

COOS BAY TIMES

M. C. MALONEY, Editor and Pub.
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McLAIN WANTS COOS BAY WANTS ROAD TO ROSEBURG

Hugh McLain, of Marshfield, is in the city today. He stopped in Roseburg on his way to Portland from Medford, where he attended a meeting of the Tri-State Good Roads Association. Mr. McLain is one of the best known men on Coos Bay and he states that the people on the Bay are with Roseburg in its effort to get a road to the coast. "If you people in Roseburg vote your bonds and show us that you mean business, we will be there with bells on and assist you in every way possible." Mr. McLain was joined here this afternoon by Frederick Hollister, of North Bend, democratic candidate for representative in Congress. They will leave for Portland in the morning in the latter's auto.—Roseburg News.

ALONG the WATERFRONT

The Paralo will not arrive until 10 o'clock tonight. She will land at North Bend and put out passengers. She has a large shipment of freight, consisting of about 200 tons.

The Rustler will sail for Port Orford and Rogue River points on Monday. She will carry lots of fruits and refreshments for the Agate Carnival and also furniture for the Port Orford Hotel.

MOOSE BUTTONS and CHARMS, Red CROSS JEWELRY Dept., Red Cross Drug Store.

LEAVE your LUNCH BASKETS at HOME and eat SUNDAY DINNER at GOODWILL'S Rainbow EXCURSION.

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LAUNCH BREAK leaves every day at 1:30 p. m. for SOUTH Coos River. Docks at CENTRAL AVENUE slip.

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

DON'T forget the RAINBOW EXCURSION up COOS RIVER SUNDAY at 8 A. M.

TWO WEDDINGS ON COQUILLE

Rev. Haberly Officiates at Double Ceremony in Bandon—Moore May Move.

(Special to The Times.)
BANDON, Or., July 31.—A very pretty double wedding occurred last evening at the home of Rev. A. Haberly, the father of one of the brides, who also officiated. Walter J. Sabin, of the Central Feed Company, and Miss Velma Kieffer, and O. H. Aasen, of Aasen Brothers of Coquille, and Miss Marguerite Haberly, the daughter of the contracting clergyman, being the contracting parties. The young people are all well known here and highly respected.

Moore Company May Move.
It is rumored here that the Moore Lumber Company is getting ready to move their plant to Yaquina Bay. The report comes from an article that appeared in the Sunday Oregonian from Newport, but cannot be confirmed here.

SISSON FIRE SWEEPED TODAY

Gov. Johnson Rushes 200 Men to Aid in Fight Against Big Fire.

(Associated Press to Coos Bay Times.)
SSON, Cal., July 31.—Six hundred men who have saved this city from fire are completely exhausted and can do no more. They have cut a trench around the fire nine miles long, but have not strength to watch it and the lines must be manned by 200 additional men whom Governor Johnson is sending here today. If they arrive in time the fire will be conquered.

FINE RAILROAD NOW NEAR FINISH

Smith-Powers Line, 20 Miles Long, Will Be Completed in 60 Days—Means Much.

Within sixty days, the Smith-Powers road south of Myrtle Point will be completed. This is only in reference to the main line, as the branches and spurs will be built from time to time as the logging operations require them. A. H. Powers is giving his personal attention to the work and is putting in one of the finest pieces of railroad that has ever been built in the west, even the standard gauge main lines not being excepted. Parties who have gone over the road recently declare it the best ever. Easy grades and curvatures, well ballasted with wide cuts and excellent bridge construction, the line has little appearance of being but a logging road.

The road is now completed to Baker's Creek, about seventeen miles. It will be finished to Wagner this year, and there remains about a mile and a half of work. On this last stretch of grading, about 100,000 yards of dirt will have to be moved but two steam shovels will be soon operating on it and they will take it out in a hurry.

The main station on the new line will be located at the Wagner ranch, which the Smith-Powers Company owns. There the company will have its headquarters, the hospital will be built and most of the business will be done. However, a siding about a half mile long has been built at Johnson's, about seven miles out from Myrtle Point, and another siding of a similar length has been built near Rowland Creek. It is likely that stations will be put in there.

