RAILWAY WORK BEING RUSHED

Engineer Fontaine Tells of Status of Construction on Coos Bay Line

EUGENE, Or., March 19.—The Guard says: Except for the tunnels, the Willamette Pacific Railroad grade between Eugene and Marsh-field will be completed before the end of the summer. The grade to Acme is complete, ralls are laid from Eugen- eight miles past the summit of the mountains, and the only factor to prevent them reaching tidewater within thirty days is the uncompleted masonry of five out of sixteen bridges. Work on this masonry is ready to begin, and, with conditions right, will be finished in a few weeks: work all along the Williamette Pacific Railroad is be-ginning. Between 1000 and 2000 ginning. men will be placed at work between Eugene and Marshfield within twenty days, within this time 1914 railroad activities will be in full blast on the line that will tie to Eugene the vast resources of the untouched Pacific Coast region.

All this is told by W. R. Fontaine, assistant engineer, who returned from a two weeks' trip of inspec-tion in which he supervised the work of opening up the camps for the year's work. It is also told by J. H. Porter, member of the firm of Porter Brothers, sub-contractos unthe McArthur-Perks Company, having the contract to build the line from Noti to Marshfleau. Mr. Porter has charge of the work between Not! and Five Mile Lake.

Prepare to Distribute Supplies Work has begun during the past few days upon the construction of coal docks, warehouses and the nar-row-gauge tramway at Glenada from where supplies will be distributed during the summer. From now on the construction work will be concentrated between Acme and Marsh-field, and from these two points supplies will be shipped in by boat.

Coos Bay coal will operate the steam shovels and compressors tearing the right-of-way through the mountain lake country along the Indian Creek for s veral seconds. It will be shipped to the leased the Glenada Hotel. docks at Glenada; there it will be The Severy boys have dumped in little tram cars. These will be elevated up an incline to the top of the hill, and carried to the edge of Clear Lake, three miles Here a barge, self-propelled by gasoline-driven side wheels, will receive the diminutive train, engine, cars, coal and all, carrying "isthmus" between Clear Lake and Tslitcoos Lake. The train will leave the ferry, cross the narrow strip of land on another narrow gauge road, and a second barge will await it on the other

Freight Items Eliminated

The lakes follow closely to the railroad grade, and with these barges and the tramway the item of roads for "freighting" will be elim-inated. The barges are being ship-ped from Portland, knocked down, and will be set up on the water's edge. The barges will be built to hold three parall I tracks with cars. Work on the tram and docks has already commenced, and the is being increased daily. Camps have been built on Talltoon

Lake and on Takenich Lake.

Work has aiready begun on the
four tunnels between Siuslaw and
the Umpqua. The compressed air drills are 1800 feet underground in the big 4300 foot tunnel south of cond er w will commence to attack the south side of the mountain for an entrance to the tiny hole through which the steam trains from Eugene will whistle within a year. than 1000 feet remain in the 1570 bore of tunnel numb r six north of Gardiner. Crews are working in number three, 2160 feet long, just south of Acme, on number four, 560 feet long, and on number five, 1000 feet long. All summer long with the ne the compressed air drills will be gine rooms. pushing into these bores, bombarding with thousands of blows a min-

Clearing Way for Shovels Crews have already commenced vs. the City of Bandon in which the clearing right of way to make way plaintiff asked for a permanent infor the steam shovels which will tear out the mountain sides, and property on Atwater street, for the bank up the level grade which street improvement, Judge John S. pierces the mountains, stopping for Coke, after hearing the evidence. nothing. Already the shovels are working, building the grade north from Coos Bay. They have com-pleted it two miles up the North They have com-

The rushing of the rails from Eugene to tidewat r may mean the development of a summer tourist travel to the Lane County Coast this summer. Promoters have already plans for the development of vast summer resorts on the lake

and on the beach, "It won't take long to build the bridges, and the bridges are all that prevent us from having rails to Acme now," said Mr. Fontaine. "We can lay the track to tidewater in thirty days. But the masonry on the three crossings of the Siuslaw and two crossing of the Wild Cat is not yet completed. The high water and the winter caught us before this was finished last fall. The spans vary from 150 to 600 feet, but we can use false work if the bridges are not ready.

J. P. PORTER AT EUGENE.

Says Work on Coos Bay Line Will Be Rushed.

The Eugene Register says: A. R. Porter and J. P. Porter, of the firm, of Porter Brothers, contractors of the Willamette Pacific, left Eugene ruesday after a short business trip to this city. Mr. Porter said that in two weeks the entire line would be covered with forces of men and that this year work was going to be rushed to completion. Most of the work will be sublet by Porter Bros.,

FOR U. S. SENATOR



R. A. BOOTH

Of Eugene, Candidate for the Re-publican Nomination for U. S. Senator From Oregon

but some of it they will do themselves. Among some of the changes to be made this year will be the addition of six new steam shovels which will be on the ground and at work within two weeks.

