

## CHANGE IN LINE MAY HURT PORT

Alteration in Boundaries of Bandon Port May Render It Invalid Says Liljeqvist

(Special to The Times.)  
COQUILLE, Or., Jan. 15.—A change in the boundaries of the Port of Bandon, made by Attorney Treadgold and the Port Commission, after P. M. Hall-Lewis and M. O. Hawkins had prepared a map of it, may result in the Oregon Supreme Court ordering a rehearing of the appeal and the knocking out of the Port.  
It seems that after Messrs. Hawkins and Hall-Lewis had prepared the survey and map, showing the drainage basin, the Port Commission extended the boundary lines about three miles to the northeast and also northward, lapping over into the Coos Bay drainage basin. The extension of the boundary takes in many thousands of acres of land.  
The change was not discovered until after the trial in Judge Coke's court. The map was not exhibited in evidence, Mr. Treadgold failing to bring it into court. Messrs. Hawkins and Hall-Lewis testified that the map did not embrace any area in 227 other drainage basin, not being aware that the Bandon Port Commission had changed the boundaries. It was stipulated that the map be produced in evidence and in going over it Mr. Liljeqvist discovered the change. He has presented the question in strong language to the Oregon Supreme Court.

## EAT SALMON ON MARCH 12 URGED

Coos Bay Asked to Join in National Canned Salmon Day to Boost the Product

"March 12 a National Canned Salmon Day" is the slogan of the Transportation Club of Seattle and the Association of Pacific Fisheries. A. E. Campbell, chairman of the executive committee of the National Canned Salmon Day Association, in a letter to the local Chamber of Commerce, asks the co-operation of Coos Bay in observing that day.  
Dining cars, steamships and hotels and restaurants will serve canned salmon March 12, according to the chairman. That the movement to boost the Pacific Coast product is not new is evidenced by the further statement that this will be the third annual day of this order.  
"The industrial development of our country is largely dependent on the proper exploitation of the food products of each separate community," says Mr. Campbell. Considering that salmon canning is a great industry through out Alaska and the entire North West he asks that support be given the movement.  
Seattle is interested in the salmon canning industry for two reasons, namely, because during the season the salmon run of Puget Sound affords a great income to Seattle people and those thereabouts and also because the large canned salmon shipments from Alaska are, for the most part, handled through Seattle thereby affording another source of income, that of transportation.  
The same features are embodied, to a more or less extent it is pointed out, down the entire coast and will arouse a lively interest in a product which brings an income into the community.

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## SHIPPING NEWS

### S. O. S. OF NANN PROVED USELESS

While Hardy Struggled Storm Prevents Calling Life Saving Station

Wires down on the Empire line during the storm of yesterday made it impossible to get the life saving station in the lower bay at the time when the Hardy seemed most certain to be wrecked on the north spit as she fought her way to the sea. The Nann Smith had followed Captain Michelson in the Hardy down the bay, anchoring just inside the bar, when the little ship tried the outward passage.  
As she made her struggle and was borne down by the sheer weight of the great combers the wireless operator of the Nann Smith sent a message scintillating to the Marconi wireless station on the hill and from there Operator Williamson attempted to call the life saving station. He found this impossible, the telephone wires were in trouble and no word reached the life savers.  
Mariners this morning point with menacing fingers to this incident declaring it is clear evidence in itself that the station can be moved none too soon to Charleston Bay, where the men could be within three minutes' run of the bar in their life boat.  
Already the National Congress has appropriated \$47,000 for changing the station from its present location, where it is 28 minutes' run from the bar. Hugh McLain two months ago received word that the transfer to the bar entrance had been ordered. Captain Campbell, district life saving inspector, here from San Francisco a week or so later, said the work would be done at once. An official of the Life Saving Bureau in Washington, came here and made an inspection, but as yet no tangible move has been made and it is now thought the Bureau head waits until spring before ordering the new buildings on Charleston Bay.  
At the entrance of the bar, on the north side, there is stationed at all hours a lookout from the life-saving station and from this it is taken that the Hardy would have been rendered all assistance if she had needed it, but even at this season, in no way blaming the local station, declare the incident is of value in seeking a change in the station as soon as possible.

