

Constant Efficiency of Electric Motors

Surprise Millworkers

The electric motor operates to its maximum capacity without flinching. It grabs a quickly added load without a second's pause and proceeds with the work.

Workers in sawmills and factories are always surprised at the constant efficiency of electric motors, compared with the performance of steam engines.

Where the engine responds slowly to the visible power demands of the plant, the electric motor responds instantly.

This means greater output per hour and greater output per day.

In the above statement is one of the reasons that are making the application of electric power universal.

OREGON POWER CO.

Phone No. 178

COOS BAY AS GREAT CENTER

(Continued from page 1.)

pose as is demonstrated by the Porter Mill of the Simpson Lumber company furnishing the fuel for the Oregon Power company's plant. This waste through the Oregon Power company lights our cities and homes, furnishes power for pumping our water supply and runs many factories and the company has more waiting for use.

There are two essentials to the success of factories. One is the natural resources and the other the means of distribution. With the harbor developed properly to admit the large ocean-going vessels and with railroad facilities affording a means of distribution and with these great natural resources and the volume of cheap power, I think that God has intended Coos Bay to become a great manufacturing center. He has done his part and it is now up to us to utilize His gift.

MUSIC at the CHANDLER on SUNDAY evening. Arrange to take YOUR Sunday DINNER there.

NOTICE OF SALE.

I will receive sealed offers to purchase the Carrie Nasburg property being lots four and five in Block 27, Clement Plat at the corner of Broadway and Alder avenue, having a frontage of 50 feet on both Broadway and Second streets and one hundred and sixty-eight feet on Alder avenue.

Bids to be opened September 25th, 1911 at noon.

J. D. McNEIL, Executor.

Try The Times Want Ads.

I Have Just Opened

AT

324 Front Street the

Marshfield Cash Market

Where I will carry a full and complete stock of

FRESH AND SALT MEATS AND POULTRY.

I will carry only the most healthful and wholesome meats which will be sold at reasonable prices.

Give me a trial order.

H. FOURIER, Proprietor.

All Children's Eyes

should be examined before sending them to school.



A child's eyes are delicate things. Hence it is only by the rarest skill, are children eyes fitted with glasses, which are in accordance with their requirements. Years of experience enables me to guarantee satisfaction in such cases.

We Do Our Own Grinding

Office over Norton & Hanses' Store.

F. J. MAYES, Optometrist
Optometrist.

You Will Find

Solid, comfort and satisfaction in

OUR FURNITURE

made by the best manufacturers it combines elegance durability and comfort. Our goods being substantially made will retain their fine elegant finish and last a lifetime and always prove a source of satisfaction. Another important fact is that our prices are no higher than for poorer quality and trashy goods.

Let us figure with you when you want anything from a kitchen chair to a complete outfit.

C. A. Johnson,
Oldest Furniture Store
on Coos Bay

COOS BAY IS GREAT HARBOR

FREDERICK E. LEEFE OF UNITED STATES ENGINEERING DEPARTMENT GIVES FACTS IN ABLE ADDRESS HERE.

Fredrick E. Leeffe, the engineer in charge of the United States River and Harbor Work in this section, last evening was one of the principal speakers at the banquet given by the Marshfield Chamber of Commerce in honor of Vice-president J. P. O'Brien and party. His topic was "Coos Bay Harbor and its Possibilities." On arising, he remarked that he could not do the subject justice even in a whole evening. In part Mr. Leeffe said:

"I have been on the Bay for about one year, and am glad I came. When I came here I failed to see why there was no railroad, and I still fail to see it. I have never heard any satisfactory reason,—possibly this place is one of those garden spots that goes on unobserved for a long time, but when once discovered and developed readily blossoms forth into full bloom.

"It is not necessary for me to even make mention of the undeveloped resources, and future possibilities of this country or of the many lot of men to be found here. These things are so self evident that I can add nothing to their sterling qualities.

"I will ask you to kindly listen to a few statements I have prepared concerning Coos Bay Harbor with which you are all familiar:

"The bar at the entrance, like other Pacific Ocean bars, is the result of a formation of a sand shoal, which the outflowing ebb-tides are not strong enough to scour sufficiently without the assistance of jetties or dredging. The Bay channel from the bar to Marshfield is about thirteen miles long, making a very sudden bend at North Point, just below the City of North Bend. The bottom of the bay consists of sand and mud, being sand from the entrance to North Point, and mud above North Point. This mud overlies a deposit of oyster shells which together with the mud is very easily removed by a suction dredge, as much as 100,000 cubic yards having been removed by the U. S. dredge "Oregon" during one month last winter. I do not know of any material in the bottom of the bay but what can easily be removed by dredging, which fact goes to demonstrate with what ease and economy the Harbor of Coos Bay can be readily dredged to any practicable depth for the benefit of navigation.

