

Details of Shipments In and Out of Coos Bay for Past Year

The report of H. C. Diers to the Port of Coos Bay shows in detail the shipments in and out of Coos Bay for the year of 1915. The totals have already been published in this paper showing the total tonnage of outbound products to be valued at \$3,171,052 and the total tonnage of inbound products to be valued at \$3,296,120. The details of the shipments are given below.

OUTBOUND		Totals of Outbound Products—	
Short Tons	Value.		
LUMBER PRODUCTS			
Timber, 183,146,216 feet	366,282	\$1,831,460.00	
Lath, 17,384,700 pieces	8,692	38,600.00	
Shingles, 46,816,750 pieces	9,380	88,400.00	
Ties, 170,000	13,440	85,000.00	
Piles, 70	118	120.00	
Four-foot wood, 780 cords	2,100	3,120.00	
Pulp	646	32,300.00	
Doors, 46,800	684	37,440.00	
Box Shooks and Veneers	4,800	48,000.00	
Broom Handles, 60,000 pcs.	28	1,200.00	
Myrtle Novelties & furniture	72	7,200.00	
Total	406,242	\$2,172,840.00	
COAL—			
Coal	5,858	\$17,574.00	
DAIRY PRODUCTS—			
Condensed Milk, 19,600 cases	610	\$7,574.00	
Butter, 572,000 pounds	286	171,600.00	
Cheese, 680,000 pounds	340	136,000.00	
Total	1,236	\$375,174.00	
ANIMAL PRODUCTS—			
Hides and Pelts, 172,000 lbs.	86	\$17,200.00	
Wool, 28,780 pounds	13	5,356.00	
Total	99	\$22,556.00	
FISH PRODUCTS—			
Salmon, 17,600 cases	352	\$8,000.00	
Other Fish, 186,000 pounds	93	\$3,300.00	
Total	445	\$96,300.00	
MISCELLANEOUS—			
Cascara Bark, 111,650 lbs.	56	\$5,582.00	
General merchandise	3,460	\$46,000.00	
Machinery	650	\$5,000.00	
Total	4,166	\$56,582.00	

INBOUND PRODUCTS		Totals of Inbound Products—	
Forest Products			
Coal	5,858	17,574.00	
Dairy Products	1,236	375,174.00	
Animal Products	99	22,556.00	
Fish	445	96,300.00	
Cascara Bark	56	5,582.00	
General merchandise	3,460	46,000.00	
Machinery	650	5,000.00	
Total	418,046	\$3,171,052.00	
General Merchandise			
Railroad Steel and Fixtures	2,860	100,100.00	
Cement	3,550	210,000.00	
Flour	4,700	57,600.00	
Grain and Feed	5,265	362,020.00	
Hay	1,210	42,350.00	
Gasoline	1,740	31,320.00	
Crude Oil	2,420	94,500.00	
Coal Oil	4,760	32,300.00	
Blacksmith Coal	746	31,460.00	
Miscellaneous	365	6,476.00	
Total	11,280	564,000.00	
Total	56,536	\$3,296,120.00	

SUMMARY	
Total Tonnage and value of all outbound products	418,046 \$3,171,052.00
Total Tonnage and value of all inbound products	56,536 \$3,296,120.00
Total tonnage in and out	474,572 \$6,467,172.00

RETURN UNCERTAIN

BREAKWATER MAY NOT COME TO COOS BAY FOR SOME TIME
Is Expected to Alternate With Steamship Roanoke While Elder Is On Southern Charter

The time of the steamship Breakwater's return to Coos Bay is highly problematical. Word from Portland is to the effect that as soon as this vessel is ready for sea she will be sent on the run from San Francisco through to Portland, at least for a time, alternately with the steamship Roanoke. The George W. Elder on this line since she left Coos Bay, has been chartered out to the South Sea Navigation company for at least one trip, and probably more, to Mexican ports.

Heard Nothing Lately
Agent L. G. Cushing, of the North Pacific Steamship company in Marshfield, said today that he has heard no news recently regarding the Breakwater. It is believed that the plan to change her schedule has just been made within the past few days.

This being the case, Coos Bay remains with but one vessel every 10 days to San Francisco and to Portland.

This is a disappointment to Coos Bay as it had been hoped the coming of the Breakwater would mean a resumption of the same service that obtained until the steamship Santa Clara foundered.

High Charter Rates
High charter rates is believed to be the cause of taking the Elder off its regular run. The California South Sea Navigation company already has under charter, the Alliance, formerly of Coos Bay, the Acme, Mayfair, the O. M. Clark and the Coaster.

