

SHIPPING NEWS

M'ARTHUR BOOSTS COOS BAY HARBOR

4,000,000 FEET OF LUMBER TAKEN

Portland Congressman Says That if Government Will Do Its Share—Great Future

The Portland Telegram says: "If the Government will do its share, Coos Bay will have one of the finest harbors on the Coast," declares C. N. McArthur, who has returned from a trip to that section. "The Port of Coos Bay has been doing a wonderful work. The Port has already expended on harbor improvement a sum equal to \$55 per capita for every man, woman and child in that district. Why, if the Port of Portland spent money at that rate, based on the Portland population, we would have an incomparable harbor and a sea wall for miles.

"They have supreme confidence in their harbor, however, and the people are willing to pay the price in order to reap the benefits in the future. There is about 25 feet of water on the bar at present, and the aim is to deepen the water and then clear out some obstructions just inside. The Port is gradually deepening the harbor along the wharf line until now there is a good depth at low water. This area is to be increased as time advances.

"Of course, Coos Bay has to have its harbor in shape to ship its lumber. And speaking of lumber, with the blind sloughs in that vicinity, there is an ideal condition for bringing the logs down to the mills. There is a mill there, the C. A. Smith Lumber Company, which is about as complete a lumber plant as there is in the world. There is no waste, as everything is made useful, even the odds and ends and the sawdust, and there are the most modern appliances for loading vessels. This lumber company and its allied companies has a payroll of \$1,000,000 a year, I am told.

Although Coos Bay is not in McArthur's Congressional district, he is anxious to do what he can to help secure the needed appropriation for the improvement work.

OWLS' BALL, Eagles' Hall, Saturday, December 19th.

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

Three Smith Carriers Leave Out This Morning for San Francisco—Take Pictures

Showing in startling figures the Bay almost weekly is the fact that three big lumber carriers of the C. A. Smith mill left out of here this morning, one behind the other, carrying south to San Francisco more than 4,000,000 feet of lumber for the south.

The Redondo left out carrying 700,000 feet; the Nann Smith took 1,650,000 feet and the Adeline left out with a cargo of 1,700,000 feet of lumber. Yesterday afternoon the loading of the ships was halted while a photographer took a picture of the three ships lying alongside the Smith mill dock.

These will be of unusual interest to the lumbermen of the coast, who declare that the market is at a standstill, and will show the fact that even during a market slump the Smith mill is active.

C. A. Smith, with his son, Vernon Smith, returned to Berkeley this morning on the Adeline to spend the Christmas holidays with their families. Mr. Smith expects to return here again in January.

BREAKWATER IN FROM PORTLAND

Brings Passenger List of 41 Persons and Miscellaneous Cargo of Freight.

Before daylight this morning the Breakwater crossed in from Portland, bringing a passenger list of 41 persons and a miscellaneous cargo. She will leave out again for the north on Saturday.

Those who arrived this morning were: Fred Rowan, Emma Rowan, E. Rowan, Mabel Rowan, Wm. R. G. Allen, Cleita Allen, Harold Allen, W. H. Hicks, Miss J. Sheehan, Jane Thrift, Mrs. E. B. Thrift, Price Dav-

ELDER CARRIES HOLIDAY CHEER

Early this morning the George W. Elder crossed in from Eureka bringing five passengers from the South and at 2 o'clock sailed north for Portland. In her hold went a good share of Coos Bay Christmas presents to those on the "outside." Parcels post and express packages were delivered at the docks in wagon loads and even the stevedores were beaming with good cheer as they cast their slings. Captain Lofsted declares that he will leave out of here next Thursday arriving in Portland on Christmas Day in plenty of time for the big dinner.

Those who arrived in from Eureka this morning were:

Rev. T. J. Cannon, D. H. Mann, J. A. Klein, P. Mitre, S. Mitre.

