

THE TROUBLE ABOUT TIDAL WAVES IS THAT THEY CARRY OFF AS MUCH AS THEY BRING IN.

Coos Bay Times

THERE MAY BE SERMONS IN STONES, BUT YOU DON'T GET THEM OUT BY STUBBING YOUR TOE.

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—SECTION TWO

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Coos County Development During the Year Now Ending

Marshfield Public Works Cost \$20,000 For the Year

THE sum of \$20,927 represents the total sum spent in Marshfield in 1915 for street sidewalks and sewer work. It was divided as follows:

Street excavating	\$2,973
Street paving	3,536
Street planking	7,008
Wooden sidewalks	2,411
Concrete sidewalks	1,592
Wooden curb	1,029
Concrete curb	763
Sewer work	1,714

The various different public improvement projects are given in detail below:

Street Work

The excavating, paving and planking of streets in the city in detail follow:

	Exec.	Paving	Plans
Tenth	60	\$	\$2,738
Eighth	1,273		564
Anderson	123		406
Tenth	131	535	
Twelfth C.	1,294	1,610	198
Front S.	50	1,368	
Central			875
Broadway		23	1,309
Eighth T.	42		918

\$2,973 \$3,536 \$7,008

Sidewalk Work

The wooden walks laid by the city follow:

Eighth Terrace	\$ 365
Tenth Street	1,145
Eighth street	296
Anderson Avenue	212
Twelfth Court	96
Hamlock Avenue	183

Total by city \$2,291

Private walks laid were 60

Hitch Avenue 60

Total wooden walks \$2,411

The concrete walks laid by the city follow:

Broadway	\$ 241
Twelfth Court	721
Front street south	225

Total laid by city \$1,187

Central avenue private work 315

Total concrete walks \$1,502

Curbing Work

Wooden curbing was laid by the city as follows:

Eighth Terrace	\$ 191
Tenth street	573
Anderson Avenue	52
Eighth street	152
Twelfth Court	62

Total wooden curb \$1,020

The concrete curb laid by the city follows:

Broadway	\$ 68
Tenth street	113

Total concrete curb \$181

MUCH BUILDING IN SUBURBS OF CITY DONE THIS YEAR

IN SPITE of the cry of dull times there has been considerable building this year in First Addition. The figures show a great increase of new homes.

Following is the list of the buildings done this year in First Addition:

Alexander Peterson	\$1,200
E. B. Gehrke	600
E. A. Mass	500
H. Holmes	500
A. Olman	300
A. Harris	800
Walter Scott, greenhouse	500

\$4,400

In addition to this the Reynolds Development company spent something like \$2,700 putting in 250 feet of trestle and doing grading on the Coos Bay Inlet and 2,000 feet of plank road at a cost of \$100,000. Water and light extensions have also been made.

The Bay Park there have been quite a number of new homes, building the place quite a residence development. The following is a list of the houses built this year:

McKinlay chapel	\$1,000
George Snyder	250
John Sorenson	1,200
John Justensen	1,800
John Latta	800
W. Holmes	250
E. B. Birch	1,000
W. Buloneu	2,000
W. Beilman	1,000
W. Bernhardt	1,000
W. Mortensen	250

Twelfth Court	378
Front street south	89

Total by the city \$653

Central Avenue private work 110

Total concrete curbing \$763

Sewer Work

The following sewer work was done during the year and the cost of each project:

Seventh street	\$1,170
Twelfth Court	543

Total sewer work \$1,714

Work for 1916

Public improvements already slated for 1916 indicate that next year will probably see much work done. Not all of the projects have been decided on and many more will come up through the year to be authorized by the city council.

Principal among the scheduled improvements is the paving of north Broadway from Market Avenue at least to Alder, and possibly to the junction with Front street, thus opening another hard surface road out of the city.

Front street will be redecked from Hemlock avenue to the north line of Nasburg Addition.

Paving Is Needed

Central avenue will be in need of paving from Fourth street out possibly to 11th. This will also include a necessary fill through some parts.

