

PLAN TO BRING SUPPLIES HERE

Porter Bros. May Use Coos Bay as General Depot—Railway Work.

It is estimated that Coos Bay may be made the general depot for all of the material and supplies for the construction of the Coos Bay-Eugene line. This was intimated here recently by parties familiar with the plans of Porter Brothers, who have the contract. Originally they planned to bring much stuff direct into the Umpqua and the Siuslaw, but they have found that the bars of the rivers are too uncertain and now propose to have the larger vessels bring the supplies and materials in here and then have the smaller vessels take it from here.

They are also said to be planning to bring considerable stuff for the Eugene end in by rail through Eugene, as it is expected that the No. 1 tunnel will be completed sufficiently to run trains through it in by early next summer.

Dan Bruhn, general superintendent of Porter Bros., came in here this week on the Roscoe, which had to come into Coos Bay for shelter while waiting for an opportunity to take a cargo into the Umpqua. Just as soon as there are some further developments, Mr. Bruhn or some other representative of Porter Bros. will take up with the people of Coos Bay and the Coos county court the question of building roads from the north side of the Bay to the tunnel from Ten Mile to Winchester Creek.

Copenhagen Plans.

Mr. Tremblay of Copenhagen Brothers, who have the contract for the construction of about eight miles of road near the Umpqua, including four miles north of the Winchester Creek-Ten Mile tunnel, and the north approach to it has been here this week to secure laborers. They are having difficulty in getting help and he is planning to open an employment office on the Bay soon after the first of the year overcome this drawback. He will have one man here to hire laborers and to arrange for the cashing of the firm's pay checks here. The office will be for no other purpose. He says they are also planning to have workmen brought in here from San Francisco. The firm had about sixty men at work when he left. He says they are making good progress.

Copenhagen Bros. may get the contract for the south approach to the tunnel. Porter Bros. plan to drive the tunnel themselves. The contract for the Coos Bay end of the line south of the tunnel has not been sublet by MacArthur-Park Company to Porter Bros. or anyone else.

CULLINGS OF COQUILLE

Newsp of Coos County Seat as Told By the Herald.

A. P. Miller sold his confectionery store to John Leneve on Saturday last, and possession of the same was taken by the new owner on Monday.

Saloon licenses were granted to Baxter Bros., J. P. Tupper, A. E. Beckett, A. W. Garten by the City Council. The resignation of C. A. Everden as marshal was accepted, to take effect January first. Ordinance No. 81 was passed under suspension of the rules. This ordinance levies a special tax of ten mills on all the property in the corporation. The estimated amount to be raised is \$6,000, and will be used for the purpose of defraying operating expenses and the payment of city debts.

WOULD WRITE CONGRESSMEN

Suggestion That Coos Bay People Write Acquaintances in Behalf of Harbor.

C. I. Reigard suggests that it would be a good scheme for all residents of the Coos Bay section, who have a personal acquaintance with congressmen, and especially members of the river and harbors committee, to write them and urge that an appropriation be made for the Coos Bay harbor improvement. He says that such letters would greatly facilitate the work of the special committee, which will leave after Christmas to take the matter up direct at Washington. The members of the Rivers and Harbors Committee and their Washington addresses are as follows:

- Stephen M. Sparkman of Florida, Congress Hall.
- Joseph E. Ransdell of Louisiana, The Dewey.
- George F. Burgess of Texas, the Cochran.
- Benj. G. Humphreys of Mississippi, 3619 Lowell street, Cleveland Park.
- Geo. W. Taylor of Alabama, 1102 P. street.
- Edwin J. Ellerbe of South Carolina, Congress Hall.
- Chas. G. Edwards of Georgia, the Burlington.
- John H. Small of North Carolina, the Logan.
- Chas. F. Booker of Missouri, the New Varnum.
- Thomas Gallagher of Illinois, Congress Hall.
- John W. Bohene of Indiana, Daniel A. Driscoll of New York, Congress Hall.
- Michael Donahue of Pennsylvania, Congress Hall.
- Thomas J. Scully of New Jersey, the New Willard.
- Geo. C. Lawrence of Massachusetts, the Shoreham.
- James H. Davidson of Wisconsin, the Dewey.
- H. Olla Young of Michigan, the Portland.
- Wm. a Rodeburg of Illinois, 1702 Nineteenth street.
- Wm. E. Humphrey of Washington, the Royalton.
- Charles A. Kennedy of Iowa, 214 North Capital street.
- Andrew J. Barshfield of Pennsylvania, the New Willard.

TEREDOES DID IT

Caused Leak in Steamer Washington and Long Delay.

Thursday's Portland Oregonian says: "After the steamer Washington had been docked five times in an effort to ascertain what made her leak aft, Captain Albert Crowe, surveyor for the San Francisco Board of Marine Underwriters, found a teredo puncture in the sternpost, located just above the vessels light load line. The Washington had been brought here from Coos Bay for repairs. As often as she was floated from the drydock, the leak resumed working industriously, except once when the shaft and propeller had been removed to have a new lead sleeve fitted and the hole plugged. That is now explained by the fact that the vessel was not as deep aft as when the heavy gear was in place."

