert; Ricker, Mrs. Ollie; Rogers, G. C.; Rose, Mrs. Len F.; Sade, Mrs.; Shaska, J. L.; Salvage, Jas.; Stevens, Frankie; Stockdale, Orin J.; Smith, Mrs. Mary E.; Smith Willie; Taneer, Andy; Vitsor, Erick; Winther, Mrs. P. H.

W. B. Curtis, P. M.

THE MEN WHO MILK THE COWS

Oregon Dairymen's Association Will Hold Annual Meeting Next Week.

HAVE ISSUED PROGRAM

Interesting Topics That Will Be Talked About by Experts in Dairying.

The sixteenth annual meeting of the Oregon Dairymen's Association will be held under the auspices of the Portland Commercial Club at Portland, Oregon, on December 12 and 13, 1907. It promises to be one of the most successful meetings held in years. The following elaborate program has been prepared for the occasion:

PROGRAM

Thursday, Dec. 12, 10:00 a. m.

Address of Welcome, Tom Richardson, Portland Commercial Club.

Response, Annual Address, President E. T. Judd, Turner.

"Testing Milk on the Farm," Dan Bleuer, Brooks.

"Winter vs. Summer Dairying," John Dinwiddie, Woodburn.

"Necessity for Clean Milk," L. B. Ziemer, Tillamook.

Thursday, Dec 12, 1:30 p. m.

"The Relation the Dairy Bears to the Commercial Business of the Country," T. S. Townsend, Portland.

"Care of Cream for Shipment," Mrs. E. T. Judd, Salem.

Discussion Fifteen Minutes.

"Succulent Feed for Winter," Wm Schulmerich, Hillsboro.

Discussion Fifteen Minutes.

"Milking by Machine," Mrs. S. A. Yokum, Marshfield.

"The Dairy Cow at Home and Abroad," Jos. F. Wing, Mechanicsburg, Ohio.

Friday, Dec. 13, 10:00 a.m.

"Advanced Registration for Dairy Cattle," Prof. F. L. Kent, Corvallis.

"Practical Dairy Suggestions," H. L. Blanchard, Hadlock, Washington.

"What and How to Feed the Dairy Cow," Dr. James Withycombe, Corvallis.

"Future of Dairying in Eastern Oregon," A. Bennett, Irrigon.

Friday, Dec. 13, 1:50 p. m.

Business Session.

Report of Officers and Committees.

Election of Officers.

Address, B. D. White, Dairy Division, U. S. Department of Agriculture.

Announcements of Premium Awards.

All railroads entering Portland will sell round trip tickets for this meeting, on the certificate plan, at one and one-third fare. Full fare to be paid going, and a receipt taken therefor, upon which return ticket will be issued at one-third fare.

F. L. KENT, Secretary.

NEW HOME FOR OUR NASBY

Marshfield Postmaster Will Erect a New Residence as a Permanent Place of Abode.

Postmaster Curtis has lumber engaged for a new seven room house to be erected on Sheridan street near Queen avenue. M. R. Brown has the contract for the work and will push it as fast as material can be obtained.

Don't knock. Help yourself along by becoming popular, and push your friends with you. Its very easy. Be a good fellow and soon you'll have a procession of followers. No man ever helped himself knocking other people down in character and business.

STUYVESANT FISH JR., IS FIREMAN ON THE FRISCO

Former Railway President's Son Seeks to Learn the Business by Beginning at the Bottom.

WICHITA, Kan., Dec. 4.—After working for four months as a way bill clerk in the Frisco freight office as Muskogee, Ok., Stuyvesant Fish, Jr., son of the former president of the Illinois Central, is a fireman on the Rock Island road. His friends were surprised when young Fish took off his coat and set to work as an ordinary clerk, but that was nothing to their astonishment when they found him in a grimy, coal-blackened suit shoveling coal into the Rock Island engines.

IMPORTANT NEW RAILWAY LINE

Portland Promoters Are at the Head of an Ambitious Project.

EIGHT HUNDRED MILES

The Willamette Valley To Be Gridironed—The Cost Will Be Twenty-Five Millions.

PORTLAND, Dec. 3.—The Portland, Eugene & Eastern Railway has incorporated. The capital stock is $1,000,000. The incorporators are J. O. Storey, A. Welch, J. C. Bracher, E. W. Hall and John McNary. Its objects are to construct and operate a line from Portland to Eugene, and from there to other points in Oregon.

The surveys of the new line between Portland and Eugene have been completed, and the distance is 183 miles. Franchises have been obtained in Albany, Salem, Eugene, etc. Most of the right-of-way has been secured, including a distance of many miles up the McKenzie River and nearly all that lying between Portland and Eugene. The company already has in operation in Eugene four miles of trackage. The intention is first to complete the line from Eugene to Springfield, and then for 15 miles up the McKenzie River, the material for which is already on the ground. This completed, then the building of the company's lines in Salem will follow. After that the construction work will be pushed on to Portland. If unforseen circumstances do not intervene, it is hoped to have cars running into Portland within 18 months. It is estimated that the probable cost of construction, exclusive of rolling stock, will be about $2500 per mile. Terminal facilities in Portland have not yet been selected, though certain locations are under consideration.

The total mileage contemplated in their undertaking is in excess of 800 miles. They propose to develop from the McKenzie, the Santiam and the Deschutes rivers and streams in ceneral Oregon the enormous power necessary for operating the system planned.

THE MASQUERADE PRIZE WINNERS.

List of Lucky Ladies and Gentlemen At the Redmen's Ball.

The prize committee which distributed the awards at the Redmen dance Saturday, let some of the prizes get away without learning to whom they went. The Times, is therefore, unable to give a complete list, but the following is as nearly complete as was possible to obtain.

Two-step—1st prize, Elmer Rownes and Mrs. Jesse Ferrin; 2nd prize, Jesse Ferrin and Miss Edna Wieder. Waltz—1st prize, Claude Nasburg and Miss May Stauff; 2nd prize, Mr. Kelly and Miss Maude Painter. Best representation of Sacajawea, Albert Seelig; most popular young lady, Miss Harris, of Sumner; best sustained character, John Grills, as "Happy Hooligan;" best Indian woman, Mrs Pettyjohn; best Indian, George Farrin; most comical woman, Miss Jennie Eickworth; most comical man, I. Elrod; handsomest costume, Mrs. O'Kelly.

Mr. and Mrs. Mong and company of players who closed a successful engagement in Marshfield last night will open for a three nights' engagement in Eckhoff hall, North Bend, tonight.