The George W. Elder which has been withdrawn from the Portland service has been running from the Columbia for 41 years. She was brought out by the San Francisco & Portland Steamship company, and operated first on the San Francisco run. Later she was sent to Alaska but returned to the San Francisco run after the gold rush was over. She was wrecked January 21, 1905, off Goble in the Columbia river and her hull bought by "Lucky" Jack Peterson for a sum said to be \$10,000. She was later floated and sold by him to the Detroit Wrecking company for a sum said to be \$100,000. She has been in the North Pacific Steamship company service out of Portland to Coos Bay and Eureka and to San Diego and way ports since.

A GOOD MOTTO—BE ON TIME

Be on time. Because of the lateness of Marshal Grouchy of the French army at the battle of Waterloo, Blucher had time to whip his army on to the help of Wellington. Napoleon ordered right. Had not the man to whom he entrusted his awful orders blundered—hesitated—been—late, the whole history of Europe would have been changed from 1815.

Be on time. "The Train was late" is the most frequent explanation after a terrible accident. What a multitude of lives have been lost, what an army of men and women have been deprived of position and honor, what untold suffering and humiliation have followed in the path of the late Mr. Late. Nothing pays better than Promptness.

Be on time. Promptness is the act of being on the job when your name is called—and answering it. Not nearly—but there.

Be on time. Time tells its minutes with even, regular strokes—never has a stroke been tolled out of time or out of time. The Job, the Appointment, the Order, the Friend, the Opportunity—won't wait for the man who doesn't respond on the dot.

Be on time. Be not deceived by the cheap clanging of gold and silver—gifts through whose possession you imagine yourself immune to Honor and Promptness of Appointments. There is no winning to the slothful. The world with all its wonderful offerings gives its choice freely to the man of his word.

Be on time. Be on time at your desk each day—at each and every Appointment throughout the day. In fact, the path to greatness starts by being on time each morning at your own breakfast table. That's the beginning, anyway.

Be on time. ROSEBURG—George Shina, who is employed in a local hotel, received a check for \$25 from Pierpont Morgan, with whom he was formerly employed before coming to Roseburg.

BAKER—James McComb, charged with the murder of Leonard Gaul, pleaded not guilty when arraigned in court.

KLAMATH FALLS—The volunteer fire department may be changed so that it is a regular city institution.

NOT DOWNHEARTED

PORT COMMISSIONERS WILL KEEP FIGHTING FOR JETTY

Point Out Fact This Will Be Long Session of Congress—Chance to Send Later Report On Bar

Optimism is rife in the hearts of the Port Commissioners despite the fact that the Chief of Engineers has just advised Representative Hawley that a jetty will not be recommended this year by them to Congress. "We keep right on fighting, anyway," declared Henry Sengstacken, secretary of the Port this morning. And so they will.

The first soundings taken by the engineers and submitted to the government engineers, shortly after the dredge Michie left for the north, showed a depth of water at the bar ranging from 28 to 35 feet.

Since that time, say the Commissioners, there have been decided changes on the bar. "It's going to be a long session of Congress this time," continued Mr. Sengstacken. "We will have some more soundings later, and we will have a chance to present another report before Congress closes."

Coos Bay has fought so long for the rebuilding of the north jetty and its extension that to keep on fighting for the appropriation is part of the local religion, said one man today.

Though the recommendation will not be made now, there is still a chance that later in the spring or in the early summer, another report get to Congress.

"And that is the time for us to have a representative there," concluded Mr. Sengstacken.

Work of the Michie
Mr. Sengstacken has received a letter from Congressman Hawley in which the latter encloses a communication from Dan C. Kingman, Chief of Engineers of the U. S. Army, to the effect that the dredge Michie gave Coos Bay a wider and deeper channel than it had ever had before. He speaks of awaiting a second report on a survey here, before asking the government to take any action regarding an appropriation.

WAS A PIONEER

Mrs. Whitney Who Died at Roseburg An Old Timer

ROSEBURG, Ore., Jan. 11.—Mrs. Amanda Whitney, pioneer of 1852, died at the home of her daughter here at the age of 89 years. She was twice married, her first husband's name being Higley. By this marriage she had four children, Herbert and Martin Higley, Mrs. Amanda Newby and Mrs. Mary Hopkins, all living in or near Portland. Of the second marriage two daughters were born. They are: Mrs. George Langenberg of Roseburg, and Mrs. Charles Clements of Seattle, Washington.

Want advertising sells the no-longer-wanted things.

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IN MEMORIAM

SYVER BACKEY DIES

WELL KNOWN NORTH BEND MAN PASSES AWAY

Was One of Organizers of Masonic Lodge in that City—Body to be Cremated

Syver Backey, a well known resident of North Bend died at 6:30 o'clock last evening at Mercy hospital. His death was not unexpected as he has been seriously ill for the past week and friends realized that he could not recover. General neuritis was the cause of his death.

