

### LOG DRIVING ON THE ALLEGASH

How They Get the Logs Out in Maine—Dexterous Men in Dangerous Work on Swift Streams :

WHEN the soft spring rains have melted the snow in the woods of northern New England and turned the frozen, silent streams and rivers into roaring torrents, the logs that have been cut in the fall and winter are started on their eventful journey to the mills. These logs have been stacked in great piles upon the ice heaped high in the "yards" along the shores and at first there is an inextricable tangle of logs and blocks of ice. The logs, crashing and grinding upon one another, sometimes "up-end" until they turn completely over, sometimes gather into huge and tangled piles. For weeks and weeks their journey continues, says an exchange, first down the lakes and smaller streams and then into the main rivers—millions and millions of feet of spruce and hemlock and pine. At last they reach the sorting booms on the lower waters, and are turned over to the sawmills and the pulp mills that await them. Each log has its own mark. Whittier thus refers to the journey of the logs in his song dedicated to the lumbermen:

When, with sounds of smothered thunder,  
On some night of rain,  
Lake and river break asunder  
Winter's weakened chain,  
Down the wild March flood shall  
bear them  
To the sawmill's wheel,  
Or where Steam, the slave, shall  
tear them  
With its teeth of steel.

The driving of the logs down the St. John, the Allegash, the Penobscot, the Androscoggin, the Kennebec and the Connecticut is one of the most interesting parts of the vast lumbering operations of northern New England. And the hardy men in charge of the work, the river-drivers, form an exceedingly picturesque part of the great industrial army. They are men trained to the life of the woods, picked for their strength, agility, and powers of endurance. Discomfort and privation are their portion night and day until the logs are safely "boomed" at their destination. Working along the pathless shores or in bateaux, or more oft n out upon the rolling, pitching logs themselves, the river-driver takes his life in his hands many times a day. Here and there, out over the heaving mass that tumbles along with the current, he leaps nimbly from log to log, pausing occasionally on the larger ones, but leaving the smaller ones as soon as his spiked shoes strike them. His six-foot cantdog, or peavy, is held across his body as a balancing pole, and pushing or prying with it as occasion requires, opens the logs a little here, retards them there and through it all maintains his balance with the most remarkable ease and agility.

A river-driver is always armed, and his ever-ready weapon is the peavy, or cantdog—a six-foot pole, usually of hard maple, with a steel spike and a hinged iron hook at the end. A river-driver without his cantdog is as useless as a soldier in battle without his gun, and if he happens to lose it, he becomes an object of derision among his fellows. If a river-driver falls into the icy water he usually clings to his cantdog by a kind of second nature, until he is pulled out or is able to scramble ashore—unless, indeed, he is stunned or crushed by the logs, so that he never sees the surface again. A veteran Maine river-driver was once using dynamite, as is customary, to break a jam of logs; the big stick exploded before he could reach the shore. He was in the act of springing from one log to another when the force of the explosion hurled him thirty feet into the branches of a tree on the shore. He climbed down unharmed, and through it all clung to his cantdog. Five minutes later he was standing serenely on a log, sailing down the river in the rear of the jam that he had broken. The jams prevent life from ever becoming dull or monotonous to the river-driver, for there is the liveliest and most hazardous work to

be done when an obstacle checks the progress of the logs and sends them to pile in the stream. Every moment makes the jam more difficult to break, for the logs behind are driving on and making the tangle worse. The key-log is the point of attack; when the candog or the sticks of dynamite cause it to give way—after the work of minutes or hours or days—there is a tremendous rush of logs and water, and woe to the luckless river driver who is unable to get out of the way. Sometimes a great jam forms a dam that holds back the water until much damage is done, or when it breaks, takes away bridges and buildings.

Holman F. Day has used the river-driver as the theme of many of his stirring verses of the Maine woods. Here is his vivid picture of the river-drivers, as herdsmen, driving their logs down the Allegash:

We've spurred with the spikes in our soles;  
There is water awash in our boots  
Our hands are hard-calloused by peavies and poles,  
And we're drenched with the spume of the chutes,  
We gather our hejds at the head,  
Where the axes have topped them loose,  
And down from the hills where the rivers are fed,  
We carry the hemlock and spruce,  
We hurry them with peavies from their sullen beds of snow;  
With the pick-pole for a goad-stick,  
down the brimming streams we go;  
They are hitching, they are halting,  
and they lurk and hide and dodge,  
They sneak for sulking eddies, they bunt the bank and lodge,  
And we almost can imagine that they hear the yeils of saws  
And the grunting of the grinders  
of the papermills, because  
They loiter in the shallows and

