

# THE DAY'S DEVELOPMENTS IN COOS BAY'S RAILWAY NEWS

## RAILWAYS WILL HAVE TO HURRY

### E. K. Jones' Father Gives San Francisco View of Coos Bay's Future.

That many in San Francisco have their eyes on Coos Bay and are confident of the early completion of one or more lines of railway to Coos Bay is indicated in a letter which E. K. Jones has just received from his father who holds a prominent public position there. He encloses a clipping from the San Francisco Chronicle relative to the struggle between the Hill and Harriman lines. In the note accompanying them, he says:

"The enclosed clipping explains itself. I do not care what may be the temporary delays and fencing that some corporations make now, they have got to get busy before 1915 and even before that—by the time the canal is finished—to hold their own against waterway competition on this coast. With free tolls for American shipping through the canal, the waterway commerce will swamp the railroads if they do not come in time. To exist, they must prepare for twining their own. Don't you worry. Those roads will come to Coos Bay and no mistake."

The clipping from the Chronicle is as follows:

"The Southern Pacific Company has at last recognized the efforts of James J. Hill to obtain an entry into California.

Up in Oregon the Pacific Great Western, the probable name of Jim Hill's California Transcontinental road, is being projected to connect Eugene with Coos Bay and the Coos Bay territory. Surveyors of this Pacific Great Western are already working in the northern part of California attempting to map out a route for the Hill lines' entry into this city before 1915. And the Southern Pacific Company is fighting Hill with Hill's own weapons and the weapons are new railroads.

"Five new lines working out of or toward Eugene are being projected by the Southern Pacific or Harriman lines.

These are: The Oregon Eastern, which is building the Southern Pacific's cutoff between Eugene and Klamath Falls.

The Oregon Electric, which is

building south from Salem and which will connect Eugene with Portland, and which is said to be a Harriman enterprise, because of the fact that many of its stockholders are essentially Harriman men.

The Willamette Pacific, which is the Southern Pacific's line between Eugene and Coos Bay and which is the most direct rival of the Pacific Great Western.

The Oregon Eastern, which will connect with the Oregon Short Line, a distinctly Harriman enterprise, and the eastern border of the state, and build through Malheur canyon and across Central Oregon to Eugene.

The Portland, Eugene and Eastern, which is building an electric road from Monroe, and which will provide another line to Portland via Corvallis and the Southern Pacific's so-called west side line.

### Contracts Are Let.

An illustration of the Southern Pacific's work upon its Coos Bay invasion is found in the fact that contracts were recently let for the building of the first 140 miles of the Oregon Eastern's cross-state line from Vale to Eugene. This will give the Harriman line a direct outlet to the east from the Willamette Valley, and may be used as the main line between Portland and the east. The road is destined to connect the Southern Pacific's new line at or near Crescent, a short distance south of Eugene. And it is not unlikely that a point north of Crescent and nearer Eugene will be selected as the Western terminus for this road.

It is calculated by railroad officials that it will take four years to build the line from Vale, the eastern terminus, to the western destination. The Hill road—the Pacific Great Western—is projected to build from Eugene to Coos Bay along the same general route that has been adopted by the Southern Pacific.

The Portland, Eugene and Eastern is without doubt a more pretentious enterprise than is apparent. This concern is building between Monroe and Eugene and is known to be backed by Harriman interests. It is known that the logging road between Corvallis and Monroe recently passed into the hands of the Southern Pacific. The line between Monroe and Eugene will give the Harriman system a through electric road to Portland, inasmuch as present plans contemplate the electrification of all the so-called West Side lines between Portland and Corvallis.

### To Meet on Equal Terms.

This will enable the Southern Pacific to meet the Oregon Electric, its Hill rival, on equal terms for the heavy traffic centering in and about Eugene. And it is all conceded to show that the Southern Pacific is prepared to fight Hill's proposed entry into this state via Oregon, and to

fight the Hill lines every inch of the way.

It is known in this city that a visit of Sproule and E. E. Calvin, vice-president of the Southern Pacific, to Oregon, had a good deal to do with orders to rush the recent Harriman improvements in Oregon. And it is also known as soon as Sproule returns from the southern part of the state he and Calvin and Traffic Vice-President McCormick are to make another tour of their Oregon lines.

Their visit will doubtless result in the announcement of a number of new lines projected in such a manner as to compete more vigorously with Hill, according to local railroad officials. The Oregon battle is considered only the preliminary to the real competitive fight that, it is said, is bound to ensue when Hill's official football is heard in this state."

### WORK ON KLAMATH LINE.

Southern Pacific Engineer Leaves Eugene to Direct It.

EUGENE, Ore., Jan. 18.—H. P. Hoey, head engineer of the Southern Pacific at Eugene, leaves this week for Klamath Falls where he will look over the work of Erickson & Peterson, contractors, who have the contract for construction work on that end of the Natron-Klamath cutoff. There is little work being done on the Klamath end now, owing to the amount of snow which has fallen, averaging four feet at the northern end of the line. The contract is almost finished, however, and will be completed in a short time, as soon as the weather permits. This contract carries the line through a particularly hard piece of work. The next 60 miles will be comparatively easy work, and will consist mainly of scraper work. It will be speedily completed. The contract for this, however, has not yet been let, and it will be several months before much work can be done on it. Mr. Hoey says that the Utah Construction company is establishing several camps above Natron and will begin work as soon as they are completed and will push it as rapidly as possible.

The work of grading and clearing the Coos Bay line, which was temporarily interrupted by the rain, is again under way, notwithstanding the mud and the bad condition of the grades.

### WOMEN FIGHT HOME RULE.

Irish Unionists Appeal to Sisters in Great Britain.