**INSPECTOR BECK TO LEAVE**  
Lighthouse Inspector of This District Transferred to East  
PORTLAND Ore., Jan. 15.—Henry L. Beck, inspector of the Seventeenth Lighthouse District, who has been in charge of the Oregon and Washington territory since July, 1911, has received telegraphic instructions to proceed without delay to Charleston, S. C., as inspector of that district, and he expects to leave Saturday. Mr. Beck will transfer the affairs of his office to Robert Warraack, superintendent, who has been appointed temporarily and is understood to have been selected as Mr. Beck's successor. The latter had requested a transfer to the East and was favored when the vacancy was available.  
During the time he has been in charge of the Seventeenth District he has caused 64 new lights to be established as aids to navigation, 15 of which are in the main channel between Portland and the sea and others in the Willamette and Columbia. He procured the sanction of the Bureau of Lighthouses to establish a mammoth gas buoy marking Orford Reef, off Cape Blanco, which others had sought to have marked for years with a light-vessel. Improvements in the lighting system at the mouth of the Columbia River, comprising gas buoys on each side of the entrance, the powerful range lights at Chinook and other betterments there were obtained by Mr. Beck.

**SUSLAW PORT COMMISSION**  
The commissioners of the Port of Unquama met Monday evening and transacted what business that came before the meeting, which was very little. A resolution was adopted moving the place of meeting from the Chamber of Commerce to one of the offices in the Gardner Mill Co.'s store, and reducing the assistant secretary's salary from \$25 per month to \$10. This was done on account of there being no business to be transacted at the present time, as nothing is being done toward the improvement of the rivers or harbors and probably nothing will be done of this nature before next summer or fall. The following officers were re-elected for the ensuing year: Pres. C. E. Ricker; Vice-Pres., W. P. Reed; Treas., J. N. Hedden; Sec., J. P. Christie; Asst. Secy., L. S. Weeks; Gardner Courier.

