

COAST LINE IS BIG QUESTION

Coos Bay-Eugene Road May Be Link—Addison Bennett Tells of Work

Writing from Fowler Station, on the new Coos Bay-Eugene line of the Southern Pacific, Addison Bennett gives the following interesting information:

I have finally reached the "cars," for the Willamette Pacific trains are now running regularly to this point, which is 32.4 miles west of Eugene, where the road starts. As my trip is almost ended, I suppose it is up to me to tell when it may be expected the road will be in operation from Eugene to Crescent City, where it will connect up with the southern extension to San Francisco.

As a matter of fact, nobody, who will tell, knows just when work will begin from Coos Bay south, or on the 100-mile stretch between Crescent City and Eureka. It is not likely that the engineers in charge can tell when that work will start. Chief Engineer Hood is, perhaps, the only man in the west who knows, and his knowledge hinges upon the general financial conditions of the country. If business "picks up," and the bond market "loosens up," the southern terminus will not likely remain long at Coos Bay; if financial conditions remain about as they are, or become worse, there will be no building done south of Marshfield.

Let it be remembered that the road from Eugene to Marshfield will be 121.1 miles long when completed. A little more than one-fourth, or 32.4 miles, are completed and in operation. Ten miles more, reaching to San Antonio Creek, will be in operation about July 20. Mapleton will perhaps have trains running by the 1st of October—perhaps a full month earlier. The bridge across the Sluslaw, just east of Acme, should be reached by January 1.

If everything goes well the Marshfield people may get regular service as early as July 4 next year.

Large Percentage Done.

Between Eugene and Acme, 67.7 miles, the work is probably seven-eighths completed. There are quite a number of small bridges and one or two quite large ones to place, but the steel is all on hand. There is a little grading yet to do and about thirty miles of track yet to lay. The latter could be done in less than three weeks if the bridges were all in. The ballasting, of course, would come after the road was in operation.

The ballasting has all been completed as far as Fowlers, even a little further. It takes 150 carloads of gravel per mile to do this. This is all hauled from the gravel pits on the Natron branch, about a mile east of the town of Natron. The roadbed already ballasted will compare favorably with any of the roadbeds on other railroads in Oregon. The ties are large, the rails heavy. The rails weigh 75 pounds per yard, which makes a good enough road for any place except the heaviest mountain grades.

There is no road in Oregon of any considerable length with better grades or better curves. The maximum grade on the line is 1.3 per cent. To obtain this there are nine tunnels on the line, varying in length from 300 feet to 1300 feet. The total length of all of them is 13,369 feet, or a little more than 2 1/2 miles. Work has been completed and trains are running through tunnels No. 1 and 2. The largest one, the Schofield tunnel, or tunnel No. 7, as spoken of by the engineers, is five-eighths completed. In all there has been completed 6256 feet of tunnel work, leaving 7113 feet to do. That estimate is for inside work within the portals, so to speak. It does not take into consideration the work of excavating for the approaches. On one of the bores, the approaches, now complete, were about as costly as the main tunnel work.

Several Big Bridges Needed.

I have mentioned before the three bridges of importance. In the order named, the North Bend across Coos Bay, the Umpqua and the Sluslaw, across the rivers of those names. The two latter do not amount to much so far as steel is concerned, but they both have a draw span. The North Bend bridge is, from shore to shore, something like 1 3/8 miles long. That includes the earth fills and the trestle work.

Of smaller bridges there are a large number, and all but the very short ones are of steel. In a distance of less than four miles the Willamette is bridged seven times, and one tunnel of 300 feet put in simply to reduce the curves.

It looks now as if the various engineers would have their work of bridging and tunnelling completed about the same time.

Southern Pacific to Link Line.

It may be as well to say again that this line will be a link in the chain of the Southern Pacific system. It will probably come under the head of the Southern Pacific lines in Oregon and be operated by the general officials of that company, with, of course, its division operators. It is not likely there will be more than one division. The grades being light and the curves easy, the time from Eugene to Coos Bay will, perhaps, be around four hours for fast trains. That is after the roadbed has thoroughly settled and seasoned.

