

SCHOOL HERALDED

RURAL DISTRICTS OF COOS LEAD MODERN MOVEMENT

State Recognizes Consolidation of Rural Districts as Death Knell of Little School House

Consolidation of rural school districts for the purpose of erecting modern and well equipped schools for the past year has been gaining an impetus in Oregon, Coos has been well in the lead of the movement...

The death knell of the little Red School house was sounded when districts began their consolidation...

This week pictures of the boats in use here for this purpose have been shown in Portland...

BLAME ON OTHERS

REV. HALL SAYS POOR PLANS CAUSE SCARCITY OF PASTORS

Should Make Appointments and Then They Would Always Be Someone On Hand

That there are plenty of preachers but a scarcity in the plans of those who would use the preachers is the claim of Rev. G. Kelloy Hall...

There are at least six pastors in the city, but yesterday all of them happened to be out of town...

Mr. Hall claims that too often nothing is said to the minister until a few minutes before he is wanted...

"All right," replied the breathless visitor, "Put your coat on," and he pointed through the open door...

Y. M. C. A. MAN HERE

WILL ELIOT WRIGHT, FIELD SECRETARY VISITS BAY

Merely on Inspection Tour But Believes There is Opening for Association Here

Will Elliot Wright, field secretary of the Y. M. C. A. in Oregon and Idaho, was here today as the guest of W. A. Reid and other friends...

For some time Marshfield has been considered a likely field for organizing a Y. M. C. A. but conditions have not been exactly favorable...

Another field for the Y. M. C. A. that has been considered here has been the organization of a Y. M. C. A. at the headquarters of the Smith-Powers logging camp...

With the coming of the railroad and the probable location of shops and division headquarters on the end of the road, there will probably be a field for a railroad or industrial Y. M. C. A.

Represent Astoria Mill, Matt E. May, the well known representative of the wholesalers in this territory, has just been appointed agent of the Astoria Flouring Mills Co. for this section...

SHIPPING NEWS

SANTA CLARA HERE

STEAMSHIP HAD HARD TRIP THROUGH HEAVY WIND

Elements Combine to Double Time of Trip into Eureka—Leaves Out for Portland

Seas and wind from the Northwest combined to delay the steamship Santa Clara in her arrival here...

The passengers arriving here from the south were: Fred Landers, Robert Kruse, J. J. Knowles, R. R. Verne, J. J. Sullivan, Mrs. A. W. Jones, J. E. Higgins, Edward Clancy and 18 Greek laborers.

The passengers departing for Portland were J. C. Peterson, Mrs. Peterson, Myrtle Peterson, Marguerite Peterson, Bernice Peterson, Eva Campbell, F. G. Taylor, Mrs. Taylor, Katy Taylor, Tom Svenson, F. G. Bluck, George Tibcomb, E. Gold, Engel, Mrs. Goldenfeldt, Tony Dean, Mrs. Dean, John and Donald Dean, Marion Foote, Florence Edwards, E. G. Davies, E. L. Stromberg, G. B. Stromberg, Clarence Fish, T. E. Tannen, Fred Sax, J. S. Nichols, A. F. Lapman, J. H. Smith, George Watsbright, C. W. Sullin, Mrs. Sullin and Ethel Sullin.

LOGS MENACE SHIPS

WESTERNER THREADS WAY THROUGH MASS

Big Sticks Come Adrift Off Point Arena From Raft—Captain Is Known Here

Labored in a heavy northwest wind that at times blew 80 miles an hour and with a high sea running, the steam schooner Westerner, Captain A. Paulson, off Point Arena, met a huge log raft in tow of a tug boat and on its way from Portland to San Diego...

The word of the drifting logs is being sent to mariners up and down the coast that they may be on the lookout while in that vicinity.

So fierce was the wind that at some times Captain Paulson says his ship made not more than two miles an hour and the steamship Santa Clara was 26 hours getting into Eureka from San Francisco where ordinarily the trip takes about 16 hours.

The log raft sighted is said to be the first of the season to be sent south by S. Benson, the big Portland lumberman, to his mills in San Diego. It was cigar shaped and contained several millions of feet of logs, all chained together.

Captain Paulson is not a stranger on Coos Bay. He has been in here several times, two years ago having come in command of the steam schooner Homer, plying between here and San Francisco with lumber and passengers.

The Westerner belongs to the Olson & Mahoney line and the skipper states she has been chartered by the C. A. Smith Company to make a trip to San Pedro. About 250 weeks will be consumed in making each round trip.

WESTERNER HERE

The steam schooner Westerner arrived this morning and is at the C. A. Smith mill. She is chartered for one trip to take a cargo of lumber to San Pedro. The Westerner has been in Coos Bay a number of times before.