they cob-pile at the falls,  
And they buck like ugly cattle  
where the broad dead water  
crawls.  
But we wallow in and welt 'em with  
the water to our waist;  
For the driving pitch is dropping  
and the Drouth is gasping  
"Haate."  
Here a dam and there a dam, that  
is grabbed by grinning rocks,  
Gnawed by the teeth of the raven-  
ing ledge that slavers at our  
flocks:  
Twenty a month for daring Death;  
for fighting from dawn to  
dark—  
Twenty and grub and a place to  
sleep in God's great public  
park;  
Twenty a month, bateau for a home  
and only a peep at town,  
For our money is gone in a brace  
of nights after the drive is  
down;  
But with peavies and poles and  
carefree souls our ragged and  
roofless crew  
Swarms gaily along with whoop and  
song when the Allegash drive  
goes through.

#### BIGGEST BABY.

If the son of Mrs. Joseph Golaski of Calverton, L. I., who was born last week, would live to be six feet high, he will only have to add four feet to his present stature. If he has ambitions to weigh 200 pounds he will only have to gain 184 pounds. In fact, if he'd care to be a Samson, he hasn't so far to go as most infants. He came into the world with 15 1/2 inch shoulders. The circumference of his biceps is the same as that of the calves of his legs—5 1/2 inches. Not only that but the youthful Golaski, should he ever desire to develop his brain, has a proper skull to do it in. It measures sixteen inches the shortest way around. To cap the climax, besides being, according to the doctors, the sturdiest newly-born they have ever seen, he's also the 35-year-old mother's ninth child. And nine always has been a lucky number.

The times want ads are the keys to the door of opportunity.



7842  
7855



7974

### THE VOGUE OF PLAID FOR ONE-PIECE FROCKS STILL PREVALENT

Plaids and serges in dull dark colors take the lead for the semi-tailored one-piece frock which is still so popular for general wear and for out-of-door sports. Corduroys and velvets are extremely modish for the more dressy costumes. The plaids are combinations of dark green and red, yellow and black, blue and gold and the more subdued of the Scotch plaids.

Among the new velvets and plushes are "Naeryn", a diagonal wool plush, several fancy cut velveteens, printed epingle velours, and printed plush showing tiny colored figures.

Styles are so varied that the only details we can depend upon are the tunic and the sash. Most of the modish frocks show one or both of these. Often the tunic is merely a shaped band of the material applied to give the effect and often it is ruffle about the hips.

In 7842-7855 the tunic is a shaped bias band of the material applied to the skirt a trifle below hip length. The blouse shows a set-in sleeve, an effective collar and a pointed tucker of lace. A very smart plaid in which emerald green is the predominating color is the material.

This frock may be copied in size 36 with 2 3/4 yards of 36-inch material for the blouse and 3 1/2 yards of 36-inch material for the skirt.

A delicate beige corduroy is used in 7974 trimmed with dyed fox fur and effectively relieved by a broad Roman sash.

To copy this costume in size 36, it requires 4 1/2 yards of 36-inch material. Number 7842—sizes 32 to 42. Number 7855—sizes 22 to 30. Number 7974—sizes 34 to 42. Each pattern 15 cents.

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.

No. .... Size .....

Name .....

Address .....

## CLOGGED NOSTRILS OPEN AT ONCE, HEAD COLDS AND CATARRH VANISH

In One Minute Your Stuffy Nose and Head Clears, Sneezing and Nose Running Cease, Dull Headache Goes.

"Try Ely's Cream Balm." Get a small bottle anyway, just to try it—apply a little in the nostrils and instantly your clogged nose and stopped-up air passages of the head will open; you will breathe freely; fullness and headache disappear. By morning the catarrh, cold-in-head or catarrhal sore throat will be gone. End such misery now! Get the small bottle of "Ely's Cream Balm" at any drug store. This sweet, fragrant balm dissolves by the heat of the nostrils, penetrates and heals the inflamed, swollen membrane which lines the nose, head and throat, clears the air passages, stops nasty discharges and a feeling of cleansing, soothing relief comes immediately. Don't lay awake tonight struggling for breath, with head stuffed; nostrils closed, hawking and blowing. Catarrh or a cold, with its running nose, foul mucous dropping in to the throat, and raw dryness is distressing but surely needless. Put your faith—just once—in "Ely's Cream Balm"—and your cold or catarrh will surely disappear.

### "As Bright As My Own Home"

"I like to deal in a store that is kept as bright and clean as I keep my own home. I like to go where the goods are well displayed. It is easier to make my selections and I sometimes see things that I would otherwise have forgotten."

