

SHIPPING NEWS

OPERATE WITHOUT LICENSES—LIABLE

Harry Kimball States Captain's Papers Not Aboard Dora and Telegraph

Operation of the Telegraph and the Dora, Coquille River boats, may prove an expensive proceeding, according to Harry J. Kimball, Jr., United States Collector of Customs here, who states that neither of these craft have their licenses aboard and until the are received that the boats are amenable to a \$100 fine for the first offense and on the second offense may lose their papers altogether.

Following the revoking of the licenses of Captain Thomas W. Panter, of the Telegraph, and Captain Allen Panter, of the Dora, by Government Steamboat Inspectors Edwards and Fuller, the craft, according to the law, are supposed not to operate until new captains have been appointed and the officers have designated to the collector of customs here, who represents the steamboat inspectors, that they are qualified officers.

"I have the licenses for both the Dora and the Telegraph in my office," said Mr. Kimball. "The boats are not supposed to operate until the new captains have been sanctioned by me and the papers have been returned aboard the steamers. In some cases we allow the owners to operate their boats temporarily without these papers, but in this case this permission has not been asked and it would not have been granted anyway."

He has wired to Inspectors Edwards and Fuller in Portland telling them of the occurrence.

When Captain Anderson of the gasoline schooner Randolph fell on the gang plank at Port Orford and killed himself two or three months ago the owners, before sending the vessel to sea, called Mr. Kimball over the long distance while the new captain gave his credentials and affidavits and the papers licensing the new captain were sent immediately by mail.

Mr. Kimball points out the meaning of this law. "If we allowed people whom we do not know are qualified men to take charge of these passenger boats then we are held responsible for any accidents that may happen."

"And if there are any other boats operating under these circumstances they are liable to have the law down on them the same way," he said.

NANN LEAVES OUT ON SOUTHERN TRIP

Lumber Carrier Takes 51 Passengers to San Francisco—Left at 5 a. m.

At 5 o'clock this morning the Nann Smith left down the Bay for San Francisco carrying a cargo of lumber and 51 passengers.

Those who left were:

Archie McDougald, Mrs. J. D. McDougald, Miss Florence Hanson, Mrs. Ida Hanson, Carl Stromberg, Ivan Stemman, William Kalurd, Marshall Kalurd, Mrs. Marshall Kalurd, Emily B. Kam, William Taylor, R. A. Taylor, Mrs. R. A. Taylor, Thomas Davis, Monroe George, E. Klingberg, John Kalilo, G. Mettinos, Andrew Rowland, Mrs. George H. Porep, Mrs. J. M. Lawlor, A. B. Burke, Mrs. A. B. Burke, Mrs. Anna Bartholomew, Mrs. L. M. Rothby, Mrs. J. S. Connelly, J. S. Connelly, Roy Young, A. Rhigie, O. E. Murray, S. Street, L. McLain, C. H. Barker.

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

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HEAVY BLOW MAKES ELDER FIGHT WAY

Barometer Goes Down to 28.88 Off Tillamook Head—Leaves for Eureka

Having left Portland at 9 o'clock on Sunday night the George W. Elder arrived in this morning, bringing 51 passengers from the north. Outside of the Columbia River bar she found a heavy sea running and a high sou'-east wind blowing. Off Tillamook Head Captain Lofstedt reports that the glass went down to 28.88 and the air conditions were so unsettled that the barometer hand was continually changing.

At some times the wind was so heavy that the Elder could make at the best but three knots an hour, but despite this the boat could have arrived off the bar about 11 o'clock last night if there had been any chance of crossing in.

The officers were surprised to find the bar comparatively smooth this morning. A wireless from Port Orford about 5 o'clock last night reported that the wind there had gone up to 50 miles an hour. The Elder left at 4 o'clock for Eureka.