William Hood, chief engineer of the Southern Pacific lines, has charge of the construction of all Southern Pacific work. H. P. Hoey, assistant engineer, is in direct control of the Willamette Pacific, with Assistant Engineer W. R. Fontana in active charge under him. The assistant engineers in charge of the actual construction, those who live on the ground and look after the work, are Messrs. Hindmarsh, Gardner, Brown, Bedoff, Morton Russell, Zentner,

SHIPPING NEWS

BREAKWATER HERE TODAY

Arrived at North Bend About 9:30 O'clock With 325 Tons of Freight

The steamer Breakwater arrived at North Bend about 9:30 o'clock this morning with fifty-two cabin passengers and seven steerage passengers. She brought about 325 tons of miscellaneous freight, about 100 tons of which was unloaded at North Bend. She will sail for Portland at 1 o'clock tomorrow. Among the passengers to arrive on the steamer today were:

Jack Roberts, Mrs. Roberts, Gordon Raphael, Mrs. McMillan, J. E. Kyich, Geo. Cutler, J. T. Abbott, J. S. Sawyer, Mrs. Sawyer, Sophie Phillips, Mrs. L. Phillips, J. W. McInterriff, Harvey Perrott, M. B. Parnousman, H. J. Jordan, Mrs. Edna Stalzenbeck, C. B. Montagne, D. E. Hodges, W. E. Bailor, E. C. Wood, M. C. Reed, Mrs. Reed, F. J. Rand, Ray Evinger, Hazel Doyle, Mrs. Doyle, Ruth Doyle, A. J. Stewart, Mrs. B. Matheson, Cora Matheson, Mabel Matheson, Mrs. H. B. Moore, T. G. Loglund, G. C. Omandon, Mrs. T. G. Loglund, J. P. Wanner, Helen Randa, John Randa, Frank Ruckert, Gladys Hanley, J. H. Fitzpatrick, C. E. Latt, J. F. Graham, John Doyle, R. H. Hoegs, J. E. McClellan, Paul Westerlund, Mrs. Florence Apsley, Mrs. Livengood, Nels Adamson, E. W. Taylor, and seven steerage.

WILL INSPECT WATER CRAFT

Wah-Ta-Waso, Transit, Tramp Rustler and Others Must Be Ready

Two assistant water craft inspectors will arrive tomorrow for the purpose of inspecting several water boats in Coos Bay, according to information received by United States Custom Inspector T. H. Barry.

Among the boats to be inspected are the Wah-Ta-Waso, Transit, Tramp, Rustler and barge Lawrence, and such other boats as may need inspection.

The inspectors will go from here to Coquille, where they will inspect the steamers Favorite, Maple, Dora and Charm.

At Bandon they will inspect the steamers Kihyam and the sea-going barge. From there they will go back to Portland.

Owners of all of the boats have been notified by Mr. Barry and they are expected to have their boats on the waterfront.

BRINGS CARGO OF SEALIONS

Launch Tramp Has Hides of About 175 From Cape Blanco Aboard

Carrying a cargo of about 175 hides, seals and other saleable parts of sealions, the Tramp arrived in Port Orford last night. The Tramp had been chartered by Geo. Forty and son for the annual sealion hunt off Cape Blanco. They did not have as good a season this year as last. Mr. Forty, Jr., came up on the Tramp and will remain here until the Tramp undergoes annual inspection. If there is not too much of a delay, they expect to take the Tramp back and continue the sealion hunt for awhile. The weather has been rather rough and this prevented them making as big a killing as last year.

Each sealion brings them between \$6 and \$8 in San Francisco. This year they did not save the oil. They have about sixteen barrels of oil left from last season's slaughter, and as the market for it was poor, they decided not to bother with it again this year.

Mr. Forty says that the run of salmon at Rogue River has not been up to expectations, although they have made some fair catches there. He states that the new wharf at Port Orford is nearing completion and that they expect to be shipping over it in the next ten days. Autos are now running through Gold Beach and the mail stage is not carrying many passengers. One of the Forty boys is driving the mail stage out of Langlois. All the mail is now being handled via the Coquille and Bandon route, the old Eckley route having been abandoned.

CAN TIED TO TAIL OF BOAT

Practical Joke Played on Gordon Smith in Race of Fish Boats

Many a can has been tied to the tail of a dog, but here is one instance where the can was tied to the tail of a fishboat. It happened last Saturday evening, but the victim of the practical joker, although she has a name with a sting, kept the secret from her master, Gordon Smith.

The secret was disclosed last night when a friend informed Smith that someone tied a quart paint can to the rudder of the fishboat Wasp before she entered the race Saturday evening. Smith would not believe it when he first heard the news, but a little investigation proved it to be true.