### GALE OF 75 MILES HITS BREAKWATER

Seas Wash Into Cabins Wetting Passengers in Storm Off Cape Lookout

Riding out night before last off Yaquina one of the hardest storms that she has ever encountered, the Breakwater arrived off the bar last evening and crossed in early this morning, bringing a passenger list of 36 persons from Portland. Captain Macgenn was in command.  
Reports before leaving the Columbia bar that the wind was moderating accounts for the Breakwater's leaving port and it was not until several hours out of Astoria on Wednesday night that she was struck by the So'wester that blew up the coast.  
"After leaving Astoria at 9:30 Wednesday morning," said Captain Macgenn this morning, "we anchored in the lower bay to get the so'g weather report. The word came to us then from Capt Blanco at 1 p. m., indicating that a southwest wind of about 25 miles an hour was decreasing.  
"The Breakwater proceeded and found both the Columbia bar and the sea outside moderate. It was not until 8 p. m. that we ran into a heavy southwest gale off Cape Lookout which increased until it blew between 65 and 75 miles an hour at 3 a. m. on Thursday.  
"Just before four o'clock the wind died down a bit and the seas hauled to the southwest when we shipped a heavy sea amidship which bent the main bulwarks and upperworks for a distance of 40 feet, stove in the salon windows and those of several staterooms on the upper deck, filling with salt water the green rooms A and C and those of the wireless operator and the Captain. The damage was only slight."  
The Breakwater arrived off the Coos Bay bar yesterday afternoon about three o'clock and because of a 10-foot outgoing tide could not cross in until this morning. Captain Macgenn says he will leave on schedule time Saturday morning for the north.  
William H. Hoskins, of Tillamook, shipped a horse on the Breakwater in Portland, which was lowered into the hold alongside of another animal. While the high seas were running yesterday one of the horses rolled out of his crate and across the hold where he collided with a shipment of flour. In the mixup the animal pawed and tore open the sacks, finally settling into the midst of the debris, from whence he was ousted only after the derrick was put into operation.  
During Wednesday night many of the passengers were awakened by the sea washing into their staterooms, according to statements today, some of whom left the ship with their baggage still wet.  
The following passengers arrived this morning from the north:  
Ape Hatola, Wiljam Pajrine, Andrew Moriki, Mr. and Mrs. L. Walker, L. A. Gourtere, Karl Humbert, C. W. York, J. J. Buchbridge, W. O. Cooper, Wm. Hayden, Stella Braff, Alex Altruse, George Dukenskiy, Joe Parka, Henry Bookmerek, Chris Savlach, Steve Enick, Steve Miller, S. Spencer, D. J. Grigman, Stella Anderson, Inez Clark, H. O. Doll, Joe Hall, Mrs. H. O. Doll, E. P. Swanson, C. H. Baker, Wm. McKean, Miss Ashoe, G. W. Fox, H. R. Fleming, Mrs. A. Anderson, Dr. Morrow, Wm. H. Hoskim, A. Aftedal.  
**Damaged His Goods.**  
Earl Powell, of North Bend, who was here this afternoon, said that W. B. Weldy, who is to start a paper in North Bend, suffered much damage in the Breakwater's hard tug. His effects were on it. His auto was split in two, his household effects soaked and damaged and in all he estimated that the loss would be over \$1000. Weldy came in overland.

**BOATS TO ADVANCE RATES**  
New Northbound Tariff Goes Into Effect on Coast Immediately.  
PORTLAND Ore., Jan. 15.—Following the announcement to shippers more than a week ago that northbound water rates would advance January 11, some of them 25 per cent. virtually all steamship companies operating to this city have made a general raise in tariffs. As yet no change has been made in southbound rates, some of which are declared to be too low.  
There is a conviction among a few steamshipmen that because of the Panama Canal and regulations adopted to govern its use, there is a probability that intercoast as well as intracoast lines may be brought under the jurisdiction of the Interstate Commerce Commission. The present increase in charges, however, is not attributed to that, as the tariff is admittedly much below the rail rates between the two states.

### REDONDO SAILS AWAY FOR SOUTH

Lumber Laden Freighter Carries 16 Passengers for San Francisco

At 9 o'clock this morning the Redondo moved out from the Smith Terminal dock and steamed down the Bay with a cargo of lumber and 16 passengers bound for San Francisco. Captain Erickson expected that the high seas of two nights ago would be quieted down considerably this morning.  
Those who left on the Redondo were:  
Mr. and Mrs. J. S. Brangan, Morris Smith, Mrs. Gordon Smith, Gordon Smith, W. J. Kline, Mike Garish, Langford, H. A. Bontell, Mrs. Harry Mann, C. H. Leach, P. A. Lafine, E. F. Morrissey, Tom A. Williams.

**MAGENN'S CHANNEL**  
Captain Macgenn, of the steamer Breakwater, reported that when he came into the Columbia from Coos Bay Sunday the bar was breaking from No. 4 buoy well outside, yet in the south channel, now dubbed "Macgenn's channel," there was no sign of white water. Captain Macgenn says that with little work a depth of 40 feet could be obtained there this fall.—Portland Oregonian.

**BIG DANCE BY PASTIME CLUB**  
FINNISH HALL, SATURDAY EVE, JAN. 16, '15. FINE MUSIC. NO RAGGING. Gentlemen \$1.00; Ladies Free.