Those who arrived today from the north were:

E. W. Fahy, Emma A. Dresser, C. D. Thomas, Peter Oberle, Mrs. Marguerite Irwin, Robert Kuhn, Mrs. Kuhn, R. M. Miller, Chas. Lorate, Mrs. A. Bienvu, A. Bienvu, Jr., Mae Bienvu, Miss Woodward, H. E. Parkhurst, P. E. Atkins, W. H. Walters, H. B. Donahy, Will M. Davis, C. G. Poland, M. L. Longuet, Geo. J. Lowrie, Pauline J. Lowrie, Jo J. McDonald, Clyde Peterson, M. J. McDonald, C. McIntyre, P. M. Skeels, Mrs. Skeels, C. T. Skeels, A. J. Rahmer, Mrs. C. C. Schlessler, Baby Schlessler, J. L. Stauder, H. D. Reynolds, Elmer E. Daniels, Mrs. C. A. Duke, L. A. Peck, J. J. Groff, Chas. Harris, Adolph Wellder, G. Hasparia, A. G. Lahn, M. F. Wise, H. Anderson, E. Winberg, A. W. Swanson, Thos. Phillips, E. W. Steele, H. J. Furney, A. A. Levy and C. Christenson.

FREIGHT RATES GO HIGH IN WAR ZONE

F. A. Dietrich Returns on Elder Run Telling of Profits in Shipping

War in Europe and the resulting risks in shipping have served to boost the charges on freight transportation sky high, in some cases increasing them as much as 1100 per cent. Such is the declaration of F. A. Dietrich, chief steward of the George W. Elder, who returned on the run this morning after a several weeks' vacation in the south.

A ton of cotton that formerly could be shipped from Galveston, Texas, to Rotterdam for between \$8 and \$10 now costs \$67 to transport, he declares. The risks on wheat shipments have increased up to 400 per cent of what they formerly were from the Atlantic coast and even freight to South America has gone up 300 and 400 per cent over what it used to be.

Another result has been the pressing into service of practically every American ship possible, many vessels going from the west coast to take a hand in the high profits of eastern shipping.

The Navajo, a steam schooner of 2765 gross tonnage and 258 feet in length, which came in here several months ago on the Swayne & Hoyt run, has also scurried to the east, her owners being ready to take a risk along with the high freight rates that are ever going higher.

PACIFIC COAST BAR DEPTHS.

Grays Harbor, Jan. 3, 1915, 19 feet, by Sanborn. Umpqua River Bar, Jan. 4, 1914, 13 1/2 feet. Channel straight. Keep whistling buoy and mid-channel buoy in line. Keep south fairway buoy about 200 feet. By Butler. Humboldt Bay bar, Jan. 4, 1915, 17 feet. By Peterson. Coos Bay bar, Jan. 4, 1915, 19 feet. By Magee. Nehalem River bar, Dec. 2, 1915, 3.7 feet. Channel shifting northward. By Vahlbusch. Siuslaw River bar, Dec. 17, 1914, 5.5 feet. By Vahlbusch. Klamath River bar, Jan. 1, 1915, 5 feet. By Bailey.

R. R. SMITH, Lieut. (J. G.) U. S. N., in Charge.

DO NOT FAIL TO ATTEND THE GREAT DEBATE at the M. E. CHURCH, FEB. 8 TO 28.

LOOK FAVORABLY ON INLET DREDGE

Channel Project Under Discussion—Port Commissioners Hold Long Session

That an inlet dredge should be either constructed or purchased, was the opinion expressed by the Port Commissioners at their meeting of yesterday, when they appointed a committee of three to investigate the matter, to report back at a special meeting of the Port to be held on Saturday evening. Matters long undecided were brought before the Commissioners yesterday, their session lasting until late in the afternoon.

The opening of a 300-yard channel 25 feet deep, the original harbor plan under the \$600,000 bond issue, was seriously discussed and with the dredge appropriation about diminished many of the members expressed themselves favorable to reducing the width of the channel for a short distance between North Bend and Empire to 200 yards and thus secure a 25-foot depth from the bar to the Smith mill.

