

COOS BAY TIMES

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COOS BAY DAILY TIMES

THE HOUR GLASS FIGURE.

ANY observant person using his eyes will notice that members of the feminine sex are wearing, in addition to their flimsy summer gowns, an air of suspense. This suspense, if we may believe the public prints, is due to the fact that women are expected to own this winter. It is rumored that basques are to be worn, says an exchange. If this disquieting whisper proves to be correct, great changes in anatomy will have to be made and no anatomical change can come without a struggle.

Any gentleman who thinks a basque is merely a province on the Pyrenees was never more mistaken in his life. The only basque which matters just now is a garment designed for ladies and is in hour-glass form. It goes in at the waist and out above and below. It abounded about 1845 and was invariably accompanied on expeditions by the chignon and the bustle. It was not even then held in very high esteem and suffered an ignominious eclipse. Why it is once again permitted to come into vogue no one except the French dressmakers know, and they will not tell.

The curious thing is that the women do not want it and yet they do not lift a finger to protect themselves from it. Their attitude is that of persons who hear the wheels of the juggernaut and wait tremblingly for it to roll over them instead of jumping vigorously aside.

Those who believe that the basque is imminent cry, "Have pity on us!" to their invisible Nemesis, but it seems never to occur to them to decline to wear this garment when it does come. Perhaps the saddest thing about woman, the very saddest, is that with new fashions, or old ones that are redolent, she first endures, then pities, then embraces. At all events, the coming of the basque is to cause a revolution in dress, in manners and in morals, and it may be that marvelous masculine creatures shortly will not recognize their own womanhood when they meet it on the street, so changed will it be.

MARKET FOR COAL.

Hugh McLain Wants to Supply Portland From Here.

The Portland Telegram says: Marshfield is preparing to put Beaver Hill coal on the Portland market. Hugh McLain called at the Chamber of Commerce and the Commercial Club to make preliminary arrangements for marketing the coal here. The cost of getting the coal to the consumer he estimates at \$7 a ton, not counting dealer's commissions. He says that there is no difficulty in marketing the coal in San Francisco, but for a long time Beaver Hill coal has not been on the Portland market.

"We have 400 square miles of coal tributary to Marshfield, but much of it is of inferior grade," said McLain. "The Beaver Hill, however, will be found to be satisfactory for everything except steam purposes."

IMPROVE CURRY ROAD.

The county commissioners the past week awarded the contract for clearing and grading the Bandon-Curry county line road. The contract was awarded to the Bandon Construction Company at \$1250. Sixty days are given by its terms for completing the work.—Bandon World.

COOS COUNTY ASSESSMENT.

Assessor Thrift says he has reduced the valuation in Ranges 9 and 10, on the east side of the county, ten per cent from last year's assessment. This is following the line indicated by the Board of Equalization, which cut those figures twenty per cent. The personal property rolls of the county are complete and show a total of \$2,061,135, which is \$80,440 more than in 1913.—Coquille Sentinel.

COOS COUNTY FIGURES.

The following is the school census of the five leading towns of the county:

Bandon	622
Marshfield	908
North Bend	779
Coquille	562
Myrtle Point	385

Total 2571
Of this total the three Coquille River towns furnish 1884 and the two Coos Bay towns 1687. The river beats the bay by 137; and it is the same all the way around. The river end of the county beats the bay end in population, in registered voters and in assessed valuation, as well as in school population.—Coquille Sentinel.

ALL LOYAL MOOSE WILL ATTEND MEETING Tuesday evening.

ALL OVER OREGON

PRICES REDUCED IN
BIG BUTTER WAR

OREGON CITY, Or., July 27.—The people of Oregon City are about to witness a new sensation in the form of a butter war. Two Clackamas County creameries, the Clear Lake, at Logan, and the Oregon City, have declared a war for the Oregon City trade and a wholesale cut in prices is the result. The Clear Lake creamery is quoting 25 cents a pound to the local grocers, which is 2 1/2 cents lower than the price that concerns secure in Portland. The Oregon City creamery came out with the announcement that it would cut the price to meet the competition.

ROB MANY PLACES.

Bad Gang Operating in and Near Medford Now.

MEDFORD, Or., July 27.—That gangs of burglars are at work about Medford is proved by the robbery of Mrs. Waters' home, at 1924 West Eleventh street, the fourth robbery around Medford in a week.

At Gold Hill a more desperate gang broke the safe in M. S. Johnson's saloon and secured \$15. Valuable jewelry was stolen at Mrs. Waters. One ring contained three opals and three emeralds, one solitaire amethyst ring and one plain gold ring, marked "E. W. and H. R." are among the missing articles. It is not known whether the job was the work of a single burglar or a gang.

FIRE AT MEDFORD.

MEDFORD, Or., July 27.—The Oakdale Grocery building and the apartment house back of it, both the property of Col. S. S. Sargent, caught on fire, resulting in \$2000 damage to the buildings and \$1800 to the stock of the store.

ROBBERY AT PORTLAND.

PORTLAND, Or., July 27.—Burglars entered the merchandise store of A. Fox at Troutdale, near here, and robbed the safe of \$2000. The rogues used nitroglycerine in blowing open the safe. They escaped without leaving any clue.

GRADING IS PROGRESSING.

Roadbed from Eugene to Marshfield to Be Ready January 1.

EUGENE, Or., July 27.—A completed railroad grade between Eugene and Marshfield will be ready by January 1, according to A. R. Porter, member of the firm of Porter Bros., railroad contractors, who are building the Willamette Pacific between Acme and Marshfield.