Promised for 1916 is the opening of Fifth, Sixth and Seventh streets from Central over to Bennett Avenue. Fills will be necessary and the improvement will be of planks.

At the present time Broadway, Fourth and Tenth streets are the only routes leading to south Marshfield; traffic demands the opening of these new streets and the council several times has intimated this will be done in 1916.

Tenth street will possibly be given a permanent improvement from Central to Bennett avenue.

Elrod avenue instead of being re-decked between Broadway and 11th streets will possibly be given a hard surface.

Sidewalk Work

In the fore part of 1916 will be completed some 1,500 feet of sidewalk and curbing, amounting in cost to approximately \$3,200, about the block surrounded by Central and Commercial and Front and Broadway streets. This work will be underway before January 1.

There is in project a main sewer line along Front street, from near the corner of Market to Alder avenue and thence to the bay.

Along this same stretch will go a new concrete sidewalk and curbing, the plans and specifications having already been drawn.

COOS COUNTY HAS WORKED HARD FOR GOOD ROAD CAUSE

GOOD roads for Coos county were discussed more, and greater strides were taken toward the permanent improvement of the highways throughout the county in 1915 than in any previous year in the history of southwestern Oregon. Summed up briefly, the Good Roads Association was reorganized, State Highway Engineer Cantine inspected the roads of Coos, a move for a \$375,000 bond issue for permanent roads was set on foot and the county court has adopted a budget including more than \$200,000 for expenditure on Coos highways in 1916, by far the largest amount ever appropriated.

"Permanent Roads" is an apt slogan at the psychological moment. For 40 years and more winter traffic between the cities of the county has been practically impossible. Trade and business has increased to the point where, with majority voice, it can demand that action be taken.

People Become Active

The cry was heard. The Coos County Good Roads Association was formed anew in September with Charles Hall at its head. Then was launched the educational campaign toward a \$375,000 bond issue for permanent highways. Others favor a \$2,000,000 bond issue, enough money to pave every mile of the main roads in the county.

Be that as it may, the permanent road issue is broadly launched in 1915. Education in good roads constantly goes forward.

A test, or better, an example of a hard surface road for county use has been built, this year and is the first on a county road in Coos. This is the stretch immediately beyond Millington which is now being completed by S. C. Small.

The road is made with a base of crushed rock with an adequate surface of bitulithic nine feet wide and with a two-foot strip of crushed rock on either side. During the heaviest rain storms this road was as passable as any street in Marshfield.

Levied Special Tax

In the road district near McKinley voters in November voluntarily shouldered a special road levy for improvement in their district in 1916.

Between Marshfield and Coquille the county court in 1915 spent some \$20,000 in road work, the greater

COALS MINES WILL BE DEVELOPED BY THE S. P. RAILROAD

IT IS expected that the development of the coal resources of Coos County is one of the important advantages which will be brought about by the completion of the railroad to this place. There is a large territory back of Coos County which needs coal. In part of the Willamette Valley coal is so high in price now that it is prohibitory for ordinary use. With the railroad the Coos County coal can be shipped to these points and disposed of to advantage to the mine operators, the railroad and the consumers. Many believe that the coal resources will make possible one day an industry as big as that of the lumber business.

In anticipation of the opening of a new market by the completion of the railroads, much work has been done on the Coos County mines. The new mine of the Coos Bay Fuel and Coal Company, owned by the C. A. Smith interests, but now leased by Patrick Hennessey, has been put in shape for big operation. It is located at Delmar, the new Postoffice and station on the railroad between Marshfield and Coquille. It is an electrically-equipped mine, with compressed air machinery, and is modern in every way. Work on opening the mine started two years ago and with a new market the mine will be in shape to turn out large amount of coal.

The mine is on a tract of 1300 acres of land. The coal will run easily 4000 tons to the acre, giving a visible output on the immediate surrounding land of over 5,000,000 tons of coal.