(By Associated Press to Coos Bay Times.)

BELFAST, Ireland, Jan. 18.—Fifty thousand women members of the Ulster Unionist association today issued a fiery manifesto to their sisters in Great Britain to aid them in defeating the "home rule" bill.

## NEW STORY OF SUMNER LINE

### Report at Eugene That Portland Capital Financed Project—Sell to S. P.?

EUGENE, Ore., Jan. 18.—The Eugene Guard says: "Another story in circulation in this city today is to the effect that no big company is back of the Pacific Great Western, but that all of the money put up for surveys and right-of-way so far has been furnished by Portland capitalists. It is also reported that the sale of the holdings may be made to the Southern Pacific Co. during the next few days and that President Bingham and Engineer Hunt are in Portland for the purpose of completing negotiations to that effect. However, whether or not this report is true, will probably be known in the near future."

### Activity Is Rumored.

The Guard also prints the following: "That the Pacific Great Western railway will begin actual construction of its Eugene-to-the-coast line at Mapleton in a very short time, that C. E. Loss, who had the contract to build the Drain-Coos Bay line, either has a large sub-contract from MacArthur, Perks & Co., or will have charge of the work as their representative, and that Captain A. F. Hurd, who operates the steamboat line between Florence and Mapleton, has entered into a tentative agreement to transport building materials from Florence to Mapleton, is the information that reaches The Guard today from an apparently good authority.

"President I. H. Bingham and Chief Engineer Ralph B. Hunt are in Portland again, and it is said that while they are there this time arrangements for the beginning of the work will be made.

"W. E. Thomas, of Portland, said to be a representative of some big contractor connected with the line, has been in the city for a few days. When seen by a reporter today he admitted that important transactions are pending in connection with the construction of the line. He said that he had negotiated with Captain Hurd for transportation of materials and that he expected important news from Portland in this connection within a couple of days. He said that he was in no way connected with Mr. Loss and that the road would be built under the financial management of the original contractors, MacArthur, Perks & Co., but would not say whether the contract would be sublet or whether he represented the contractors or not.

"Mr. Thomas admits that he represents parties connected with the building of the line, and has proceeded with authority in making arrangements, but would not say whom he represented."

### Father vs. Son.

"H. A. Sumner, chief engineer of the Pacific Coast Line Railway which is affiliated with the Pacific Great Western, was in the city from Portland Saturday afternoon. He says the work will go ahead on his line just the same as before, despite published reports to the contrary. It was L. A. Sumner, his son, who gave out the reports at Marshfield that all work was to cease.

"Several S. P. right-of-way deeds for the Coos Bay branch were filed for record today. Two were from James L. Buell, right-of-way agent, and his wife, transferring the Asset company's property at Christener's pass to the company; one from C. Jensen and wife, transferring a small tract bordering on Blair street and the main line of the company, and another was from T. J. and Rose A. Binkely for the Natron extension."

### DRUNK IS BAD HUSBAND.

Former Coos County Girl Seeks Divorce at Roseburg.

The Roseburg News says: "Mrs. Maud Hulbert filed a suit for divorce in the circuit court against her husband, Henry C. Hulbert. The plaintiff alleges that she was married to the defendant in Coos county, on February 8, 1911, and shortly thereafter moved to Roseburg. Among her allegations, she alleges that he attempted to persuade her to lead an immoral life against her wishes. She also alleges that he is a habitual drunkard, and while in an intoxicated condition addressed her in language unbecoming to a gentleman. Sixty days following their marriage she says he left the family home and has since refused to return. Accompanying her complaint is an affidavit to the effect that the plaintiff has been unable to locate the erring husband since he departed from this vicinity.

She alleges that her husband, upon bringing her to Roseburg shortly after their marriage at Coquille, February 8, 1911, attempted to make her lead an immoral life and that he drank continually and failed to support her. She also asks for the restoration of her maiden name, Akers.

PAPERS ARE UNHARMED.

NEW YORK, Jan. 18.—Millions of dollars worth of securities were removed from the vaults of Kountz Brothers, bankers, in the burned Equitable building during the night and removed to the firm's new vaults. The securities were unharmed.

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INTER-OCEAN TRANSPORTATION COMPANY.  
PHONE 44 C. F. McGEORGE, Agent

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F. S. Dow, Agent

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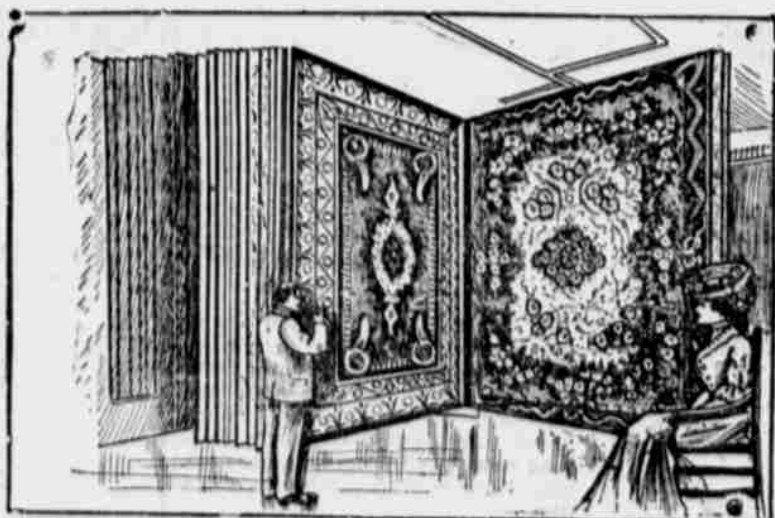
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