### Mazda Lighting Will Attract More Trade

Mr. Store Owner, your customers like to buy in stores that are brightly lighted. There is no soot or dirt from Electric Light—it is clean, steady and SAFE.

### Oregon Power Co.

Second and Central

SAN DIEGO EXPOSITION  
ALL 1915 — SAN DIEGO, CALIFORNIA.

### REDUCTIONS IN FREIGHT RATES WITHDRAWN S. S. HARDY

SAILS FROM SAN FRANCISCO FOR COOS BAY EVERY ALTERNATE FRIDAY AT 4:00 P. M. San Francisco office, Harrison St. Dock, Pier 16. West Coast S. S. Line. E. J. LINDEN, Agt., Phone Doug. 2970.

S. S. AROLINE. EQUIPPED WITH WIRELESS. FINE PASSENGER ACCOMMODATIONS. NEW STEEL BOAT. Sails from North Bend, Friday, March 20, for San Francisco. PASSENGERS AND FREIGHT. North Bend Lumber Company, Agts. Phone 1571. North Bend

S. S. ALLIANCE. EQUIPPED WITH WIRELESS. SAILS FOR PORTLAND FROM MARSHFIELD SATURDAY, MARCH 14, AT 12 NOON ROUND TRIP, \$18.50. Connection with the North Bank Road at Portland. North Pacific Steamship Company C. F. McGEORGE, Agent. Phone 44.

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Semi-weekly service Coos Bay and San Francisco. S. S. Redondo Equipped with wireless and submarine bell. Passengers and freight.

### S. S. NANN SMITH

Equipped with wireless and submarine bell. Passengers and freight. WILL SAIL FROM SAN FRANCISCO FOR COOS BAY FRIDAY, MARCH 20, AT 3:00 P. M. San Francisco office, Greenwich street pier No. 23. and 600 Fife bldg. Coos Bay agent, C. F. McGeorge, Phone 44.

### STEAMSHIP BREAKWATER

EQUIPPED WITH WIRELESS. ALWAYS ON TIME. Sails from Marshfield March 14th, 11 a. m.; March 21st, 7:00 a. m. March 28th, 11:30 a. m.; April 4th, 1 p. m.; April 11th, 10 a. m.; April 18th, 1 p. m.; April 25th, 10 a. m.; April 30th, 1 p. m. Sails from Portland March 18th, 25th, 8 a. m.; April 1st, 8th, 15th, 22nd, 28th, 8 a. m. Tickets on sale to all Eastern points and information as to routes and rates cheerfully furnished. Phone 427-L. H. J. MOHR, Agent

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of the EARLY RED ROSE and BEAUTY OF HEBRON varieties, so if you are in need of any, come in and see us.

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130 North Broadway. Phone 394-J. We also have a line of garden seeds. Call in and get our prices on seed grain.

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### Political Announcements

FOR COUNTY CLERK As a Republican, I hereby place myself as a candidate for the nomination at the primaries to be held May 15 for the office of County Clerk.

If I am nominated and elected, I will, during my term of office, perform all its requirements and duties promptly, expeditiously, without prejudice and as economically as is consistent with good service. Believing that I can save money for the tax payer and make some for myself, I want your vote. F. E. ALLEN.

### ANNOUNCEMENT.

I hereby announce myself as a candidate for County Commissioner on the Democratic ticket at the coming primary election. O. J. SEELEY.

### ANNOUNCEMENT

I have filed by intention as candidate for renomination for office of County Commissioner on Republican ticket. GEO. J. ARMSTRONG, Present Incumbent.

### TO THE PEOPLE OF COOS BAY

We wish to again call your attention to the fact that we are sole agents in this city for Meritol Pile Remedy. Our success with this remedy has far exceeded our most sanguine expectations. Therefore, we are pleased to recommend and guarantee every package of Meritol Pile Remedy. Owl Prescription Pharmacy, Frank D. Cohan, Opposite Chandler Hotel, Phone 74. Central Avenue Drug Store, local agency. Price \$1.00.



Do You See as Well With One Eye As The Other? Should you have headaches or want to improve your eyesight, my special ground combination SPECIAL GLASS can read the print, do close work or see at a distance. All glasses fitted by me warranted to give satisfaction. DR. W. B. RICHARDSON, Optometrist. Office 187 N. Broadway, Marshfield.

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DR. A. J. HENDRY. Dentist. Marshfield, Oregon. Rooms 204-205, Coke Building. Residence phone 253-X. Office phone 112-J.

MRS. FARRINGER. Teacher of Piano. Residence Studio, No. 194. Corner Commercial and Eleventh. Phone 886-J.

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