

Central Avenue Hub

Correct Dress for Men and Boys

Announcement

WE DESIRE TO ANNOUNCE that Mr. J. T. Sullivan, who has had charge of the Bandon "Hub" for the past five years, has arrived in Marshfield and today assumed the management of the Central Avenue "Hub."

For this reason he has been selected for the management of the Central Avenue "Hub."

We are now planning to have a formal opening of the Central Avenue "Hub" early in February. While the store is now open and prepared to serve you, some of the exclusive lines of late winter and early spring goods—goods that will be a feature of this store—will not arrive until the latter part of January, and we want the store complete in every detail when we ask you to make formal inspection of it.

We take pride in the fact that the Central Avenue Hub is one of the finest stores of its kind in Oregon—a matter that every person who visits the store will agree in. In fitting out the store as we have, we have followed practical business lines. The fixtures, being strictly up to date, are very attractive, but the real features of them are that they are money-savers.

They are money-savers because they permit a better display of the goods, protect the stock better and enable employees to work more rapidly. For instance, the clerks in the Central Avenue "Hub" can wait on you in but a fraction of the time that it takes in an ordinary store. This saves time, eliminates annoyance on the part of the clerk who is able to promptly satisfy your needs and reduces expense, by fact the clerks can wait on more customers. Mind you, this is accomplished by giving proper attention and without slighting the customer—this is possible because of the conveniences of the fixtures and arrangement of the store.

This was a PLAIN BUSINESS MOVE on our part. It is our business to serve you, and by giving you goods and service you require, we gain more business. By reducing expense in serving you, we are able to serve you at less expense to yourself.

We outline these facts here because we want to impress upon you and every other person in Coos County that the Central Avenue "Hub" wishes to serve you better, financially and in every other way, than any other store in Coos County can. While the Central Avenue "Hub" will have many exclusive lines of men's and boys' furnishings, enabling it to keep strictly up-to-the-minute in styles, you will find that the prices are right because of our system. High quality goods, excellent service, reasonable prices, are features that should and will get your business and these are what the Central Avenue "Hub" has to offer you.

We wish to make plain to everyone our idea in opening the new Central Avenue "Hub" for men and boys is to make a connecting store with our Hub Dry Goods Store which will enable us to serve, under one roof, every man, woman and child in Coos County with anything ready-to-wear in a most satisfactory way. We will at all times carry a complete stock, including the latest styles, for men, women and children, at prices with which no other store can compete, because of our superior buying facilities.

Come in and get acquainted with the new Central Avenue "Hub." You will enjoy the new store and it will pay you.

Central Avenue Hub

Hub Clothing & Shoe Co.

SUE FOR \$25,000 HAD A GOOD YEAR

WILLIAM BUCK ALLEGES DEATH OF WIFE DUE TO ACCIDENT

Suit Is Against C. A. Smith Company Claim Is That Lumber Car Struck Her Causing Injury

Depositions are being taken today before August Friesen in the case of William M. Buck versus the C. A. Smith Lumber and Manufacturing company. The plaintiff is suing for \$25,000, claiming that the death of his wife about two years ago was due to an injury received when a lumber car of the company ran into her on Curtis avenue. The case is called for hearing in the federal court at Portland on January 19, though it may be postponed.

At the time of the accident the Smith company received the wood at its local yards, near the food of Curtis Avenue, via a track and cars from the mill, and not over the present barge route.

It is claimed by the plaintiff that at the time of the accident one of these cars had been turned loose and came down the incline on Curtis avenue, toward Second street. Mrs. Buck, it is alleged, was walking with her back to the oncoming car and was suddenly taken unawares. It is claimed that she was ill for a year thereafter and that a blood vessel in her head was broken and this eventually was the cause of her death. Efforts to effect a compromise have been unsuccessful and the case is now going into the courts. C. I. Reigard is appearing as attorney for the plaintiff.

NORTH BEND MADE MANY PUBLIC IMPROVEMENTS

Record of City Recorder Shows Large Amounts Paid Out During the Year

At the meeting of the North Bend city council last night Recorder C. E. Maybee made his annual report. This showed that a total of \$147,625.24 had been paid into the city treasury during the year 1915 from the following sources:

Taxes	\$ 15,356.44
Wharf and Wharfing	1,015.67
Fines	239.00
Miscellaneous sources	167.02
Liquor Licenses	3,600.00
Dog Licenses	36.00
Pound Fees	22.70
Peddler's Licenses	6.00
Merry-go-rounds	7.00
Sale of Improvement Bonds	43,990.91
Sale of General Bonds	36,600.43
Special Assessments	35,512.73
Payments on Bonded Improvements	10,071.34
Total	\$146,625.24

Improvements Made

Of the money received \$51,973.77 went into the general fund, \$5,076.49 into a special fund and \$10,021.34 into the improvement bond account. The rest of the money was apportioned to the following public improvements which were made during the year:

Sherman Avenue Sewer	3,904.72
Oregon Improvement Fund	1,169.30
Sherman Avenue Grading Fund	155.15
Sherman Avenue Improvement (Old)	340.37
Planking	1,860.55
Montana Avenue Grading No. 2	2,621.92
Liberty street Improvement	3,367.53
Connecticut Avenue Improvement No. 2	295.00
Florida Avenue Improvement No. 2	105.00
Montana Avenue Improvement (Old)	164.67
Virginia Avenue Grading (Old)	388.88
Sherman Avenue Paving	27,714.22
Montana Avenue Grading	24.36
Union Avenue Grading	.98
Sherman & Washington Avenue Paving	19,985.27
Maryland Grading	156.21
Virginia and McPherson Avenue Grading	3,008.94
Virginia and McPherson Avenue Paving	9,100.94
Connecticut Avenue Sewer System	4,781.96
Virginia Avenue Storm Sewer	249.47
Virginia Avenue Sanitary Sewer	158.70
Improvement Bond Account	10,021.34
General Fund	51,973.77
Special Fund	5,076.49
Total	\$146,625.24