The Beaver Hill mine has also been operated during the year and extensive development work has been in progress for some time past. The Libby mine, under lease of George Doll, has also been operated as well as mines on the Coquille River. There are also a number of smaller mines in the county and on Coos Bay which have been partially developed, and which, it is believed later on with a market afforded by the railroad, will all come in for a full share of enlargement of operations.

share of it going toward putting this much used highway on a permanent grade, due preparation for the expected hard surface improvement.

NEW STATION FOR THE COAST GUARD HAS BEEN BUILT

FORTY-SEVEN THOUSAND dollars became available this year for the erection of a new Coast Guard Station on Charleston Bay, 60 seconds run from the bar by motor boat. The station now stands virtually completed and the end of this month is expected to see the crew and its equipment of boats removed to the entrance of the harbor. Furthermore, this year has given to Coos Bay one of the half dozen high-power government wireless stations on the coast, the plans for which are now being made.

Old Time Watchmen

Coos Bay's first life-savers were a couple of watchmen who used to be stationed below the Cape Arago lighthouse. When these men saw ships in distress, it was their duty to hurry back to Empire as fast as possible and spread the alarm for help. The crews that went out from there were volunteers.

Later the government gave Coos Bay a life-saving station. A site was purchased inside the harbor, so far inside that right now it takes the power boat exactly 28 minutes, under the best of conditions to get from the station to the bar. There was a protest.

New Station Built

This year then became available the Congressional appropriation. John Hillstrom, of Marshfield, was the successful bidder for erecting the Coast Guard Station on its new site. Here are located keeper's quarters, houses for the crew, and a boat-house large enough for the entire equipment, with a launchway leading to the water. Within the last few days the government has authorized further money for the building of walks about the station, to make a fill and also to build up a retaining wall on the north side of the station that faces onto the bar.

The new wireless station became available through the efforts of the Chamber of Commerce. Money was raised, \$840 to be exact, for the purchase of better than four acres in Reynolds Addition, and here the station will be erected. The government officials have already sanctioned the move and the abstract for the site and other papers are now in Washington under investigation by the Naval officials.

Dredge Moved A Million Feet of Sand From Bar

DURING the first days in October the government bar dredge Colonel P. S. Michie pulled in her suction pipe and sailed up the bay to Empire from the Coos Bay bar. She had just completed her season's work, the dredging of close on to 1,000,000 cubic yards of sand, leaving the bar deepened to the depth of 30 feet by actual soundings. April had seen the completion of the \$600,000 inner harbor project, a channel 300 feet wide, with the exception of the ledge opposite Pigeon Point, and 25 feet deep from the bar to the C. A. Smith mill.

Considering these two projects, 1915 has been an eventful one to the commerce of Coos Bay.

Bar Dredge Work

For 1915 an appropriation of \$50,000 was received from the War Department for the operation of the bar dredge, Michie. This vessel, loaned through the winter months to Humboldt Bay at the rate of \$50 a day, returned to Coos Bay in April and began her task of making a 30 foot channel to the sea.

In the five months she worked, the dredge made the record run of the world for any dredge her size. Her highest month found 210,000 cubic yards scooped off the bar and taken out to sea. When she quit, early in October, the dredge has taken approximately 1,000,000 cubic yards off the entrance to Coos Bay.

Thirt Foot Depth

Captain James Polhemus, Jr., in charge of the work for the government, before leaving made a survey of the entrance. His maps show a 30 foot channel at least 600 feet wide, out past the black buoy, and in some places the depth is 35 feet. The end of the work in 1914 had seen a depth of water of from 23 to 27 feet. The facts conclusively speak for themselves, in going to show that the dredge is doing efficient work.

Want Jetty Now

There has just been completed a memorial addressed to the government corps of engineers in Portland and to Congress, setting forth 14 reasons why the government should appropriate \$1,000,000 for rebuilding the north jetty at the entrance of Coos Bay and also making a survey of the inner harbor for a 30 foot channel from the bar to the C. A. Smith mill.