An examination revealed that the quart can was attached to the shaft of the rudder with a piece of wire. Just who did the trick is a matter of conjecture. Despite the drawback, the Wasp won the race against three other fishboats. Others who entered boats in the race were Wes Noah, Carl Egenhoff and George Smith.

COW OWNERS ARE UNITED

Bandon and Lower Coquille Testing Association Completes Organization

The organization of the Bandon and Lower Coquille Valley Cow Testing Association was perfected at a meeting at Parkersburg by the election of the following officers:

President—J. T. Jenkins.
 Vice President—J. F. Van Leuven.
 Secretary-Treasurer—J. E. Belloni.
 The association was formed by ranchers signing up for 575 cows and it is expected that more will be secured. County Agriculturalist Smith may secure either Mr. Stauff or Mr. Johnson of Coquille, who have just finished their courses.

Mr. Smith, who was here today, is arranging for a big meeting at Norway and another at the Engoren grove on Coos River for Prof. Graves.

AID FOR SALEM

Congress to Contribute \$200,000 to Fire Victims.
 WASHINGTON, D. C., July 8.—An amendment offered by Senator Hollister to the sundry civil bill appropriating \$200,000 for the relief of the Salem fire sufferers was adopted by the Senate without a dissenting vote.

Church, Drum, Searfield and Thomas Russell. Aside from these, Assistant Engineer Broughton is in charge of the three main bridges. I have given the names of the local engineers in Marshfield to Eugene. I will now give in the same order, the average number of men under each for the month of June: 150, 196, 225, 128, 175, 390, 102, 79, 150, 20. That makes 1600 men actually engaged on the construction work at the present time.

Libby COAL. The kind YOU have ALWAYS USED. Phone 72. Pacific Livery and Transfer Company.

NANN SMITH SAILS SOUTH

Left at 6 O'clock Yesterday Evening With 40 Passengers and Lumber

The steamer Nann Smith sailed from the Smith Terminal dock at 6 o'clock yesterday evening with forty passengers and a capacity load of lumber. Among the passengers on the steamer were:

Mr. and Mrs. H. Blanket, Mr. and Mrs. J. F. Holson, Lila Holson, R. Saunders, L. F. Hort, Pearl Hibarger, Myrtle Porter, Mr. and Mrs. W. A. Bishop, Lottie, Frank, Ellen and Jack Bishop, H. E. Gray, F. J. Erb, Mr. and Mrs. H. F. Hoyt, Mrs. L. L. Lozos, Mrs. B. Fritchot, Ernest Miller, Mrs. H. Heiser, Geo. Bishop, J. W. Henderson, G. C. Daggs, Miss Effie Brandt, Miss Grace Brandt, Mrs. J. B. Hickey, Jim Pitt, J. M. Goblet, H. Williams, Albert Lazela, H. A. Norton, L. L. Lozos, W. P. Hogan, Ben Wendring, J. B. Sweet, J. Cooper, H. Paterkin.

COQUILLE CULLINGS

(Special to The Times.)
 On last Thursday evening Miss Myrtle Lund was hostess to a few of the younger set. The evening was spent in sewing during the early part and later in dancing and music. Dainty refreshments were served, the hostess being assisted by her mother and sister, Margaret. Those present were Mesdames Pierce, Currie, Juza, Nelman, Addison, the Misses Mast, Maury, Thrift and Harlocker.

Mr. and Mrs. T. B. Phillips returned Saturday evening from Cottage Grove. They were accompanied as far as Coquille by Mr. Darnwood and family, who left on Monday for Marshfield to look over the Coos Bay country.

Mr. and Mrs. Geo. Leslie left Tuesday on the Elizabeth for San Francisco. They will go to Sacramento for a visit with friends.

Mr. and Mrs. Paul Sterling and Mr. and Mrs. Hal Pierce spent Saturday and Sunday at Brewer Valley.

On Tuesday morning, seven girls accompanied by Mrs. Knowlton as their chaperone, started on a hike to Roseburg. They intend to walk all the way, carrying only one blanket, which was strapped across their backs. They intend to take ten days for the trip, also walking on the return trip.

Miss Elsa Peoples left Tuesday on the steamer Elizabeth for San Francisco. She will go to Susanville, California, to join her father, who is engaged in business there.

Mr. and Mrs. B. Folsom, Baby Eleanor, Josephine Peoples and Clarence Tuttle, left on Tuesday for a few days' outing in Brewer Valley.