This does not mean that the rails will be laid to Marshfield within this time, but that the roadbed will be ready for the rails, and that trains to Coos Bay will probably be running late next year.

Weather and labor conditions have been favorable to pushing the construction this summer. Between 1800 and 2000 men are employed between Coos Bay and the Siuslaw.

SALEM LIBRARY AGAIN ENTERED BY BURGLARS

SALEM, Or., July 27.—According to the police no clue has yet been obtained as to the identity of the thieves who entered the public library of this city and stole \$28. They effected an entrance by prying open a window. This is the second time within a year that this institution has been burglarized.

FOREST FIRE NEAR TILLAMOOK.

Starts from Spark from Donkey Engine and Soon Gets Beyond Control.

PORTLAND, Or., July 27.—The first serious green timber fire of the year in Oregon was reported raging south and east of Coquille, at the summit of the coast range along the line of the Pacific Railway & Navigation Company line to Tillamook, and six miles west of Timber.

HOTEL COMPANY EJECTS.

ROSEBURG, Or., July 27.—The directors of the Umpqua Hotel Company have been elected as follows: E. L. Parrott, C. W. Parks, B. W. Strong, J. H. Booth, C. D. Shoemaker, Dr. A. F. Seher and L. Wimberly. The hotel company bought the property from the Provident Trust Company in Roseburg.

PENDLETON WILL USE NEW WATER SYSTEM SOON

PENDLETON, Or., July 24.—Water will be turned into the pipes of the city's new \$300,000 gravity water system within the next four or five days. In the meantime there is a great scarcity of water and the residents are cautioned to use as little as possible. The sprinkling wagons have been withdrawn. The drinking water now being used is pumped directly from the river at the edge of town and is probably contaminated. Work on the new system is completed, but the contractors fear to turn in a full force of water until the cement pipe line has hardened.

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RAILWAY WORK
BEING RUSHEDTrain Service Extended West
From Eugene—Fontaine
Tells of the Work.

EUGENE, Or., July 27.—That the Willamette Pacific train service will soon be extended to the Richardson place 38 miles west of Eugene, was the statement of W. R. Fontaine, who with H. P. Hoey, has just returned from a trip over the line. The trains are now stopping at Joe Fowler's place at the station known as Jeler, a combination of the two names, but arrangements are being made to extend the service to the next settlement. This will take the passengers just that much closer to tidewater and will mean the shortening of the time between Eugene and the coast.

The track is laid as far as San Antonio Creek, where a bridge is being constructed, and when this is finished the rails will be extended to the next bridge site.

The grading on the entire line is expected to be completed within sixty days, said Mr. Fontaine, and work on the south end of the 4300 foot tunnel south of the Umpqua River will be started at once. There remains only about 1700 feet of this tunnel yet to be bored.

The great bridge across Coos Bay will be 2000 feet long, exclusive of the approaches, says Mr. Fontaine. Little has been said of this structure for the reason that the plans have only recently been completed.

There is a great deal of activity around Lakeside and the steam shovels are very busy with the grading work all along the right-of-way south of the Siuslaw River.

Concrete Work Done.

The concrete work on every bridge between Eugene and Acme on the Willamette Pacific was completed last week, removing the last obstacle in the way of the rail laying and bridge erection on the railroad to the coast. Only six miles of roadbed separate the end of the track from Lake Creek, the largest of the bridges between Eugene and Acme and after this is crossed the Willamette Pacific trains from Eugene will be in Mapleton, at the head of tidewater, within a week. Trains will be running into Acme in September.

Although only six miles separates the end of the track from Lake Creek, six bridges must be crossed. These are the crossings over San Antonio Creek, the third, fourth, fifth and sixth crossing of the Siuslaw, and Lake Creek. The time required to get the rails across Lake Creek will represent the time required for the steel crews to erect steel bridges. By Sunday rails will be laid across San Antonio Creek, 43 miles from Eugene. Falsework for the large bridge across Lake Creek is being erected.

Much new development in the course of the construction on the Willamette Pacific is the beginning of the construction of miles of trestle work over the arms of the lakes along the coast between Acme and Coos Bay. The construction of the grade all along the coast has reached such a point that the trestlework will soon be needed.

Thousands of piling have been cut on the upper Umpqua River and a crew of log drivers under a man named Miller is working these down the river to a point above Gardiner, from where they will be distributed. Many of the trestles will be 2000 feet long and they extend over several miles, for the railroad, along the coast, following lake after lake, with their scores of arms. Near the Umpqua and Coos Bay the line runs over a low tidal territory.

The grade between the Umpqua and the Siuslaw is rapidly nearing completion, though the engineers refuse to predict a date for this. Mr. Porter stated that it would be approximately January 1. Four tunnels are being cut in this distance.

DIG DEEP CHANNEL.

Portland Wants 35 Feet of Water in Willamette.

PORTLAND, Or., July 27.—Thirty-two feet at the zero stage is the depth being given the ship channel at the mouth of the Willamette and at Doublebushers' shoal by the dredges now employed on the work, which represents the first steps taken to bring about a realization of the 35-foot project from Portland to the sea. The dredges last season dug the channel to a depth of 28 and 29 feet. By the end of the present season ships drawing 30 feet of water are expected to have no difficulty in getting up and down the river.

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MOTORCYCLE RIDER LOSSES LEG.

ALBANY, Or., July 27.—So seriously injured in a collision between the motorcycle he was riding and an automobile that a leg had to be amputated, Frank Workinger, 21 years old, is in a local hospital. Blinded by the dust of an automobile approaching from an opposite direction and ran into it. The accident occurred near Shedd.

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