And while the work on the bar went forward, the dredge Seattle, of the Puget Sound Bridge and Dredging company, under the direction of Supt. R. E. Miller, plunged her snout into the mud of the inner harbor and made there a channel deep enough for good sized ships.

Big Job Completed

In April, 1915, the craft completed her task. She had labored 20 months and had removed a total of 4,519,405 cubic yards of mud and sand from the channel at the cost of 12 cents per cubic yard. The total cost of the project completed this year was \$631,501.52, money raised by special levies within the Port of Coos Bay, the levy of no one year exceeding four mills.

Considering the fact that in 1914 something like 525,363 tons of freight went in and out of Coos Bay, and this was valued at about \$7,466,126, it is not at all surprising that Coos Bay spent such an amount on her harbor. In 1900 the figures were 104,294 tons of freight.

Amount Paid Out

The following are the amounts paid the dredging company in 1915 and the cubic yards removed from the harbor:

Month	Amount Paid	Cu. Yds.
January	\$36,001.79	253,447
February	19,705.34	155,302
March	9,560.49	75,494
April	12,214.85	96,706

Total \$77,482.47 580,949

Dredging Inlets

Under the supervision of the Port of Coos Bay \$20,000 was spent in 1915 in dredging the inlets of the bay. Work was done by the dredges Beaver and Oregon, of the Larson Dredging company on North Inlet, Haynes Inlet, Willanch Inlet and a little on Kentuck Inlet. Later the dredge Oregon, for the Reynolds Development company did considerable dredging on Coal Bank Inlet.

Work at Allegany

This year there was \$3,000 available from the government for the dredging and cleaning out of the north and south forks of Coos River. The Oregon increased the depth of water at Allegany from three to about six feet and took out several bad shoals and snags lower down. On the south fork the water was increased in depth up as far as the landing at Camp 1, work that was absolutely necessary to allow the continuance of navigation. These projects were under the direction of Capt. Polhemus.

Removed Shoals

Before leaving for Portland in December the dredge Michie spent one day taking out some shoals opposite the Southern Pacific docks in the upper bay. The vessel will return again next spring to continue her work on the Coos Bay bar.

Town of Powers In Coos County Made Wonderful Growth In Eight Months

THE establishment and growth of the new town of Powers in southern Coos county is one of the most remarkable developments in this part of Oregon. One year ago the site of the town was a ranch known as the Wagner place. Today Powers is quite a modern town and counting the men employed in the surrounding logging camps, the farthest away of which is three miles, there is a total population in the district of 1,000 persons. There are 206 children of school age who have the advantage of the new \$15,000 school building which was erected.

Powers is the town which was established by the Smith-Powers Logging Company. It is on the south fork of the Coquille river nineteen miles below Myrtle Point and several years ago was one of the most isolated parts of the county. In order to reach an enormous amount of timber the Smith-Powers company found it necessary to build a railroad to the locality. This was done the work being started in 1912. The railroad was completed to Powers last year and in addition side tracks reaching the various points where camps are located have been constructed so that there is a total of about 22 miles of track.

Operative Center

With the exception of one camp on Coos river all of the logging operations of the company are now centered about Powers. The company has made the town its operative headquarters. The offices are located there and all business transacted from that point. The town was named for its founder, A. H. Powers, the head of the company.

The loggers who are married have their families living in the town and

naturally with the place the headquarters for the company business the men make it their headquarters. The benefit of all this trade is enjoyed by those who have started business ventures in the place.

Powers is by no means a one man town nor a mere company headquarters. Every one who wants to establish a legitimate business is encouraged and all of those who have made business ventures in the place have done splendidly.

Site Ideal One

The site was an ideal one for the location of a town and the ranch was purchased by the company for this purpose when the road was first proposed. Other land around the town proper was laid out in additions so the building has spread over quite a lot of territory. There are probably 150 buildings and houses in and around the place.