Born in Norway
Mr. Backey was born in Drammen, Norway, and was 72 years old. He came to America 46 years ago and had resided in North Bend for the past twelve years. He was never married and had no relatives in this part of the country. He leaves two brothers in Norway and a niece and nephew in the state of Washington but it is said that he had not heard from any of his relatives for a long time past. Mr. Backey lived alone and had apartments in the bank building until his health failed and it was necessary for him to go to the hospital.

Active in Masons
Mr. Backey leaves a fortune of probably \$25,000 to \$30,000. He owned some real estate and also held securities. He was an active member of the Masons and was one of the seven men who organized the North Bend Masonic Lodge. He carried a life insurance policy in the Bankers' Life of Des Moines, Iowa.

Gave to Charity
It is said that Mr. Backey had given away a good deal for charitable purposes lately and that the time of his death he was worth actually about \$15,000. He had sent a good deal of money to Norway to assist some charitable institution in that country. Before making these donations he was worth probably \$25,000 to \$30,000. Mr. Backey had made a will which was left in charge of City Recorder C. E. Maybee, John Greave of the First National Bank of North Bend is named in the will as executor. The will is to be filed for probate in a few days. It is believed that the will provides that most of the fortune is to go for charitable purposes in Norway.

There are two brothers in that country and a niece and nephew somewhere in Washington but their address is not known so consequently they cannot be notified of the death.

Services Today
Mr. Backey had long since made arrangements for his funeral. The services were held this afternoon at 2 o'clock from the Norwegian Lutheran church at North Bend and were in charge of The North Bend Lodge No. 146, A. F. and A. M. The services were conducted by the Rev. R. O. Thorpe of Marshfield, all of which is in accordance with Mr. Backey's wishes.

Will Be Cremated
The body will be taken on the Kilburn to Portland there cremated. One of the members of the Masonic lodge will accompany the body and will see that the ashes are scattered as was Mr. Backey's wish.

Now, I believe that everything in the world that tends to make a man happy is moral. That's my definition for morality. Anything that bursts into bud blossoms, and bears the fruit of joy, is moral. I insist that happiness is the end—virtue the means—and every thing that wipes a tear from the face of man is good. Everything that gives laughter to the world—laughter springing from good nature, that is the most wonderful music that has ever enriched the ears of man. And let me say that nothing can be more humorous than to waste your own life and sour that of others.

—Robert Ingersoll.

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—who for the last year have not been saving, should commence THIS WEEK to save some money each pay day.

—START THE NEW YEAR RIGHT.

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Marshfield, Oregon

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From pile on ground, \$2.75 per yard.
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Abstracts

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Phones: Office 143-J; Res., 148-L.

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H. G. Butler
CIVIL ENGINEER
Room 304 Coke Bldg. Phone 145-J.
Residence Phone 363-L.

W. G. Chandler
ARCHITECT
Rooms 301 and 302, Coke Building,
Marshfield, Oregon.

TIME TABLE

WILLAMETTE PACIFIC MOTOR CAR

Leave Marshfield	Leave North Bend
8:45 a.m.	7:00 a.m.
7:45 a.m.	8:00 a.m.
8:45 a.m.	9:00 a.m.
9:45 a.m.	10:15 a.m.
10:45 a.m.	11:00 a.m.
11:30 a.m.	11:45 a.m.
12:50 p.m.	1:15 p.m.
1:45 p.m.	2:00 p.m.
2:45 p.m.	3:00 p.m.
3:45 p.m.	4:00 p.m.
5:00 p.m.	5:15 p.m.
5:40 p.m.	5:55 p.m.
6:55 p.m.	North city limits only.
7:30 p.m.	7:45 p.m.

WESTERN LOAN AND BUILDING CO.

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Pays 8 per cent on savings

I. S. KAUFMAN & CO.
Local Treasurer

SOUTH COOS RIVER BOAT SERVICE

LAUNCH EXPRESS
leaves Marshfield every day
8 a. m. Leaves head of river at 8:15 p. m.
STEAMER RAINBOW
leaves head of river daily at 7 a. m. Leaves Marshfield at 2 p. m. For charter apply on board.
ROGERS & SMITH
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See CORTELL
Phone 3171

MERCHANTS CAFE

Popular Place for Good Meals
Prices Reasonable
Cor. Commercial and B'd'wy.

T. J. SCAIFE & A. H. BODGENS
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SAVE MONEY

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Nut coal, per ton \$4.00
Lump coal, per ton \$5.50
Or half ton of both \$4.75

D. MUSSON, Prop.
Phone 18-J or leave orders at Hillier's Cigar Store.

WOOD—GOOD WOOD

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will be kept OPEN TO THE PUBLIC
A regular state licensed undertaker will be in charge
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