The following 63 passengers left at 11 o'clock this morning for Portland:

S. C. Hawkins, F. L. Goodrich, J. A. Hagen, Mrs. K. Polesky, E. E. Bunce, Fay Raymond, Mrs. J. H. Raymond, R. E. Buckheimer, Geo. B. Preston, Harry B. Preston, Miss W. B. Hammond, Mrs. M. W. Benzons, Mrs. J. Scannon, Mrs. Lena T. Boyd, H. B. Laughlin, F. H. Page, E. L. Barnes, A. Meyers, Chas. Auer, H. Kline, John Carlson, Ole Johnson, H. S. Henery, Howard Thornton, Terence Haynes, Roy Haynes, W. E. Haynes, M. Matoba, E. Kuni, John N. Bowen, M. McGuire, L. Monahan, E. Rhodes, Arthur Thayer, Mrs. H. J. Getty, Miss A. Getty, A. Anderson, Mrs. A. Anderson, C. E. Esselstyne, A. H. Ripley, Mrs. R. H. St., A. W. Merrick, Mrs. A. W. Merrick, Chas. Auer, C. C. Leatherwood, Roy B. Asken, Sam Nussers, Dorothy Buermann, H. Buermann, Robert Buermann, Mrs. H. Buermann, B. W. Ross, Mrs. J. E. Rigney, Chas. Erickson, P. Johnson, K. Berrylund, Gines Fernandez, M. Perpick, J. Fristole, S. Swermoache, J. Brocklo.

is, W. H. Keating, Mrs. E. E. Schrimaker, Vivian Schrimaker, Jane Hanade, J. L. Storm, Tripson Rackess, F. Ballette, Mrs. H. F. McCracken, A. C. Smith, Mrs. J. A. Brummett, Wm. H. McNay, Mrs. L. D. McCaffy, C. Carlson, R. Fredlen, L. Flickert, W. Goldtrys, Chas. Wilcomb, F. E. Jennings, Joe Netto, A. F. Wing, Ed Howatt, A. J. Woods, Ruby Harsh, Lama Hodson, Agnes Brown, Susan Brown, Henry Helm, Jean Brown, J. C. Meyer.

SOUTHERN PACIFIC WORK DURING YEAR

Company has Expended Large Sums in Improvements—Coos Bay Extension

SAN FRANCISCO, Dec. 15.—With the passing of 1914 and the advent of the new year, an idea of railroad developments on the Pacific Coast during the last twelve months is afforded by a brief review of the Southern Pacific Company's activities.

During the year, the Southern Pacific expended in the neighborhood of ten million dollars for replacements and betterments. Of this amount, \$1,400,000 went for the construction of fifty-one miles of additional double track, forty-one miles of this being on the Sacramento division in the vicinity of Blue Canon, Gold Run and Lawton and eleven miles being on the Salt Lake division west of Rosa Creek. In addition to this, new and heavier rails were laid on 170 miles of existing main line double track at a cost of \$900,000. Replacement of fifty-six miles of gravel ballast with crushed rock ballast required an expenditure of another \$100,000.

During the last year, the construction of the double track between Sacramento and Benicia was practically completed. To avoid sections of the track across Yolo basin from being washed out during flood periods, nine miles of track were raised to a sufficient elevation at an approximate cost of \$225,000. As a protection for the city of Sacramento against high water, the Southern Pacific, with the city's assistance, constructed new levees and raised existing ones surrounding Sacramento to a height five feet above the water plans. In all, forty-two hundred and sixty feet of concrete seawall was built and about seven and a half miles of levees. The total cost of this work was about \$600,000, of which \$400,000 was borne by the railroad.

During 1914, 2250 steel underframe cars and 300 all-steel cars were ordered by the Southern Pacific. There are also being constructed 15 Mikado passenger locomotives, to cost \$300,000; five others to cost \$125,000; ten switch engines to cost \$125,000; 50 all-steel passenger coaches, to cost \$535,000, and one steel postal car to cost \$12,000.

With its 1914 block signal work,

the railroad now has 3,871 miles of track protected by these electric safety guardians, representing an outlay of almost \$6,000,000. It also installed eleven additional interlocking plants at a cost of \$105,000, making a total of 89 of these now in operation.

