

# POLHEMUS ON HARBOR PLAN

### Engineer Talks In Portland of Plans For Improving Coos Bay and Its Inlets.

A Portland paper prints the following:

"Citizens of Coos Bay will begin work which will result in vast improvements to their harbor as soon as the legality of the \$300,000 worth of bonds voted by them at the last election has been determined. The money will be expended in acquiring sites for docks, their construction and for general improvement and extension of the harbor facilities.

"F. S. Polhemus, assistant United States engineer, has just returned to Portland after having spent several weeks at Coos Bay as consulting engineer for the Port of Coos Bay. He outlined the plans which should be followed by the port in order to obtain the best results with the \$300,000. He went carefully over the harbor, noting its natural advantages, and prepared a written report of just what improvements should be brought about, suggesting the location for the docks and making full and detailed recommendations.

"Evidence of prosperity can be seen everywhere at Coos Bay," says Engineer Polhemus. "Heavy shipments of lumber are being made from the mills there. Around the bay 400 gasoline launches are kept in constant service handling the local traffic. With passengers and freight they thread their way up small inlets leading from the main body of water. These are like roads running back into the interior for some distance and the launches serve the same purpose as wagons in other localities."

"Before returning home Engineer Polhemus made a trip to Bandon to inspect the government projects under way in that section. He reports that the snagging on the Coquille river, from the fork of the stream on down, has about been completed. The dredge Oregon is deepening the river near Bandon. She has four more shoals through which to make cuts before the project will have been completed. A drill scow is employed in removing rocks from the channel of the Coquille. Before the stormy season sets in the Oregon will return to Coos Bay to resume operations where she left off last spring before being transferred.

"A sum of about \$50,000 is available for finishing the dredging that has been planned for Coos Bay. It is estimated that this will be sufficient to keep the vessel in service there for fully a year. The project calls for the channel to be deepened to 18 feet at the low water mark through the bay to the bar, which is covered with about 20 feet of water at the zero stage."

### STRIKE IN LONDON.

(By Associated Press to the Coos Bay Times.)

LONDON, England, Aug. 11.—The strike situation is so much improved that it has been decided not to press the troops into strike service today.

# Exactitude

—in style—

—in fit—fashion—

—fabric integrity—

—exactitude—

—It guides the hands of our tailor in his painstaking task of shaping and modeling—

—It directs the hand that finally puts that subtle, yet intensely important touch to the garment that stamps it a finished product—

—through and through the High Art Clothes are Quality sure—style sure—

—no guess work about the High Art. —authoritative in style—

—weaves and textures—

—the embodiment of all that's the best, centers in a High Art Suit.

## The Toggery

FORMERLY GEORGE GOODRUM

# COOS BAY CAMP IN CURRY MOUNTAINS

INTERESTING NEWS LETTER CONCERNING MARSHFIELD PEOPLE WHO ARE ENJOYING LIFE CLOSE TO NATURE.

MOUNTAIN CAMP, Curry Co., Or., August 4, 1911.

Editor Times:

If there is an ideal spot on earth for camping this is it. On the very edge of a little prairie which extends along the backbone of the mountains, midway between what is known as "Dry Lake" and "Wake-up-Reiley," is a narrow belt of timber, and in the shade of these tall pines is located our camp—a camp composed of eight persons, each one of whom succeeds in making the other fellow feel glad that he came. We are about seven miles by the trail from the boat landing on Rogue river, and in that seven miles we gain an elevation of 4,500 feet. This means putting one foot right above the other almost every step of the way. In many places along the trail it is not only difficult, but dangerous to take a pack horse.

With all due respect to the good living you enjoy at home, it would make you hungry to see what we have on our table from three to five meals a day. Mountain trout from Lawson Creek, which is about 3,000 feet in an almost perpendicular descent from our camp, furnishes no small item of our food.

The deer hunters have done fairly well, but as yet have broken no records.

Mrs. Wells and Mrs. Denning have both proven that their hunting licenses were not procured in vain—each one of whom has brought to camp a fine spike buck.

Jim Cowan is entitled to the honor of having furnished the only real excitement we have had. He spent one night over at "Wake-up-Reiley" in order to be there for an early morning hunt. In groping his way through the scrub oaks about four o'clock in the morning, he ran into a big black bear who was enjoying

the new crop of acorns. Bruin showed fight and Jim refused to run, although it is doubtful if he would have remained long on the job had he not been backed by a good rifle. The first shot only made the fight look interesting, but two other which followed quickly put his bearship out of commission and Jim came home bearing the evidence of his marksmanship.

The census of the camp as just taken shows as follows:

Frank Denning, known elsewhere as "Camas Valley Frank".

Mrs. Denning.

Mr. and Mrs. Walter Lawhorne.

Hank Wells and wife.

Jim Cowan, Jr., and myself.

We also have two horses, two mules and two dogs. The mules furnished the motive power for the "grub wagon" from Marshfield to Rogue River. Camas Valley Frank was appointed as motorman and Hank as conductor. Frank was told by the owner of the mules that one of them might balk. But in such event all that was necessary was to call the mule by his proper name and he would immediately resume operations.

Of course the mule balked, just as mules will, and unfortunately Frank must have forgotten the name which had to be told him, because he called that mule all the names he could think of, and Hank, who is no slouch at calling names, added a whole lot more, and repeated a number of those already called; but nothing doing with the mule. Anyhow the supply of good things to eat reached here on time, and we are all enjoying real camp life to the fullest extent. The camp butcher is working over-time and the smoke house is taxed to its limit.