BAND DANCE Xmas night.

Only 3 More Shopping Days Until Christmas

"Christmas Comes but Once a Year"

Come With Us

And Solve the Gift Problem

in this store, where he would do his own purchasing, competent salesmen will assist you in selecting appropriate and lasting gifts, which, coming from this store will carry added value.



Benjamin Clothes

- Neckwear, 50c to \$1.00
- Silk Hose, 50c to \$1.50 pair
- Night Robes and Pajamas, \$1.00 to \$5.00 a suit
- Scarf Pins, Cuff Links and Studs, 50c to \$3.00.
- Gloves, \$1.00 to \$2.50
- Ladies' and Men's Umbrellas, \$1.00 to \$6.00.
- Sweater Coats, \$3.00 to \$8.50
- Suit Cases and Traveling Bags, \$3 to \$12.50
- Silk Pajamas, \$5 a suit
- Linen and Silk Handkerchiefs, 10c to \$1.50.
- Reefers and Mufflers, \$1 to \$3.00.
- Suspenders, 50c to \$1.50.
- Shirts, \$1.00 to \$5.00
- Hats and Caps, 50c and up

Best of All Buy a Benjamin Suit, Rain Coat or Overcoat for Yourself, Priced \$15, \$18, \$20. and up to \$35

"MONEY TALKS"

HUB CLOTHING & SHOE CO.

MARSHFIELD

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BANDON

TELLS ABOUT JETTY PROJECT

C. R. Peck Makes Statement in Portland Concerning Harbor Work.

The Portland Journal prints the following: Determined to obtain a deeper channel over the Coos Bay bar, a committee composed of prominent Marshfield citizens will leave for Washington the day after Christmas to ask the congressional rivers and harbors committee to recommend an appropriation sufficient to restore and extend the jetty, according to Attorney Cassius Peck of Marshfield who has just arrived in Portland on a business visit.

"The ambition of the Coos Bay business men is for a 30 or 40 foot channel across the bar," said Mr. Peck at the Imperial hotel. "They believe the restoration of the jetty built some years ago, and its extension will bring about this result. They expect to appear before the rivers and harbors committee at Washington, January 2, and ask that the steps recommended by them be taken. In this they are backed up by the government engineers for the district.

"They look for some opposition from the War Department, which is planning to dredge the channel and is having a dredge built for the purpose at Seattle. The committee, however, does not believe that a dredge can do the work because the waves now roll over the old jetty and would in all probability pile as much sand into the channel as the dredge could remove.

"Some years ago congress appropriated \$2,500,000 for the construction of a jetty to scour the channel to a depth of 20 feet. After \$600,000 had been expended in construction a 25 foot channel resulted and the work stopped. The remainder of the appropriation reverted to the government.

"Since then the jetty has deteriorated and traffic is endangered as a result. The fight for the restoration and extension of the jetty will therefore be made on the grounds that the present channel is not as safe as it should be and that the increased traffic over the bar makes a deeper channel absolutely necessary. For instance, one of the big mills next year will handle 450,000 tons across the bar, which is practically equal to the entire tonnage of the harbor when the jetty was built.

Port Will Spend \$300,000. "We have an 18 foot channel inside the harbor and the Port of

Coos Bay is now advertising a \$200,000 bond issue to deepen it to 25 feet from the harbor entrance to Smith's mill, a distance of seven miles. Bids for the bonds will be opened January 13, and many inquiries are being made concerning them.

"The entire Coos Bay region is on the verge of great development. The Harriman line from Eugene is being rapidly constructed. Grading is in progress between Florence and Eugene and a big gang of men is busy on the tunnel at the divide between Umpqua and Coos Bay. This is the longest tunnel on the proposed line and will be completed within 18 months. By then, it is estimated, the remainder of the road will be finished."

The committee which will present Marshfield's jetty case at Washington consists of L. J. Simpson, president of the Port of Coos Bay; C. A. Smith, one of the biggest lumbermen operating in the district; D. C. Greene, president of the Marshfield Chamber of Commerce; Wm. Grimes of the First National Bank of Marshfield, and Captain T. J. Macgann, of the steamer breakwater.

INDIAN MAIDENS AFTER "PALEFACE" HUSBANDS

OMAHA, Dec. 20.—Mary Brown, Sarah Cloud and Josie Kemp, three Winnebago Indian girls, who a few months ago expressed their desire through an Omaha newspaper for white husbands, have received a near-proposal of marriage. They expressed a preference for policemen. Philip McNery, who gives his residence at 129 Moultrie street, Pittsburg, has written to the United States marshal, the matrimonial agency, through which the dusky maidens made their appeal, to open negotiations with a view to marriage.