### EXPERT TO SHOW PRUNING METHODS

Professor Brown, of O. A. C. Horticultural Department to Demonstrate

The orchardists of Coos Bay will have an opportunity next Wednesday to meet with Professor Brown, head of the Horticultural Department of O. A. C., who is expected here Tuesday evening and will spend the following day on South Coos River farms. Pruning, the planting and care of trees, the marketing of the product, will be important phases of the work to be taken up by Professor Brown.  
J. L. Smith, county agriculturalist, made the announcement this morning as he sat figuring pensively on a boat schedule whereby he expects to be able to bring the farmers from Catching Inlet and the North Fork down the river in time to catch the boat bound up the South Fork.  
The following is the tentative arrangement, as made out by Mr. Smith, though this may be changed in a further announcement. It is expected that the gasoline boat Express will leave the foot of Market avenue shortly after 8 o'clock on Wednesday morning, arriving at the mouth of Catching Inlet at a time to catch passengers coming down on the Wai-ta-Waso and the Sunrise, of Summer. Farther up the river passengers from the Allegany district will be picked up at the Forks. By the present plans everyone will be returned in time to catch the after-

noon boat returning from Marshfield to their respective destinations.  
Professor Brown travels extensively, making the rounds of every county in the state. He expects to arrive in Drain some time on Saturday, remaining there over Sunday, and by leaving Monday will probably arrive on Coos Bay some time Tuesday. He will have three days in Coos county, going on Thursday to Myrtle Point and Coquille and the last day to Bridge, which is on the Roseburg road, by which he will travel back into the interior.  
The fact that there are few large orchards in this vicinity makes it exceedingly difficult for Mr. Smith to make out a schedule for the South Coos River trip that will enable all farmers to attend. Visits will be paid, probably, to the orchards of George Murch, Jesse Smith and Matt Jastram, where the demonstration work will take place.  
"With spring coming, the next thing will be pruning and it is extremely desirable that farmers acquaint themselves with the proper methods of tree culture," said the agriculturalist this morning.  
"Many farmers have but a few trees, hence pay little attention to their care and in pruning cut off the limbs indiscriminately. In this way good buds are clipped. There is lots to learn. Why, there is even science to cutting off the limb of a tree. Unless you make the cut close to the trunk where the wound will heal over the stub rots and furnishes free access for disease to get into the tree."

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Suits For Women	Suits For Men
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LOT NO. 2. Values to \$27.50, choice ----- \$12.75	\$17.50 Suits, choice ----- \$11.25
COATS	\$18.50 Suits, choice ----- \$12.75
LOT NO. 1.	\$20.00 Suits, choice ----- \$13.50
In this lot we have just 75 Coats left and they will go, special for Saturday only, values to \$17.50, choice ----- \$5.00	\$22.50 Suits, choice ----- \$15.25
LOT NO. 2.	\$25.00 Suits, choice ----- \$17.75
Values to \$29.50, choice ----- \$13.75	\$27.00 and \$30 Suits, choice ----- \$18.50
LOT NO. 3.	OVERCOATS
Values to \$37.50, choice ----- \$17.50	\$25 and \$27.50 Overcoats, choice ----- \$12.85
SHIRTTWAISTS	\$30 and \$35 Overcoats, choice ----- \$17.50
One lot of Shirttwaists, values to \$7.50, choice ----- \$1.49	BOYS' SUITS.
All furs we are letting go at One-Half Price and some are less than half, which is considerably BELOW COST.	\$4.50 Suits, choice ----- \$3.00
Underwear at 33 1-3 per cent discount.	\$5.50 Suits, choice ----- \$4.35
<b>WE ARE CLOSING OUT ALL MILLINERY AND CHILDREN'S AND BOYS' APPAREL</b>	\$6.50 Suits, choice ----- \$4.95
	\$8.50 Suits, choice ----- \$6.25
	\$10.00 Suits, choice ----- \$7.95
	MEN'S FLANNEL SHIRTS.
	\$1.50 and \$2 values ----- 95c
	\$2.50 values ----- \$1.25
	One lot of Flannel Shirts ----- 65c
	BOYS' OVERCOATS AT ONE-HALF OFF

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