"The present government work on Coos Bay consists of dredging by the U. S. dredge "Oregon," an 18 inch suction dredge. The project extends from the C. A. Smith Mill nearly to North Point, and also includes the removal of the North Slough, Pony Slough and the Empire shoals. It is generally 200 feet wide, except for stretches in front of Marshfield and North Bend where it is 300 feet and over in width. The dredging is to be completed so as to leave 18 feet below mean lower low water. Over one half of the work is done and at many places where the dredging was carried to about 18 feet, over 20 feet of water below mean lower low water is found, which confirms the theory of the easy scouring as the result of strong ebb tides, in the inner harbor of Coos Bay.

"On Tuesday this week the Nann Smith passed Marshfield on its way to the C. A. Smith Mill, at about 3:30 in the afternoon, and on the following day, Wednesday, at about 11:30 in the forenoon, it again passed Marshfield on its way to Bay Point, California, with a large cargo of lumber, and drawing about 18 feet. This one thing is very gratifying and goes to confirm the possibilities of this harbor and to prove how easy it can be improved to accommodate heavily laden ocean-going vessels.

"There has been appropriated \$350,000 for a Hydraulic Sea-going dredge which when completed will be operated on the bar, and will, in my opinion, as an auxiliary to the present North Jetty do considerable good, but it is possible that if a great depth beyond the outer end of the North Jetty is to be obtained and maintained, that it may become necessary to extend said Jetty further seaward and perhaps also build a South Jetty.

The implicit confidence that many people have in Chamberlain's Colic, Cholera and Diarrhoea Remedy is founded on their experience in the use of that remedy and their knowledge of the many remarkable cures of colic, cholera and dysentery that it has effected. For sale by all dealers.

SAYS LINE IS S. P. PROJECT

PECULIAR STORY RELATIVE TO HARRIMAN LINE AND PACIFIC GREAT WESTERN STARTED AT FLORENCE.

The following from the Portland Journal under a Florence date line will be of considerable interest on Coos Bay, as this section is vitally interested in the matter, Engineer Sumner of the Pacific Great Western being now on Coos Bay as well as are Vice-president O'Brien and the other officials of the Southern Pacific:

"The forthcoming visit of Manager J. P. O'Brien and other Southern Pacific officials gives rise to conjectures whether some statement will be given out regarding the building of a railroad from Eugene to Marshfield via this port, and more especially as to the relation of the Southern Pacific to the Pacific Great Western, which has been purchasing rights-of-way west of the crest of the coast range, and waterfront property at Mapleton.

"Statements have been published in the Portland papers and elsewhere that the Pacific Great Western is blocking the Southern Pacific's plans for a coast road, in that it has bought rights-of-way in a number of the strategic points in the mountains, especially two tracts that control portals of the main tunnel on the Southern Pacific survey.

"Still the story that the Southern Pacific is being blocked is not convincing here. For one thing, the accredited Southern Pacific agent has kept east of the pass entirely, and no known representatives of the Southern Pacific company have been in the Siuslaw valley. At the same time, the Pacific Great Western has been buying rights-of-way for the past 10 days or two weeks, to the public's knowledge, and it does not seem reasonable that the Southern Pacific company would sit idly by and allow important points to be gathered up by the enemy."

The Eugene Guard says that very little credence is given the above story in Eugene.

EUGENE VIEW OF IT

(From Eugene Register)

While right-of-way men are quietly securing and paying cash for right of way out of Eugene for the Southern Pacific extension to Siuslaw and on down the coast, getting ready for immediate construction on the first twenty-five miles out of Eugene, officials of the company have gone down to Coos Bay country to look over the route down the coast from the Western end of Lane. There can be no longer any speculation as to what the Southern Pacific intends to do in the matter of a road to the coast. The people have confidence enough in the word of J. P. O'Brien to believe that when he says the road will be built it will be built.

I believe that for the present commerce that the bar dredge, as an auxiliary to the present North Jetty will answer, but should the commerce of this bay suddenly enlarge materially, the Jetty system would receive further and possibly early consideration.

"The following is a comparative statement of traffic, or the commercial statistics for Coos Bay for the past ten years:

1902	122,232 tons.
1903	135,178 tons.
1904	136,958 tons.
1905	178,945 tons.
1906	184,455 tons.
1907	167,562 tons.
1908	216,631 tons.
1909	251,008 tons.
1910	Have not seen it yet, but probably greater than previous year.
1911	At the rate so far, this year will reach over 336,000 tons, or in other words the commerce that crossed the Coos Bay Bar in the last 10 years has increased nearly three-fold.

The above data pertaining to commercial statistics of Coos Bay is a recommendation in itself and goes to show what may be expected in the future. There is no question in my mind—but what under the present conditions—the commerce on Coos Bay will continue to increase, and that in the future the North Jetty will be rebuilt or extended seaward, for the purpose of providing water for deeper boats than those now crossing the bar; but to hasten matters, in fact to hasten them at an early date, there appears to be one principal thing necessary, which this country is well worthy of, and that is a railroad.