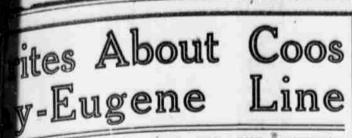
THE COOS BAY TIMES, MARSHFIELD, OREGON, THURSDAY, JANUARY 8, 1914-EVENING EDITION.



ODRUFF, PUBLICITY AGENT FOR THE SOUTHERN WRITES SPECIAL ARTICLE FOR EUGENE GUARD EW YEAR'S EDITION ON COOS BAY RAILWAY

the Southern Pacific has given pre-

cedence to the construction of the

Willamette Pacific and its electrical

Twenty-Six Miles Completed.

cific strikes west toward the Coast

range, 26 miles of the road is now

to a large area of the lower water-

sheds thereof. Porter Brothers, the

contractors, have established grad-

ng camps at intervals from Coos

Bay to the Noti tunnel, and it may

be said that work on all parts of

the western slope grade is now in

progress. The construction of this

oad requires the building of so

nany steel bridges that the laying

of rails can only proceed from

bridge to bridge, ballasting opera-

ions keeping close behind the track

The completion and opening of the

Willamette Pacific railway means

hat the lumber mills of that section

ayers.

aportant railway devel- most importance in its scheme for was witnessed by the hen the Southern Pastarted from Eugene with the construction mette Pacific Railway.

d, unnoticed in this nings, it has quietly being of a district larger in the combined wealth of a dozen of Eastern might be grouped for Its completion gives Pacific three lines terior to the Pacific hree cross valley lines The Willamette Paonnection with the Na-Coos Bay, the Salem-Western from Silver-Rock, and the Corvaln from Albany to Ya-

pioneers of the Coos in southwestern Oregon in its shifting bear) successors have found by harvesting salmor aters, timber from it om beneath the earth's in utilizing green grass und in keeping up t that made Coos County to Tillamook in pro west coast dairy prod Coos Bay country has empire of itself since the first saw bez o rds from logs 10 fee With no outlet, save oastwise ships, its tre atural resources have to the advantages if it land locked harbor t opulation of 10,000 fc incorporated towns the bay.

an export ship tonnage \$3,000,000 during 1+1. as gone to California to at, and although accre! age section of the Oregobos Bay country has here od as a commercial cel lifornia-save for votin; m purposes it might have en one of the islan's Seas. om the encouragement of ment of capital in its in

Willamette Valley in the value of its nd the construction end off lands and burns are already in of a 27-mile railroad beshfield and Myrtle Point demand. ra Pacific company has

Recounting of the year's activities

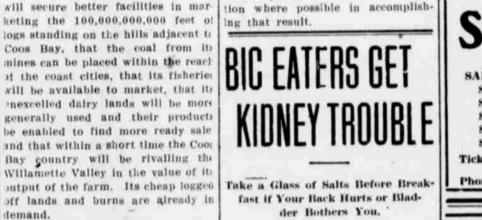
would be incomplete without the story of what the Southern Pacific company is doing in preparation for the 1915 World's Fair rush to the Pacific coast. Five millions of dollars are being expended by the company in preparing new equipment to handle the crowds of people it will aid in showing "Oregon first, and all of Oregon.'

Improving Other Lines.

In carrying out its policy for the interior development of Western Oregon, the Southern Facific is now enraged in laying heavy steel on the line of the Corvallis & Eastern, the aportant railway undertaken in giving all of its Oregon territory line of the Corvallis & Eastern, the road which connects the Willamette adequate transportation facilities, Valley with Yaquina Bay and Newport. The rhils are already laid from Albany to Corvallis and from Corvallis to Norton's, the track is operations in the Willamette Valley. being reballasted a distance of 36 miles, while from Norton's to Ya-Starting at Eugene, the capital quina Bay, another 36 miles of 75of Lane County, the Willamette Papound steel is going down, making tab road one of the best in the state. Between Portland and the Califorbeing completed. In its approach nia line the Southern Pacific has to the mountains it traverses a rollthis year constructed 12 miles of ing and rich agricultural district. sidetracks as aids in handling the the valleys being highly cultivated and the slightly timbered hills form- business of the farms along its main ing the most inviting prospects for line, and preparatory to handling the industry of the home builder. the excursion business of 1915, when Avoiding grades and difficulties it is hoped that thousands of people of winter operation of railroads in may be induced to take advantage of mountainous countries, the Willam- stopover privileges for investigating ette Pacific burrows under the Coast the country back from the the coast. range in making use of the great The main line has just been heavily Noti tunnel, 2480 feet in length and ballasted from Oregon City to Huball completed, and emerges upon bard, and during the coming winter the Siuslaw river. Passing down that crushed rock will be placed on the stream to Acme, Florence and roadbed between Hubbard and Mar-Marshfield, the new road crosses ion another stretch of 36 miles. In the Smith and Umpqua rivers en addition to these improvements and route and affords shipping facilities betterments 90-pound steel has replaced lighter material on 70 miles of the main line in Oregon, The use of coastwise steamship lines by which a large number of

passengers are carried down the Colmbia River and diverted from a view of the rich Western Oregon ountry can have no salutary effect upon the movement for the settlement of that fertile region. The polcy of the Southern Pacific company for Oregon is to go forward in company with the people who are striving for a greater and better state,

and in the light of modern understanding of the duty of public service corporations lend its co-operation where possible in accomplish-



AFTERNOON GOWNS OF VELVET OR CHIFFON SUITABLE FOR CON-CERT OR LUNCHEON It is promised for some time to come with 4% yards of 36 inch material. that the loose, un-fitted lines which mark many of the frocks and suits of the moment will continue modish. In \$110 attractive. It is developed in soft materials they are becoming to charmeuse in a rich old red with the nearly every one, as they fall and guimpe and gathered tucker of shadow drape the figure rather than add to its lace.

size, as so many people think. In 8077 is illustrated a gown of chiffon over a supple satin. The color is 11% yards of allover lace. bronze, and the draped sash is of coral velvet.

This frock may be copied in size 36

To obtain either pattern illustrated fill out this coupon and enclose 15 cents in stamps or coin. Be sure to state number of pattern and size, measuring over the fullest part of the bust. Address Pattern Department, care of this paper.

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