The only stretch of elevated track west of Chicago was completed at the Oakland terminal. It accommodates the electric suburban trains, carrying them through the second floor of the depot.

The new Fernley and Lassen branch was completed to Westwood early in the year. On the Colusa and Hamilton railroad, from Hamilton to Harrington, forty-one of the fifty-two miles of track have been laid. Over one-fourth of the projected Willamette Pacific, which is to run from Marshfield to Eugene, has also been finished. The Southern Pacific now has more than one-half the combined mileage of all the steam and electric railroads in California and by far the largest percentage in Oregon.

New depots were built at San Francisco, Los Angeles, Coalinga, Porterville, and Suisun-Fairfield.

The year 1914 saw the completion of the steel ferryboat Alameda and the starting of its sister-ship, the Santa Clara. The Alameda is the largest and fastest ferry vessel on the Bay, and one of the largest of its kind anywhere. The car ferry Contra Costa was completed to run between Benicia and Port Costa, where additional ferry slips were built to accommodate it. The Contra Costa is the largest car ferry of its kind in the world. The Alameda, Contra Costa and Santa Clara represent an expenditure of half a million dollars apiece.

These facts summarize the most important work done during the year. They do not, however, include the company's tremendous outlay for material and supplies purchased of merchants and manufacturers at home, nor do they take account of the sum that goes out to each employe in the form of wages. An idea of the latter may be gained from the annual payroll for twenty-two representative cities on the Pacific System—twenty-nine million dollars. The yearly expenditures of the Southern Pacific are \$131,000,000. It is not unlikely that during 1915 there may be less railroad activity everywhere. The slackening is the inevitable result of the enormous shrinking in earnings experienced by all the carriers.

Symphony Concert. Reserved seats on sale at the "Candy Nook," Lemanski's Theater.

Do Your Christmas Shopping Now

Don't wait to do your Christmas shopping early—DO IT NOW. The stores are groaning in their fullness. Stocks are low, fresh, complete and inviting.

If you shop now choose at leisure from ample varieties and get the best the markets afford in the way of goods and service. Just turn to the advertising columns of The Times and begin making out your Christmas lists.

At no season of the year will you find the advertising more helpful—more saving of your time and money.

Christmas Suggestions

WEAR-EVER ALUMINUM WEAR
UNIVERSAL PERCOLATORS AND FOOD
CHOPPERS
POCKET CUTLERY
SCISSORS AND SHEARS
SAFETY RAZORS
MECHANICS TOOLS OF ALL KINDS
MYSTO ERECTOR SETS FOR THE BOY
50c to \$5.00.
And now is a good time to give her a
WEDGEWOOD RANGE
A Year-round Source of Satisfaction.



Marshfield North Bend

Times Want Ads Bring Results



Our Line of RUGS

was never so complete; everything from the small hall rug to the beautiful large Parlor Rugs.

Priced from \$1.75 to \$45.00

WHAT WOULD BE NICER THAN A WHITE ROTARY SEWING MACHINE FOR YOUR WIFE? Will Make Life's Pathway Cheerful and Every Day a Day of Joy.



We were never better prepared to serve our patrons and the public with PRACTICAL, SERVICEABLE and USEFUL ARTICLES for the Gift-giving season than we are this year. The spirit of Christmas is abroad in the store. Christmas lines have been brought forward, special displays have been arranged; the windows are full of suggestions.

Here are A Few SUGGESTIONS

- ROCKING CHAIRS
- LIBRARY TABLES
- SMOKING STANDS
- SEWING BASKETS
- LADIES' DESKS.
- JAPANESE BASKETS
- TABARETS
- PICTURES
- JARDINIERES

TOYS



WE ARE CLOSING OUT OUR LINE OF SMALL TOYS At 25 Percent Discount

DON'T MISS THIS OPPORTUNITY TO SAVE NOW



Our Line of FINE CHINA

Offers Many Excellent Suggestions That Will Bring Joy To the Heart of Any Woman Christmas Morning.

Store Opens Evening Until Christmas

GOING @ HARVEY COMPANY

Santa Claus Headquarters for Coos County