

BACHELOR LIST ON THE WANE

Two More Names Withdrawn From Roll of Eligibles in Marshfield Today.

The ranks of the eligible bachelors on Coos Bay are beginning to thin. Whether it has all happened since the advent of Leap Year is something for someone else to tell you.

Saturday, The Times was instructed to have Art Blanchard's name taken out of the list. The instructions came by phone. They were brief and the owner of the feminine voice refused to tell her name. But she talked just as though as her word goes, according to the report the Leap Year Editor received of the message.

Dr. Geo. E. Dix also gave notice "to cut out the Leap Year staff." Didn't say why.

Valley Towns Interested.

The Leap Year Editor has received small lists of bachelors in Coquille and Bandon but is holding them back until more complete rolls can be secured. Myrtle Point is said to have the least number of eligible bachelors of any town in Coos county.

Active in North Bend.

Leap Year activity in North Bend is reported to be very marked the last few days. Besides the big holiday Leap Year ball that is being considered, another Leap Year party is also proposed there by a coterie of popular young women. Among the young women said to be planning it are Miss Besie Immel, Miss Blanche Williams, Miss Grace Williams, Miss Lucy Williams, Miss Ellen Anderson, Miss Della Bronnillard, Miss Lillian McCann, Miss Louise Lillebo, Miss Lena Lillebo, Miss Florence Peterson, Miss May Peterson, Miss Lilly Butler, Miss Pearl Heath, Miss H. Josephine Griffen, Miss Elsie Wicklund, Miss Ruby Brigham.

MORE AT SUMNER.

Leap Year Editor:

I notice in Saturday's Times a list of the eligible bachelors of Sumner and vicinity. It is far from complete and as I am opposed to any partiality being shown among our young men, I am sending you a supplementary list which I hope you will publish as soon as possible. We have some mighty fine young men here and not very many maidens, so we will welcome the coming of Leap Year girls from Coos Bay or anywhere else. Among the bachelors in this section that you did not include in the list Saturday are:

- Ernest Mattson.
- Johnny Mattson.
- Elmer Mattson.
- Augustus Mattson.
- Chas. Esterbeck.
- Andrew Hongell.
- Jess Barker.
- Roy Hodson.
- Clarence Collier.
- Floy Craig.
- Harry Boone.

GIVE LEAP YEAR BALL.

Vancouver Girls Issue Novel Invitations For Event.

VANCOUVER, Wash., Jan. 8.—The first leap year ball to be given in Vancouver for more than four years will be held by the Carmencita Club, a young woman's society in Vancouver, January 12. It will be on Friday evening in Columbia Hall, which will be decorated with hearts.

Two hundred invitations have been sent out to 200 young women of the city asking them to take men to the ball. The invitations carry the following verse:

Twelve Carmencitas sitting in a row,
Each Carmencita waiting for a beau,
Four years they've waited, they didn't come—
Poor Carmencitas, it wasn't any fun,
Now that it's Leap Year—by hook or crook
Twelve timid bachelors have got to be took.

While it is not known, it is said that the members of the Carmencitas have chartered automobiles for the evening, and are going to take the beans they will invite, that they will each present a box of the choicest bonbons at the sociological moment, and invite the men to waltz—just reverse the custom for the night, for the novelty. The affair promises to be the big event of the winter and it is definitely known that a number of young men of the city are obtaining dress suits and kid gloves and are looking with favor upon members of the Carmencitas.

CAPT. HALL MISSED.

Leap Year Editor:

I don't know who you are but you surely don't know Marshfield very well. Here you have been

THE DANGER OF LA GRIPPE

Is its fatal tendency of pneumonia. To cure your la grippe coughs take Foley's Honey and Tar Compound. R. E. Fisher, Washington, Kas., says: "I was troubled with a severe attack of la grippe that threatened pneumonia. A friend advised Foley's Honey and Tar Compound and I got relief after taking the first few doses. I took three bottles and my la grippe was cured." Get the genuine, in the yellow package. RED CROSS DRUG COMPANY.

printing lists of eligible bachelors for a week or so and have missed the best known one and one of the best in the lot—Capt. Alex Hall of the Ferry Transit. He would make a fine "haul" for someone.

—OLD TIMER.

ANOTHER NEW ONE.

Leap Year Editor:

You have omitted from your list of eligible bachelors for Leap Year the name of one of the most deserving in town. His name is Antone Gabelich.

A SUBSCRIBER.

AUGUST FARLEY, TOO.

Leap Year Editor:

Noticing that you desire suggestions as to eligible bachelors on the Bay, let me submit the name of August Farley, a well-known Coos Bay man, rather retiring but an exceptionally good fellow.

—A READER.

TO GET DREDGE FOR HARBORS

Plan to Have Government Build Duplicate of Oregon for Washington Points.