A. H. Powers held that the project should be at least for a 25-foot depth, thus allowing the barging in here of large draught deep-water ships. It is expected that this matter will be threshed out and decided on Saturday evening.

Petitions signed by more than 300 property owners on Kentuck and Catehing Inlets were presented to the Commissioners, asking that the inlet dredge be provided for continual use. Under the Port project \$30,000 was appropriated for the dredging of the inlets and rivers. Of this sum there still remains about \$24,000.

Commissioners Loggie, Powers and Port Engineer Charleson were appointed a committee to investigate. It is intimated that the Larson dredge beaver may be purchased, providing the Commissioners can reach an agreement with the owner regarding the price.

Before the purchase of an inlet dredge is made, the committee has been authorized to seek expert advice, taking the matter up for price estimates.

To Mark Channels.

Absence of proper channel marks not only makes navigation difficult but are dangerous, believed the Commissioners, and for this reason it was decided that the entrances to the inlets of the bay and all sharp turns in them and the river should be marked with piling, red topped, Commissioner Anson Rogers will have charge of this work.

Would Drain North Arm.

E. G. Perham submitted a bid to the Port Commissioners for the draining of the north arm of Mill Slough, the filling of the present pond with earth so built as to shed water, for the sum of \$3000. This, the members thought is too high a figure and also that the filling of the area is not in their jurisdiction, hence that they cannot figure on that part of the proposition. The Port figures averaged between \$1,500 and \$2,000 for the draining of the water area. On Saturday this matter will probably be definitely closed.

The plan submitted by Mr. Perham would provide for the temporary drainage of the north arm, the fill making a substantial drain unnecessary.

Use Michie in Channel.

The bar dredge Michie, now demonstrating in the Eureka harbor, will be moved back to Coos Bay in either April or May and the Commissioners believe that with the \$80,000 appropriation just passed by Congress part of this sum may be expended for inner harbor improvement when the bar is rough and the dredge cannot operate outside. This plan would be expected to keep the channel open and clear of sediment and the forming of future shoals as a menace to navigation.

A telegram has been sent Senator Chamberlain asking if the \$13,000 spent by the Port in operating the dredges Oregon and Michie when the government funds were exhausted some time ago can be returned to us. Should this sum be allowed the money would be used in furthering the original harbor project and might possibly mean that the channel 300 feet wide for the entire distance could be accomplished.

There still remains outstanding and owing the Port about \$45,000, this sum to come principally from the property owners who secure benefits from the Mill Slough and the north Marshfield fills.

At the meeting of Saturday night the Commissioners will determine what will be the cost per yard in the north Marshfield fill now that all cost bills have been submitted. Assessments will then be made to the property owners.

VALENTINE BALL, EAGLES' HALL FEBRUARY 12.

NEW ORPHEUM TO OPEN TOMORROW

B. R. Keller Has Everything in Readiness for Opening Remodelled Masonic

B. R. Keller announced today that his new showhouse, "The Orpheum," the name he has given the remodelled Masonic, is all in readiness for the opening performance tomorrow evening. The workmen finished the remodeling and improving of the house a day ahead of time. Last evening the front of the Orpheum was lighted up and gave the appearance of a metropolitan show house.

Mr. Keller announces that he has secured some fine features for the opening night. The best one is the famous Vitagraph special "413," a three-reel feature. The others are a Selig comedy-drama, an Edison especially selected comedy and a Biograph problem play.

Edgar Cason will sing "Somewhere a Voice Is Calling." Elia Raymond, a pianist of exceptional ability in regard to interpreting each scene with the proper musical accompaniment, will play. The performance will begin early and will be as nearly possible continuous, so that all will probably be able to see the first feature program in the fine new showhouse. The opening bill will be presented Wednesday night only.