SCHOONER A HOODOO

Olson & Mahoney, Owners of Annie Larson, Held for "Gum Running"

Ever since the schooner Annie Larson got out from San Diego for southern waters and was turned back by an American warship and landed in Hoquiam, Wash., and it was found she carried a large shipment of rifles, this vessel has been in continuous trouble. Now her owners, Olson & Mahoney have filed a lien against the arms for back rent on the vessel.

This is the same steamship line that owns the steam schooner Carlos 6000 many times during the winter operates in here on a special charter for the C. A. Smith Company.

A San Diego firm agreed to pay \$1250 per month for the use of the schooner in a trip to the Mexican coast and return to Puget Sound. For some reason that has never been explained the Annie Larson came into Clatsop Harbor with the arms still aboard and was immediately seized by government officials.

TELLS OF RAILROAD MANY SEE EXHIBIT

S. P. PUBLICATION GIVES DETAILS OF NEW LINE

Last Spike Will be Driven at Some Place Near Gardiner on the Umpqua River

The last spike which will complete the construction of the Willamette Pacific railroad will be driven some where near Gardiner, according to an account of the railroad work which appears in The Bulletin, issued at San Francisco by the Southern Pacific Company. The article follows:

"Over a thousand men are now employed in Oregon on the construction of the new Willamette Pacific railroad which, connecting Eugene and Marshfield, will be 126 miles in length when complete. Of this 57 miles of tracks are in operation and 67 miles of track have been laid.

"Features in the construction of the line are: Three bridges, one crossing the Siuslaw River near Acme, the second crossing the Umpqua near Gardiner and the third over Coos Bay near North Bend.

"The bridge over the Siuslaw near Acme has a 286-foot through-riveted draw span with 100 feet of clear span and two 200-foot connecting spans. The total weight of the approaches and draw span is 1,895,000 pounds.

"That over the Umpqua is a 348-foot through-riveted draw span, with nine 125-foot through riveted approach spans. The total weight is 3,322,000 pounds.

"The Coos Bay bridge is a 458-foot through-riveted draw span with nine 150-foot and two 180-foot through riveted approach spans. Total weight 5,254,374 pounds.

"The new road calls for twelve bridges and four miles of trestling. The total amount of steel still to be erected is over 6000 tons, or 12,000,000 pounds.

"Just when the Willamette Pacific will be completed is hard to say at this time. The road is already in operation between Eugene and Mapleton and ballasting is being done between Mapleton and Florence. The contractors are working north from Marshfield and the last spike will probably be driven somewhere in the vicinity of Gardiner, or about where the line crosses the Umpqua.

"With a combined rail and auto stage service, the Willamette Pacific now makes through connections with Marshfield. As soon as trains are in operation to Acme, it will be possible to make the trip through by rail and stage from Eugene to Marshfield in one day.

"Activities are being directed from Eugene, where Assistant Engineers H. P. Hoey and W. R. Fontaine have their offices."

TO START NEW ROAD

CONTRACT LET FOR EXTENSION OF THE OREGON EASTERN

Thought Possibly a Link of Possible Line Across the State of Oregon

The letting of a contract for a new extension of the Oregon Eastern railroad is taken by some to be the possible start of a line across the state of Oregon. There has for some years been a lot of talk about a road across Oregon which might possibly terminate at Coos Bay and some think this new extension may be a start. A Portland paper, referring to the new work says:

"The Twoby Brothers Company was awarded the contract for the construction of a 30-mile extension of the Oregon Eastern railroad from Riverton to Crane Creek Gap, Harney County.

The work is to commence at once and will cost about \$1,500,000.

"The contractors expect to finish the grading this fall and regular service is expected over the completed line early in the spring.

"The line will make three crossings of the Malheur River. Steel for one of these is already on hand. The rest will be ordered immediately.

Between 200 and 400 men will be given employment on this extension the railroad company having stipulated that local labor be given the preference. Provisions and supplies will be purchased from settlers wherever possible.

Riverton is the present terminus of the Oregon Eastern and is 77 miles west of Vale, Ore. Crane Creek Gap is near the north shore of Malheur lake and 45 miles southeast of Burns, Or.

"The new line is being financed by the O.-R. R. & N. Co."

GAINING IN POPULARITY

The Coos County medicine, Houme's Laxative, is having a continuous and greatly increased sale in many sections of the county. Pleasant in taste, mild and still effective, this laxative is gaining in popularity. Trial size ten cents at any drug store.

BASEBALL SCORES

PORTLAND BEAVERS AGAIN ON WAY TO TOP OF COLUMN

Matched With Vernon and Further Ascension Looks Imminent—Salt Lake Drags

PERCENTAGES OF COAST LEAGUE

Table with 2 columns: Team, Percentage. Rows include San Francisco, Los Angeles, Oakland, Portland, Vernon, Salt Lake.

VERNON, July 28.—For pure unregulated luck the Beavers perhaps are the best of the entire Coast League. Twice have they been at the bottom of the percentage column; twice have they gone close to the top again.