"Please don't regard this missive in a joking light," writes McNery, "for honor bright, I mean every word of it. It would fill me with delight if you would put me in touch with one of these girls seeking a paleface husband."

McNery says he is a city fireman and "a lover of adventure," closing his plea with "Mr. Warner (the marshal), in the name of goodness, I ask you to help me."



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North Bend News

Ellery P. Brides of Kentuck Inlet was in North Bend this week to seek the aid of the authorities in trying to recover forty boxes of apples that were stolen from his place recently. He is offering a reward of \$20 for the apprehension of the thieves.

A. H. McKay has returned from a trip to his gold mine claims in Curry County. He expects that the mines, which are about 30 miles from Gold Beach, will yield well.

Wm. Wood left this week for Portland and Idaho points, where he will spend the holidays. Miss Edith Thomas and her brother, Ed, have returned from San Francisco. Miss Thomas, who was taken ill while attending college, has practically recovered.

Henry Hoeck left the first of the week for his home near Astoria, after looking after property interests in this section.

Mrs. Henry Sengstacken and Miss Topping, librarian of the Marshfield Public Library, are to deliver addresses at the meeting of the North Bend Mothers and Teachers' club this afternoon.

The North Bend Royal Neighbors have elected the following officers for the ensuing year: Oracle, Mrs. Daisy Andrew; vice oracle, Mrs. Chas. Thom; recorder, Mrs. Hettie Cousins; receiver, Mrs. Jennie M. Jacobs; marshal, Mrs. L. A. Loomis; chancellor, Mary Chappelle; inner sentinel, Mrs. Bessie Rogstad; outer sentinel, Margaret Sherman; managers, Peter Loggie and Mrs. Lillian Balsiger.

NOT ON COOS BAY.

New Story About Western Steel Project.

The Portland Telegram says: The Pacific Steel Company is officially given out by C. W. French of San Diego as the corporate title of the gigantic industrial scheme which was the subject of protracted conferences in Portland last week and is being further considered at Tacoma and Seattle this week.

At Tacoma, Ex-Governor J. N. Gillett of California, disclaimed having made a statement denying the plans of the concern and added that he merely said Coos Bay was not included as a site for one of the string of big steel plants. He made no denial of the general plans as outlined in the Telegram.

GUARANTEED POCKET KNIVES and SAFETY RAZORS, at NORTON & HANSEN'S TWO STORES.

STEAMER SPEEDWELL WILL LEAVE SAN FRANCISCO SUNDAY, DECEMBER 22, DIRECT FOR COOS BAY WITH PASSENGERS AND FREIGHT.

Try The Times' Want Ads.

WOMEN VOTE TO ANNUL LICENSE

Permit to Open Saloon on the South Slough May Be Revoked on Account of It.

A new question has been raised in the South Slough saloon case that will probably knock out the permit which the Coos county court recently granted to Frank Cameron to open a place there.

It seems that the state law provides that applications for liquor licenses must be signed by at least one-half of the voters in the precinct. Cameron's petition was circulated early last fall, before man suffrage had carried at the November election. However, the Coos county commissioners did not take it up for action until December. While Cameron's petition had one-half of the names of the male voters of the South Slough precinct, it did not contain one-half of the names when the increased number was caused by the granting of suffrage.

It is claimed that this nullifies the permit because the permit was granted after the increase. It is expected that the county court will take the matter up at its first meeting in January.

Cameron is now out under bond under an indictment charging him with boot-legging on South Slough.

PACIFIC COAST BAR SOUNDRING

Klamath River, Dec. 1.—W. T. Bailey, Regus, Cal, reports 6 feet at chart line plane. Channel northeast.

Humboldt Bay, Dec. 4.—C. M. Petersen, tug Relief, of Eureka, Cal, reports north channel 18 feet at chart plane. No. 3 black spar buoy in entrance gone. No. 4 red leading buoy of North Bay drifted 500 feet S. E.

E. Straight channel no longer open to navigation, having not over 14 feet at low water.

Coquille River, Dec. 4.—J. L. Koenig, neuberg, Bandon, Or., reports 9 feet at chart plane and channel straight.

San Diego Bay, Nov. 26.—A. A. Morris, of Spreckles Bros. Commercial Co., reports 30 1-2 feet at chart plane Aids all O. K.

Rogue River, Bar, Dec. 1.—F. S. Caughell, of Wedderburn, Or., reports 5 feet at chart plane. Channel straight out.

DOLLS and TOYS at HALF PRICE at COOS BAY CASH STORE.

WATCHES

For Xmas Gifts

Everyone Wants a Watch And a Good Watch, Too

WE HAVE A LARGE LINE OF THEM IN GOLD, SILVER, GOLD FILLED AND NICKEL CASES, FROM

\$1.00 to \$110.00

THESE WATCHES ARE FROM THE BEST MAKERS IN THE WORLD AND EVERYONE CARRIES THE DOUBLE GUARANTEE OF THE MANUFACTURER AND OURSELVES.

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