In order that the dredge Oregon which has been doing such fine work on Coos Bay and on the Coquille may be retained here, steps have been taken to secure a federal appropriation for the construction of a duplicate of her for Grays Harbor and other Washington ports which have a claim on the services of the Oregon. The Port of Grays Harbor was organized a short time ago, the proposition carrying by a vote of four to one, and the new commissioners are backing the movement to secure an additional government dredge.

The idea was first suggested by Henry Sengstacken, secretary of the Port of Coos Bay commission, who took the matter up with Grays Harbor people. He pointed out that the transferring of the Oregon from Grays Harbor or other Washington harbors would take considerable time, cost considerable and was also very hazardous and anyway there was work enough for two dredges like the Oregon. The suggestion met with instant approval from the Grays Harbor people.

The matter has now been taken up with members of the Oregon and Washington congressional delegations. Mr. Sengstacken has written Congressman Hawley and others urging them to support Washington's claim for a dredge of its own. When the Oregon was built, it was the intention that she was to be built for Coos Bay but Congressman Jones of Washington had a clause inserted providing that the Oregon should be for use in the harbors of Oregon and Washington.

The plan for the additional dredge will receive the support of members of the Oregon, Washington, California and Minnesota delegations. It is understood.

If this is accomplished and the annual appropriation of \$50,000 for improving the inner harbor of Coos Bay is made by Congress, the improvement of the harbor can be rushed rapidly. It would mean that the Oregon would be kept here most of the time and continue its good work.

SUMNER LINE SPECULATION

ANNOUNCEMENT OF DISCONTINUANCE OF WORK ON IT CAUSES SOME GLOOM—TIMIDITY THAT IT MAY BE ONLY "STALL."

The announcement that all work on the Sumner railroad projects between Eugene and Coos Bay had been discontinued caused more or less depression on the Bay yesterday. However, today most of the people took a more optimistic view of the situation.

Today, it was intimated that the discontinuance of work and the announcement that the company had given up for good might have been one of the peculiar ways in which some of the big railroads work sometimes. However, this is merely hazarded as a guess.

No one here appears to have any inside information about it. L. A. Sumner, the chief engineer of the North Coast line, who made the announcement here, has no further information, he says, than he gave The Times Saturday. His father was vice-president and manager of the project.

There is no news of any developments on any other railroad projects here.

CHAMBER OF COMMERCE MEETING.

All members of the new executive committee of the Marshfield Chamber of Commerce are requested to meet tonight at 8 o'clock to organize. Other matters of importance are to come up.

VIOLET HENDERSON, Secretary.

TRELLS OF LINE SAYS OREGON TO COOS BAY CLIMATE FINE

Expect Eugene Road Will Be Completed in 1913—Will Tap Rich Section.

In a review of the railroad building in Oregon in its annual number, the Portland Oregonian has the following concerning the Southern Pacific line from Eugene to Coos Bay:

"Within the next two years the resourceful Coos Bay district, whose only connection with the outside world now is by steamboat service, will be connected by a rail line being built by the Southern Pacific Company out of Eugene.

Work on the first link of this road was started by Twohy Brothers, about six weeks ago. It will take them nearly all winter to complete the tunnel through the foothills west of Eugene, after which they will proceed to grade the right of way and lay the track between the tunnel and Eugene. As this portion of the line is comparatively level the tunnel will be connected with the main line of the Southern Pacific before the beginning of summer. It is expected then that additional contracts will be let so that the project can be pushed through the Coast range and on toward the ocean before the end of the present year. The road may be completed before the close of 1913.

By building this important steel highway the Harriman interests, as represented by the Southern Pacific, will redeem from isolation one of the most promising and one of the wealthiest regions of Oregon. The Coos Bay country has been clamoring for a railroad for many years—in fact ever since the Southern Pacific main line was built through the Willamette Valley. Repeatedly railroad men have promised to build a road to Marshfield or to other important towns on Coos Bay. Just as often as plans were made they failed to materialize until the Southern Pacific entered the field last summer.

It was through the activity of J. P. O'Brien, vice-president and general manager of the O.-W. R. & N. company, that Eugene was selected as the base of operations for this work and the ultimate junction point for the new road. Mr. O'Brien, whose jurisdiction formerly included the Southern Pacific line in Oregon, has made a close study of all the territory lying between the railroad and the ocean. When Harriman officials a few years ago, decided to build a line from Drain, some distance south of Eugene, to Coos Bay, it was against Mr. O'Brien's judgment. Although over \$1,000,000 was expended in construction work near Drain the Southern Pacific deemed it wise to abandon that project. Mr. O'Brien always has contended that Eugene is the natural outlet of the Coos Bay district and that operations from that point can be carried on much more economically than from any other place on the main line.