The scores of yesterday follow: Coast League At Vernon— R. H. E. Portland ... 2 7 1 Vernon ... 1 3 1 At Oakland— San Francisco ... 6 13 2 Oakland ... 11 13 1 At Salt Lake— Los Angeles ... 8 12 1 Salt Lake ... 7 14 5 (Eleven innings.) American League At Boston— Chicago ... 1 Boston ... 3 At Philadelphia— St. Louis ... 4 Philadelphia ... 6 At Washington— Cleveland ... 0 Washington ... 1 At New York— Detroit ... 7 New York ... 3 National League At Pittsburgh— New York ... 1 Pittsburgh ... 8 At Cincinnati— Philadelphia ... 3 Cincinnati ... 4 At Boston— Boston ... 4 Brooklyn ... 3

PLAYING UNUSUAL BASEBALL THIS YEAR HAS PRODUCED SOME FAST WORK

Performances Out of the Ordinary Have Been Recorded to Credit of Some Players

NEW YORK, July 28.—Baseball play in the major and minor leagues this season has been productive of a number of unusual performances, some of which have established records or supplanted those existing for some years.

At the rate they are piling up, 1915 is likely to be remembered as the year of odd features.

In the Pacific Coast league Jack Neas, first baseman of the Oakland team, batted safely in forty-one consecutive games for a total of seventy hits, breaking Ty Cobb's record of one or more hits in forty straight games, made in 1911.

Cobb's advent the record was held by Hal Chase, who in 1907 batted safely in twenty-seven consecutive contests. The same year that Cobb was hitting so consistently, Otis Clymer was establishing the minor league record of safe-hitting in twenty-five straight games.

Harper's Great Work Other extraordinary features include twenty bases on balls by pitcher Harry Harper, in a game between Minneapolis and St. Paul of the American association; the winning of two games in one day by pitcher Mellinger of Cedar Rapids team of the central association, who allowed fifteen hits and two runs in twenty-four innings against Marshalltown; a twenty-two inning scoreless tie game between Burlington and Keokuk in the same association; George Cutsbaw's two safe hits on one pitched ball, which umpire Klen declared legal, in the Brooklyn-Chicago game of July 10 and left fielder Rube Oldring's failure to take the field with the rest of his teammates until several balls and strikes had been called upon the batter, due to an interesting conversation with Joe Sugden, in a recent Athletic-Browns game at St. Louis.

ADVERTISED LETTERS List of unclaimed letters remaining in the Marshfield, Oregon, Post office for the week ending July 27, 1915. Persons calling for the same will please say advertised and pay one cent for each letter called for.

- Appelton, Mrs. S. E. Brown, Miss Susan. Coos Bay Fruit Co. Fitzwallace, Jack. Fulton, Mrs. Bert. Givins, Mr. and Mrs. R. S. Helms, Howard. Heslin, Geo. T. Holms, Mrs. Mary V. Masson, Dr. Miller, Russell O'Conner, Lary. Peterson, J. W. Pix, Mr. Roberts, Mrs. Mary. Robertson, R. J. M. Savage, H. S. Sheehan, Pat. White, Mr.

HUGH M'LAIN, P. M. Marshfield, Oregon.

"Women and Children First"

is the order that comes promptly when Americans are in an accident on the high seas.

Why should they not receive the same consideration on land? If you live you will increase their comforts and welfare. Is it not more important to KNOW that they ARE cared for by sufficient life insurance than to use all your endeavors in other forms of estate?

Get a little of both. Fill out this coupon and mail to my address. Without obligating myself in any way please send me illustration of your proposition.

YOU AUTO CALL FOR FOOTE'S AUTOS Phone 260-L. Night and Day. Right Cafe. GOOD CARE, CAREFUL DRIVERS D. L. FOOTE.

Advertisement for 'find yours' featuring a drawing of a person and text: 'Whether it's ours or some other kind—doesn't matter to you. The important thing is find yours'.

Advertisement for THE UNION MARKET J. E. Ford & Co. 174 South Broadway. Home made sausage, hamburger and weinerwurst.

Advertisement for PARCEL POST YOUR LAUNDRY. We pay return charges. Prompt and efficient service. COOS BAY STEAM LAUNDRY.

Advertisement for Abstracts COOS BAY REAL ESTATE, See TITLE GUARANTEE & ABSTRACT CO., Inc. MARSHFIELD AND COQUILLE CITY, OREGON.

Advertisement for Koontz Garage Agency for OVERLAND CARS—GOODYEAR TIRES — EXCELLENCE MOTORCYCLES—UNION GAS ENGINES.

Advertisement for Puget Sound Bridge & Dredging Co. Dams, Bridges, Buildings. COMPLETE PLANTS FOR HARBOR WORK. Our Coos Bay office has available for Oregon work the Dredge "Seattle".

Advertisement for FIRST NATIONAL BANK OF COOS BAY. Safety Deposit Boxes For Rent. "He Started in Life a Poor Man".