News From Nearby Towns

NEWS OF SIUSLAW

W. M. Wohlander has hought 50 feet of lot 1 block 7 in Glenada and will build a lodging house upon The building will be 30x50, two stories high.

John Nicholson, of Tacoma, and J. A. Robinson, of British Columbia, bridge builders, are now in Glenada working on the wharf and warehouse for Porter Bros. Grant

Smith & Co.
J. P. Ozment, who has lived on Indian Creek for s veral years, has

The Severy boys have a custom of going swimming at least once each month in the year, and so last Saturday they made good for March. Sometimes it is a cally proposition but the boys grin and bear it.—Florence Pilot.

NEW BOAT TO BANDON

The Recorder is informed on good authority that a boat has been secured for the Bandon Portland run that will make regular trips and will be adequate for the freight and passenger s rvice between here and. Portland for some time to come. The details have not all been arranged yet, but will be in a very few days and then full announcement will be made.-Bandon R corder,

JUDGE COKE FINES PHYSICIAN. Dr. G. F. Parks, of Junction City, who had been indicted on the charge of violating the local option law, and who had previously pleaded not entered a guilty in the circuit court and Judge John S. Coke imposed a fine of \$250, Dr. Parks was accused of drawing prescriptions calling for whiskey too frequently.- Eugene Register.

OIL BURNING STEAMER SEATTLE, March 20.—The steam-ship City of Seattle will today return to the Pacific Coast Steamship Company's Southeastern Alaska service. Sn bas been converted into an oil burner, equipped with steam steer-ing gear, her passenger accommodations rebuilt throughout, refurnished and refitted, and has a large observation room constructed forward on the promenade deck. This steamer was always speedy, but it is expected to gain a knot or two with the new equipment in the en-

BANDON STREET CASE

In the case of Mae L. Walker vs. the City of Bandon in which the junction against the sale of granted the request and the city is therefore compelled to refrain from further procedure in the matter, unless the case is appealed to the Suprems Court, which will probably be done.—Bandon Recorder.

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BUTTER Creamery

UNDER SANITARY CONDITIONS IN A CLEAN AND MODERN FACTORY. STERILIZED AND CREAM.

PURE ICE

News of the Lumber World

INTERESTING NOTES OF THE LATEST DEVELOPMENTS IN LUMBER TRADE AND CONDITIONS

LUMBER TRADE

San Francisco

shipping more lumber to the Golden weeks in March are given as fol-

	Fir	and	Spru	ice.	
Aberdeen					3,090,000
Astoria .					2,700,000
Bandon .				1.1	2,527,000
Columbia	Rive	т.,			3,300,000
Coos Bay	CH14:	A 14 A 15		6.4	5,432,000
Eagle Har	rbor	4.70		eck.	950,000
Everett .		44 6		ev.	1,050,000
Grays Har	rbor				4,050,000
Mukilteo					950,000
Port Ludl	ow .	4. 41. 47			1,100,000
Raymond	** *		e147400	6.4	700,000
Willapa .		17 6			1,310,000
Total .		4424	Care and	2	7,159,000
		Redw			
Eureka				1	7,780,000
Albion					1,050,000
Fort Brag	g				1,883,000
Greenwoo	d		CE 20 V	64	723,000
Mendocine		X 400		. 14	747,000
Or scent	City	#1 F W . 1		2	660,000
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OREGON LUMBER BUSINESS Some Interesting Facts Concerning

Last Year's Trade

Oregon's combined water ship-ments of lumber in 1913 increased 148,774,478 feet last year over the 1912 showing, the total foreign business exceeding that of the previous year by 71,332,670 feet and the gain in the coastwise movement was Continues to be Principal 66,174,232 feet, according to the Source of Supply for statistics published in the annual number of the West Coast Lumber-

It is set forth that San Francisco Coos Bay continues to lead all shipments from Oregon alone adother coast points in the amount of venced 70,509,055 feet over the year fir lumber shipped to San Franbefore and in shipping the bulk of cisco. During the first two weeks the timber dispatched to the Panama of March Eureka was the only point Canal, totaling 17,492,860 feet, this made a gain in that trade of 11,557, Gate than Coos Bay. The receipts 172 feet. Lumber sent to the Haat San Francisco for the first two walln Islands from the Northwest was less than in 1912, yet that from Oregon was 1,706,119 feet above

the previous showing.