Sincerely yours,

GEO. H. ROTNOR.

### URGES GOOD ROADS.

Editor Times:

Good roads being my "hobby" and I think I see another mud blockade between here and Roseburg before the spring of 1912 even if the Summer hill is planked. Now I have recently been over both the Myrtle Point and Coos Bay wagon roads and made a study of conditions and having had practical experience in road work I think I understand the situation we are in.

Gov. West is expected here the middle of the present month via the steamer Breakwater (I wish it was over the wagon road), when we might prevail on him to allow us a quota of those convicts from the penitentiary that he is letting for road work elsewhere in the state, get a pony or three teams and a few extra men saw that timber and keep the planking of the road going probably as long as January 1, without being stopped permanently by bad weather or snow.

In this connection I think we should as a people, uphold Gov. West's policy in his efforts to improve the condition of the convicts by a more humane plan than formerly, besides the financial benefit to the State. He is following the Vermont plan in part which has had four years trial with great success as told in the Atlantic Monthly for August, entitled "Humanizing Our Prisons" and I think he will make good as I have personally known him since boyhood and believe in his honesty, industry and perseverance although I did not vote for him, but now think I would not have missed it if I had, and now with the paper railroads and the one or two that "will be built" I think I foresee a mud blockade the coming winter, that our former blockades would be an "Applan Way" in comparison, unless we can keep that planking going and the time is short.

Yours truly,  
J. W. WATT.

### ALONG THE WATERFRONT.

The President sailed yesterday for Coquille river points with freight from here and Portland.

The Gleaser left yesterday for Gardner with a cargo of merchandise.

The Excelsior arrived in Wednesday and is loading at the C. A. Smith mill.

# Two Days' Special Sale

We shall offer you unrestricted choice of thirty-five suits that sell from \$16.00 to \$20.00 for..... **\$11.35**

Choice of twenty-seven suits that sold from \$22.50 to \$30.00 for..... **\$16.50**

### Just Two Lots

### and Two Prices

### For Just Two Days

## Saturday and Monday

### "Money Talks"

# Hub Clothing & Shoe Co.

BANDON

MARSHFIELD



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## COOS BAY ROAD BOOMS EUGENE

### Real Estate Activity Increases and People Anticipate Era of Unusual Prosperity.

EUGENE, Ore., Aug. 11.—Eugene is still excited over railroad news. Already there has been a noticeable increase in activity in real estate circles and in other lines of business.

People of Eugene, generally have faith in General Manager O'Brien's promise that the road will be built immediately, although there are those here who think the company is bluffing to keep other corporations out of the field. The Lane County Asset Company, a corporation, composed entirely of local men had already made a start on an electric line from here to the Siuslaw and it is said was about to close a deal with eastern capitalists to finance the proposition. It is believed now, with the announcement that the Harriman people are about to start work, the negotiations with the eastern capitalists may fail. And this is just what some believe was the motive for the Southern Pacific company making its announcement at this time. There is another company, it is said, which was about to begin work on a similar road from Eugene, surveys having been completed early this summer. What effect the Southern Pacific company's sudden activity will have upon this enterprise is hard to determine.

### Announcement Taken Seriously.

While these other two projects were in the paper stage, and the Southern Pacific project seems to be more of a reality, the majority of the people are inclined to place more faith in the big corporation and believe that work will begin this fall.

Ever since the Willamette Valley-Pacific railway company, under which name the Southern Pacific company will build the Eugene-Coos Bay line, was incorporated, it has been pretty generally known here that it was a Southern Pacific corporation, for the reason that G. X. Wendling, one of the principal incorporators, is closely connected with the Harriman people and the surveyors who worked out of Eugene used Southern Pacific tools and instruments. There are now five or six crews of surveyors at different points between Eugene and Coos Bay.

Have your job printing done at the Times office.

Try The Times Want Ads.

## ALL READY FOR BOXING BOUTS HERE SATURDAY NIGHT



"ROUGHHOUSE CHARLEY" BURNS



EARL HENDERSON

With one of the best cards ever offered and the principals in the best condition they have ever been, the boxing carnival at the Marshfield Skating Rink tomorrow night promises to be a great success. Manager John Herron is looking for the biggest attendance he has ever had.

Besides this, Mr. Herron received a telegram today in which "Battling" Nelson agreed to come here Labor Day to meet the winner. With this assured, the interest in tomorrow night's event is increased.

### COAST LEAGUE BALL SCORES.

(By Associated Press to Coos Bay Times.)

PORTLAND, Ore., Aug. 11.—The scores in yesterday's games in the Coast League were as follows:	R	H
At Portland	1	5
At Los Angeles	1	5
Oakland	9	5
At Los Angeles	1	7
Sacramento	1	7
Vernon	6	7
At Oakland	1	7
Los Angeles	2	5
Sau Francisco	1	5

### WED AT MYRTLE POINT.

MYRTLE POINT, Ore., Aug. 11.—At the home of Jack Abbot, at noon Wednesday, Miss Ruby Haudhman and Earl Chisholm were married. The groom is a general favorite at his home in Coquille, and the bride is a most popular girl. They left here on the evening train for Coquille and plan soon to leave for his old home at Boston.

Dr. Masson and W. F. Harmon left yesterday morning for a tour of the coast by rig.

DR. CLARKE of PORTLAND, CHIROPRACTOR, will GIVE treatment and diagnosis FREE from now UNTIL AUGUST 17. Office at the R. O. GRAVES RESIDENCE, 1044 CENTRAL avenue.