After traversing a heavily wooded district, containing what often has been pronounced the finest stand of virgin timber in the world, the new line will pass through a mineral bearing section that promises to produce a wealth of coal. Some of this land already has been prospected and has been found to contain a highly desirable quality of steam and domestic fuel. The Southern Pacific has acquired a large acreage of coal land and will develop it as rapidly as the market will afford.

The route of the new road will follow a general westerly course until it reaches the Stuslaw river, after which it will follow the general coast line southerly to Marshfield. At Marshfield it will connect with the Coos Bay-Roseburg & Eastern Railroad, a Harriman enterprise, operating a line between Marshfield and Myrtle Point. Between the point where the line will emerge from the mountain range and the ocean terminus is a highly fertile and agricultural region that has lacked development for many years on account of the absence of a railroad. With the construction of the new road this portion of the state is expected to increase in population and in the quantity and value of its products.

Construction work on this project is being done by the Willamette Pacific Railroad company, a subsidiary corporation of the Southern Pacific, of which G. X. Wendling, a well-known lumber operator of Portland and San Francisco, is president. The company has been incorporated to construct and operate a railroad, but announcement has been made that as soon as the line is ready for operation it will pass into direct control of the Southern Pacific and will be managed by its officers. William Hood, chief engineer of the Southern Pacific, with offices at San Francisco, has general charge of construction work. He has practically completed all the necessary surveys.

All traffic originating in the Coos Bay region after the completion of this road naturally will flow into Portland. There are several important towns and cities on Coos Bay and these will trade with the business houses of Portland. The possibilities for development in that section are numerous, but have not been improved on account of their inaccessibility. The Coos Bay district, it is predicted, will be the destination of an army of homeseekers, following completion of the railroad.

Libby COAL. The kind YOU always used. PHONE 72 Pacific Ivory & Transfer Co.

Forecaster Beals Says Tornadoes, Severe Thunderstorms and Quakes Unknown.

In an article on Oregon Western conditions, Edward A. Beals, in charge of the United States Weather Bureau service in this district, says Oregon has nearly a perfect climate. In part he says:

Oregonians are favored with an especially good climate, but it would not suit the Innuits of Northern Greenland, the Tibetan nor the native of Dahomey on the Guinea coast of Africa. These people are acclimated through centuries of environment to different conditions and if they were taken to Oregon it is probable the Innuits would soon become extinct, and the Tibetans and African savages would have a hard fight for their existence. In other words the march of civilization is from the south to the north and no race ever perpetuated itself that emigrated from a cold to a warm climate.

The heat of the Tropics and the cold of the Arctic regions are both depressing and tend to retard mental and physical development. Therefore, the seat of highest civilization today is in the Temperate Zone, where the reasonable changes stimulate man to activity. In Oregon we find nearly every climate known to the temperate zone. We have on the coast the mild and humid; in the interior between the coast and the Cascade ranges of mountains we have conditions that are moderately mild and moderately humid, and in the eastern portions we have on the plateaus and mountains bleak and wintry weather, with heavy snows, while in the sheltered valleys mild temperatures prevail with dry weather and an abundance of sunshine nearly every day.

The destructive tornado of the Middle West is practically unknown in Oregon, and thunder storms are a rare phenomenon. Statistics collected by the weather bureau show that for the ten years ending in 1898, 1508 persons lost their lives and \$25,878,600 worth of property was destroyed by tornadoes. During this time not one life nor a dollar's worth of property was lost in Oregon from this cause. During the three years, 1896, 1897 and 1898 a record was kept by the weather bureau of the deaths by lightning in the United States, and the total number was 1069, or an average of 356 a year. During this period one person was killed by lightning in Oregon and two in California. None lost his life in Washington, Idaho or Nevada. The death rate by lightning per 1,000,000 was greatest in the South Atlantic states and least on the Pacific Coast. Oregon is the point of minimum frequency of earthquakes on the Pacific coast; they increase going both north and south of this state.

The mean temperature in Oregon varies with elevation and with distance inland. In the Columbia river valley and in all portions of the western third of the state below the level of 2,000 feet it closely approximates 52 degrees, while east of the Cascades River Valley it ranges 43 degrees and 51 degrees, being warmest in the lowlands and coldest at the higher elevations. The chief feature characterizing the temperature of the entire state is the coolness which exists at night during the summer time. No matter how hot the day may be the nights are always cool.

In the southeast central portion of the state the annual rainfall is a trifle short of 8 inches, while along the west slope of the Coast Range of Mountains in the north, and at an altitude of about 2,000 feet it amounts to a trifle over 138 inches. Between the coast and the Cascade ranges the precipitation varies between 29 and 45 inches. Along the coast at sea level the amounts range from 65 to 75 inches, while on the west slope of the Cascade Mountains it increases to nearly 100 inches at the summit. In the Blue Mountains the amounts range from 12 to 25 inches so far as the records extend.

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