In r ferring to other advances made in lumber commerce, the Lumberman says:

"The state made its greatest gains, however, in the Australian and China markets. These two markets alone took upward of 60,-000,000 f.et more than was pur-chased in 1912. Shipments to the West Coast of South America also showed a nice gain of 11.820,855 feet. Europe increased its purchase in Oregon, as did India. Shipments to Africa develop a loss of 2,158, 290 feet. The total foreign busi-ness of Oregon mills amounted to 233,522,813 feet, compared with 161,790,143 in 1912, an increase of 71,732,670 feet, or the output of

#### OREGON'S NOTED

THEN Sixteen years ago today the bat tleship Oregon began the most remarkable long-distance race against time in all naval history. On this date, in 1898 it left San Francisco There was an effort to surround the Oregon's movements with secrecy, but everybody guessed her success of the trip. Tension relax-ed for a time after the Oregon appeared at Callao, Peru, he first stop, but it became the more acute as she steamed southward toward the Straits of Mageilan where Spanish torpedo boat lurked and tempestuous sens made the passing of the straits hazardous. After 33 days out of San Francisco the Oregon dashed into the Atlantic, and up the coast, evading the Spanish warships reported lying in wait for On the evening of May 24 she steamed into Jupiter Bay, havng covered the 14,000 miles in 67 The record trip made her com-

Today the Oregon's trip may be saf ly recorded as the only one and the last of its kind. No other warship is likely to be called upon to join the warships in Atlantic wat- to make the circuit of South America. Before another war can come to pass, the gateway of the oceans mission and bets were made on the will have been opened at Panama. at the same rate of the Oregon, might make Jupiter Bay, Florida, from San Francisco, in less than twenty days. She would not suffer for want of coal as did the Oregon. She would need to refill her bunkers but once, and this wile passing through the canal. During the 8 to 12 hours passage of the Isthmus the engineers could repair or overhaul her machinery and barnacles, the bane of high speed, would be cleaned. Thus refreshed the bat tleship could dash across the Gulf Rear Admiral of Mexico and into battle line well Charles E. Clark (retired), a Nat- stocked with both fuel and ammun-Ition.

He didn't pump it full enough-though all the air is free; He left it soft and spongy like, and scooted on with glee He skidded and he gridded and whooped through dust and mire, And when it burst he cursed and cursed And blamed it on the tire.

He drove it on the street-car tracks with confidency superb; He scraped it on the lamp posts and he scraped it on the curb; He slammed it and he jammed it any way he might desire; And when it popped Right out he hopped-And blamed it on the tire.

He cut it on some broken glass, but said that didn't hurt; He kept right on through sand and mud and filled the tire with dirt It spotted there and rolted there, and soon he howled in ire; When up it blew He blew up too—
And blamed it on the tire.

He put on chains that ground and chewed and gouged into the tread He knew his wheels were out of line. "But what of that?" he said. He whizzed along and sizzed along, he picked up nails and wire, And when it banged His fist he whanged-

Who is this man? Go ask the boys who meet him every day, Go ask the boys who have to hear the things he has to say. He bores in and he roars in with words of angry fire.

Though he's to blame, It's all the same-He blames it on the tire.

And blamed it on the tire,

-Wilbur D. Nesbit.

ALBANY-The street-car service has been stopped until May 1, when a new car will be put on. The old car is so noisy, dirty and disreput-able that Albany folks refuse to of the 60-candlepower lamps for ride in it and asked the Council to street lights; \$2 per month for each stock of the road, which belongs each arc. This will cost \$387 per to the P. E. & E.

ROSEBURG-The agreement of this city with the Douglas county The old Light Company is the acceptance of It is the entire rolling five cluster, and \$6 per month for

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Ham and eggs Sausage and eggs Bacon and eggs Three Eggs, any style

Oatmeal mush and milk, potatoes, hot cakes and coffee FREE WITH ABOVE ORDERS WE SERVE A REGULAR 25-CENT DINNER

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when hat-buying time comes. True, nothing changes a man's appearance more than his HAT, but the change can be one to his advantage equally as easy as the opposite.

It is simply a matter of finding the hat which most becomes you. We do claim considerable success in "finding" the right bat for the right man.

May we demonstrate it-per-

Very unusual qualities at \$3.00 and \$3.50.

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styles shown are exclusive as will not be duplicated Jos now assortments are complete sizes are unbroken in fact, is the most satisfactory time to choosing. Don't delay your se lection.

A beautiful stock of mile ery all from New York's more famous houses. Prices from it

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The separate skirt has again come into great prominence; we've such a splendid collection of these charming skirts, in white Bedfords, novelty checks mohair stripes, shadow grays and plain serges-all modishly made, well tailored and at



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CRISP—SHEER

## White Waists

Peerless pretties in Shadow and Maltese laces: these prices: 75c, \$1.00, \$1.25, \$1.50, \$2.25, \$250, \$3.25, to \$5.00.

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