Mrs. Levi Snyder, of Portland, is visiting at the home of her father, J. P. Schroeder.

Oliver Lund, who has been clerking in the Lorenz Dry Goods Store, has resigned and expects to leave soon for California. Clarence Tuttle has accepted the position and will go to work next week.

Mrs. C. A. Howard, who has been very ill with appendicitis, is able to be up again.

Mrs. C. A. Gazo is still improving and in a few days will be able to return home from the hospital.

KELLY IS COUNCILMAN

N. C. Kelly was appointed last week by Mayor Morrison to fill the vacancy on the City Council caused by the resignation of Geo. Leach. This gives the people of the north side the representation which they have desired.—Coquille Herald.

CRAWFORD ON TRIP.

James Crawford, son of Attorney General A. M. Crawford, arrived yesterday in an automobile and will visit relatives here and on the Bay. He is accompanied by Paul Smith, of Salem.—Coquille Herald.

HUB CLOTHING & SHOE

STORE NEWS

Ladies Low Shoes and Pumps

Odd Lots to Clean-up Quick
 Sizes 2 1-2 to 5

Choice \$1 Per Pair

SEE DISPLAY CASE

DEER SEASON OPENS AUG. 1

RETURNED COUNTY

Game Warden Thomas Prepares to Prevent "Sneaking" This Year

August Gustafson Parole by Getting Another Appeal

The deer season will open August 1 and will not close until October 31. Deputy Game Warden Thomas, who was in Marshfield today, stated that he wanted the hunters to remember this and to live up to the law. He proposes to keep close watch on parties who have been in the habit of "sneaking" a few days in seasons gone by, and it is likely that if they attempt it this year, it will be expensive for them.

There have been rumors the last few days that a few Marshfield men have been killing deer and bringing the venison to town and it is not unlikely that there will be developments along this line.

Mr. Thomas thinks that deer will be unusually plentiful this season. One day recently he saw nine fine bucks near Edison Butte. At Roland Prairie he found where some hunters had slain some does, but he was not able to apprehend them.

He says that so far this season over 400 fishing licenses have been taken out, but only about a dozen combination hunting and fishing licenses have been issued. He says that it will go hard with parties trying to hunt deer on fishing licenses.

Mr. Thomas took up with the State Game Commission the question of saving the young salmon in the pools near Ten Mile. Every summer these pools dry up and thousands of young salmon are lost. He was unable to get any action on it.

Yesterday he received the hide of the big panther which he recently killed near Johnson Mountain. It was delayed in shipping and was spoiled. He regretted it as it was the first panther he ever saw in the wilds.

On his last trip he saw True Salting, B. F. Wyatt and a number of others looking over the land in 30, 31 and 32, which is being thrown open for entry at Roseburg today. He says that there is some good land in the tract but the best of it had already been settled on.

Mr. Thomas is just recovering from a severe case of poison oak which has prevented him getting out the last few days.

SALEM, Or., July 8.—94 industrial accidents, State Labor Commission reports this being the highest reported any week of the accidents since Foulke was killed at Coquille with railroad Standard was killed at Coquille, Claude Beaman while logging at Camp list of Coos Bay and dents reported is as follows:

Harry Little, Marshfield, shouldered bruised, lost teeth.
 William Esselstrom, head cut, lacerated.
 D. C. Coleman, near Coos Bay, injured, railroad car.
 F. G. Kemery, Marshfield, snowmill.
 Victor West, Marshfield, cut and arm bruised.
 M. K. Poor, Gardiner, railroad construction, by Panamint.
 M. Kizer, Marshfield, blacksmith.
 A. Johnson, Marshfield, bruised, sawmill.
 R. H. McLaughlin, Marshfield, injured, sawmill.

Don't forget the **Chandler**.

Times Want Ad

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Introductory Days

Thursday and Friday

Preparing the Most Colossal Sale Yet Held in Annals of Coos Bay Merchandising.

We Invite

Your presence during Thursday and Friday in order that you may witness the most of some twenty thousand dollars worth of Dry Goods, Coats, Suits, Gents' Furnishings. NO GOODS WILL BE SOLD AT SALE PRICES AT LEISURE THROUGH THE STORE—make your selections and be here at the sale.

SATURDAY, July 11 AND 12 FOLLOWING DAYS.
 PARTICULARS TOMORROW.

S. S. JENNINGS

North Bend