The Southern Pacific will operate the new line with the exception of the Smith-Powers business, the latter company handling its own logging trains with its own engines, bringing them direct to the mill at Marshfield under a wheelage arrangement for joint use of the Southern Pacific track between Marshfield and Myrtle Point. The distance from Marshfield to Myrtle Point is thirty-one miles and the twenty miles of new road makes a feeder fifty-one miles long. It is expected that the Southern Pacific will file its freight and passenger tariffs and arrange its schedule as

to give train service to the new line by the time it is completed, or about October 1. For the time being, the Southern Pacific will probably operate one train each way a day over the new line, handling both freight and passengers. The present plan is to have the motor car service between Marshfield and Myrtle Point by that time, so that there will be but one steam train each way a day over the present Myrtle Point line.

There are many ranches along the new line so that a considerable business will probably develop. In addition to the present ranches, there is much land that can be cultivated and the warmer climate there will permit of more intensive agriculture than is now engaged in elsewhere in the county. This probably will be developed by the new means of transportation.

There is a good wagon road from Myrtle Point to Baker Creek on the opposite bank of the South Fork from the Smith-Powers railroad. It is open for auto travel now.

So far but two logging camps have been opened and both of these are at Baker Creek. Frank Grant is superintendent of Camp Four, the first to start shipping logs last week, and John Dashney is superintendent of Camp Five, which started delivering logs this week, getting out its first five cars Monday. This fall or winter the two logging camps now at Coaledo will be moved to the new line, making four there, and in about three years the present Camp One, on South Coos River, will probably be moved there. Other camps will also probably be opened. In moving the two remaining camps from Coaledo, eleven miles of logging road and trestle will have to be torn up to tear out the Coaledo logging road now, as there is a lot of timber alongside of it that could be taken out over the road. However, it belongs to the Southern Oregon Company, or Menasha Woodenware Company, or is involved in the land grants and cannot be secured by the Smith Powers Company. This eleven-mile road will have to be rebuilt to log this timber and will probably add \$1 per thousand above what it would cost now to get these logs out.

That there will be some heavy

shipping over the new line is certain. On an average, about seven thousand feet of logs can be put on a car and thirty or more cars to the train can be easily handled by one engine. However, it will take about 800,000 to 1,000,000 feet of logs a day to keep the two Smith mills running a ten-hour shift, so that four or five trainloads will have to be brought in each day.

Dr. Keyzer, assistant to Dr. Dix in the company's hospital work, now has a temporary hospital fitted up at Baker Creek to care for the sick and injured. There has not been much call for it so far. The more serious cases are brought to the hospital in Myrtle Point or to Mercy Hospital at North Bend and probably will continue to be.

DR. H. E. KELTY, DENTIST.—Phone 112-J, Room 204, Coke Bldg

COOS BAY TIMES DAILY CONUNDRUM

Answer to yesterday's: "There are many useful things we know, but, after all, what is the most useful in the long run?"
Breath.

Here's one for today:
"What is it a woman is always looking for, but never wants to find?"
Answer tomorrow.

MOOSE BUTTONS and CHARMS, Red CROSS JEWELRY Dept., Red Cross Drug Store.

DON'T forget the RAINBOW EXCURSION up COOS RIVER SUNDAY at 8 A. M.

At the Fair Saturday, Monday, Tuesday

Those who appreciate Unusual Values will do well to visit this store—every department presents a wonderful list of bargains.

- Sun Bonnets—Large variety of kinds and colors, the best 25c values, now **15c**
- Dresser Scarfs and Stand Covers—Of white damask and linens, 40c and 50c values, on sale **19c**
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- Middy Blouses—Of best Galatea, large assortment of styles, formerly to \$2.50, sale **\$1.45**
- Ladies Latest Waists—Made of all-over Voiles and figured all-white lawns, values to \$2.50, only **\$1.45**
- Children's Middie—Values to \$1.15, sale **85c**
- Ladies' Navy Blue Silk Lisle Hose—The 25c kind, only **15c a Pair**
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