Powers is not incorporated but it has the advantages of large and older places. The company put in a first class water supply and electric lights are furnished. It is also not without some government. Dr. Manner is the justice of the peace and George Lange and Charles Zimmerman are the constables and will maintain order should the occasion arise.

Brown Is Postmaster

Powers is also a post office and G. A. Brown reigns as postmaster, and there is quite a little business in that line and a daily mail service. A few days ago when the parcel post had congested to some extent there were 29 sacks of mail went to Powers on one day, so it need not be thought that the people of Powers do not get letters and packages.

The place has been made as comfortable a place to live as possible

and there is no need to go out of town to secure anything that might be wanted.

Most Everything There

The town has its butcher shop, groceries, general stores, handling clothing and other lines, hardware store, plumbing establishment, jewelry store, shoe making shop, confectionery store, four pool halls, telephone exchange, moving picture show seating 350 people, three restaurants, eight room school, furniture store and a hotel known as The Gagnon, which is conducted by George Craig.

There is also a sewer system and the company has located in the town its railroad round house and machine shops. E. J. Loney of Port Orford is starting a new bank which will take care of the financial affairs. Several of the Marshfield business concerns have branch houses there, among them the Hub and Lockhart and Parsons drug company.

Big Daily Output

The Smith-Powers road connecting with the Southern Pacific at Myrtle Point the latter runs a train for freight and passenger service each way every day. The logging company is now sending out two trains of forty cars each every day loaded with logs. As these logs run about 6,000 feet to the car it means that in the neighborhood of half a million feet of logs are hauled out of Powers every day. This can be kept up for years and years. The railroad is one which taps billions of feet of timber, enough to keep the big Smith mill running for several generations. It will be necessary from time to time to extend tracks in different directions to reach camps which will be opened

FEWER ARRESTS IN THE PAST YEAR THAN DURING 1914

THREE hundred and ten arrests were necessary in 1915 to keep law and order in Marshfield, a fact that sometimes kept the officers busy. This number is lower than the total in 1914.

Yet in spite of the number, Judge Butler declares the general fund received but little in the way of fines, the greater share of the inebriates being minus their capital before reaching the Hotel de Carter.

Chief Carter reports a falling off in the number of his visitors lately. He predicts that 1916 will see a drought in more ways than one.

The following are the arrests by months in 1915; in January, the high water mark, 49; February 18; March, 37; April, 37; May, 29; June, 23; July, 29; August, 26; September, 27; October, 33; November, 17; and so far in December about four.

It is interesting and gratifying that but very few arrests were for serious crimes.

on different sites, but Powers was designed to be the center of operations. When A. H. Powers is asked how long it will take to use up all the timber that the railroad will reach he will tell you that his children will never live to see the day that it is all exhausted.

The growth of the town has been wonderfully rapid but the place had a reason for its springing into existence and has still more reason to continue to prosper.

SOUTHERN PACIFIC BRIDGE AND ROAD WAS EXPENSIVE

OUTSIDE of the actual North Bend bridge construction the Southern Pacific spent approximately \$350,000 in Coos county in 1915 on the Willamette Pacific railroad. Of this amount all but \$108,360 was spent here in the county for labor and materials that could be bought in this vicinity.

The bridge, as it now stands complete, cost something better than \$1,000,000, the greater share of it being built this year, and a good deal of the expenditure going to the big crew of men, sometimes numbering more than 100, that were at work.

The approximate figures of expenditures are interesting to note: 3000 feet of tunnel \$21,000 4,300 feet of trestle 43,000 Grading of 1,136 feet 56,000 Rip-rap—1,200 feet 60,000 Laying steel, wages 4,000 Wages for engineers 11,000 Ties, about 45 cents each 34,560 Refilling to grade 3,000

Total \$347,720

These figures include only the improvement done to the Douglas county line, over approximately 21 miles of railroad, the work on which is not yet completed.

One movement started this year was that which was presented by Fred Hollister of North Bend to build a coast road from Canada to Mexico.