Manager Keller has adopted as a slogan for his new "Orpheum" the following:

"Where motion pictures look better."

The price of admission for moving picture shows will always be the same—ten cents.

Cell Ireland won out in the good natured contest as to who should buy the first ticket to the new show. He placed his order and Manager Keller in consequence gave him the first ticket to be sold.

WATERFRONT NEWS

Coming with a fair cargo for Coos Bay the Daisy is expected to arrive in Thursday from Portland.

With thirty passengers and a cargo of lumber the Nann Smith left out at 5 o'clock this morning bound for San Francisco.

The Elder arrived at 8 o'clock from Portland. She left there at 9 o'clock Sunday evening and left here at 4 o'clock for Eureka.

Both the Rustler and the Roamer

FINE RECITAL TO BE GIVEN FEB. 16

Much Interest in Entertainment by W. W. Graham and Miss Edith Paterson

Much interest is manifest in musical circles in the concert for February 16 at the Lemanski Theater. William Wallace Graham, violinist, who is to appear on the program, is an Oregonian by birth, the son of John Wallace Graham, who came to Oregon in 1853 from Scotland, and who belonged to and was a descendant in direct line of the duval family of Montrose, Jamaica, the present duke, is the twenty-sixth chief of authentic record. William Wallace Graham (Graeme) has spent ten years in Europe studying under the most eminent musical instructors.

For over six years he attended the Royal High School of Music under the instruction of Joseph Joachim, the "King of Violinists," and was his favorite pupil; has autograph letter commending him very highly. Mr. Graham recently returned to this country direct from Berlin, the Musical Metropolis of the World, where for the past two years he served as assistant instructor, teaching and coaching under Henri Marteau (successor to Mr. Joachim) who highly recommends Mr. Graham as a finished violinist and artist. Wherever he has played concert engagements he has aroused great enthusiasm, and receives the hearty commendation of the musical critics.

Miss Edith Clarke Paterson, who is also to appear was formerly in charge of the vocal department of St. Helens Hall, Portland, of which school there are many graduates and former students living in Marshfield. She is a graduate of the New England Conservatory Teachers' Course, five years a pupil of William L. Whitney, Boston; one year a pupil of Vannaclnd, Florence; two years a pupil of N. E. C. School of Opera under Grace Blinbott; one year a pupil of William L. Whitney School of Opera under Alfred Grandet, and had special coaching in ensemble, opera and oratorio under Philip Hale, America's leading music critic.

They are being detained inside waiting for favorable bar conditions before putting to sea.

VALENTINE BALL, EAGLES' HALL FEBRUARY 12.

AMONG THE SICK

The little son of Mr. and Mrs. Ed Brodie of Bay City is reported quite ill.

The little son of Mr. and Mrs. Fred Moore of Bay City is reported quite sick.

C. E. Nicholson after several days illness is better and now is able to be about.

Mrs. Archie Baute is confined to her bed today with a severe attack of la grippe.

Tony Aruna, a laborer, was brought to the Mercy Hospital this morning suffering from a severe

bruise on the head. He was left out near Wagner when some rocks fell on him.

Mrs. William Gamble, of North Bend, who suffered a paralytic stroke some time ago, is much improved today.

Masquerade Ball, St. Valentine's Eve, Saturday, Feb. 13, Eagles' Hall. Prizes for best costume. Musical Orchestra. Admission 50c and surely worth it. You'll be there, we'll all be there—everybody's going. MY SED.

VALENTINE BALL, EAGLES' HALL FEBRUARY 12.

Advertisement for Pacific Coast Syrup Co. featuring Tea Garden Syrup and Pelican Molasses. Includes an image of a syrup can and promotional text.

Large advertisement for Ford and Buick cars. Features the slogan 'FORD AND BUICK OUTSELL THEM ALL' and a detailed list of car models and their sales figures. Includes the name of Isaac R. Tower, Representative.