The Expenditures

The total expenditure of the city for 1915 amounted to \$126,859.19 charged as follows:

Recorder's office	1,399.38
City Attorney's Office	789.33
Police Department	2,231.25
Engineering Department	2,762.36
Fire Department	689.74
City Hall	33.65
Health Department	46.25
Wharf and Wharfing	1,508.38
Light Department	3,768.83
Water Department	1,995.57
Sewer Department	20,522.03
Street Department	87,996.95
Miscellaneous	2,841.42
Elections	103.50
Treasurer's Office	88.50
Cleaning Streets	39.75
Printing and Stationery	42.00
Total	\$126,859.19

The report of the city treasurer showing the amounts taken in and paid out of the treasury was also made.

Other Business

There was little else done at the council meeting. Some bills were allowed and the matter of an alley west of Marion street in Bangor was brought up. It seems that the alley in places has been fenced and that some persons had wood piled in the place. It was decided by the council that the alley should be cleaned and used only as a thoroughfare.

FOUND NOT GUILTY

Men Charged With Wasting Venison Are Acquitted

RIDDLE, Ore., Jan. 12.—Arthur Marsh and three companions, who were tried here on a charge of wasting venison, were acquitted by a jury. The jury was out less than ten minutes. About 250 people attended the trial, representing nearly every section of this valley.

HEATING STOVES at reduced prices. Pioneer Hardware Co.

DR. H. E. KELTY, Dentist, 204 Coos Bldg. Phone 112-J.

DOWN'S LOSES CASE

JURY RETURNS VERDICT FOR C. A. SMITH COMPANY

Former Employee Sued for Overtime Running Through Period of Several Years Time

A verdict for the defendants, the C. A. Smith company was entered by the jury late yesterday afternoon in the overtime case of A. Z. Downs against the lumber concern. The plaintiff was suing for close to \$2,000 alleged overtime.

The plaintiff declared that he had an agreement with the company whereby he was to turn in the amount of his overtime and that he would receive payment for this.

Mr. Downs then quit the employ of the company and immediately began suit for the collection of the money. The time books of the C. A. Smith company were introduced in evidence.

It is said that the case was lost to the plaintiff when George Murch, assistant superintendent at the mill, got on the stand and told of a conversation which he had had with Mr. Downs in regard to the overtime. He said that Downs protested that another man was getting the same amount of wages and also overtime, while he worked often at night and on Sundays and received no overtime pay.

C. I. Reigard and R. O. Graves appeared for the plaintiff and John D. Goss and John C. Kendall for the defendants. The case went to the jury about three o'clock and they were out almost an hour before returning with their verdict.

BARBER SHOP SOLD.

J. R. Hart Buys Out William Collins at Bunker Hill

William Collins, who has conducted the barber shop at Bunker Hill for nearly three years, has sold the establishment to Mr. J. R. Hart, who comes here from near Portland and who will conduct the place. Mr. Collins and his wife will leave on the steamer F. A. Kilburn for Portland and from there will go to Denver where they formerly resided and where they will make their home.

TAKEN TO PORTLAND

Body of Syver Backey Will Be Cremated and Ashes Scattered

The body of the late Syver Backey who died at North Bend was taken to Portland today on the steamer F. A. Kilburn. The body was accompanied by S. Rogstad, a member of the Masonic lodge who will look after the cremation of the remains, following the expressed wish of Mr. Backey. The ashes are to be scattered.

The will of Mr. Backey has not yet been opened but will be taken up for probate in a few days.

after she has been practically abandoned by her owners as a wreck. The vessel was towed into San Pedro in a water-logged condition, after having started from Roche Harbor for Boston with a load of lumber.

Swayne & Hoyt plan to change the Archer to a four-masted schooner and install semi-Diesel engines.

Dance Eagles' Hall, Sat. eve., Jan. 15th.—Martin's Orchestra.

SHIPPING NEWS

KILBURN ARRIVES MAY CHARTER BOAT

CAPT. McLELLAN IS BETTER AND AGAIN ON BRIDGE

Says Elder Has Been Chartered For Two Months and Breakwater Will Take Her Place

With Captain McLellan again back on the bridge, the steamship F. A. Kilburn arrived in this morning from San Francisco and Eureka. The vessel was barbound outside of Humboldt bar from 9 a. m. until about 4 p. m. yesterday when she crossed in, leaving a short time after that for Coos Bay. She sailed this afternoon for Portland.

Capt. McLellan was ill when the vessel came south on her last trip and did not make the voyage to San Francisco. He went down on the Elder and joined his boat in the south. The steamship George W. Elder, he said has been chartered for two months to the South Seas Navigation company. He knew nothing of the reported sale of the Elder to this same company.

The arrivals were: W. T. Jane, L. G. Briges, Mrs. A. B. Fritz, Mrs. I. S. Smith, L. Mayer, Daniel J. Perette, Frank Lytts, Geo. J. Senk, Sam Allen, J. O'Connell, D. E. McLellan, W. G. Eggleston, J. McLowes, Nagalos.

The outgoing passengers were: Marguerite O'Donnell, Mary Kosta, Miss Alice Waters, Miss Schultz, Mrs. F. A. Malchorn, Jack Le Roy, Warren Murdy, Earl Hammond, Earl Stolzenbeck and wife, Robert Heworth, Mrs. Heworth, A. G. Miller, Mrs. Miller, John Matys, L. Chapelle, F. Brady, Mrs. Brady, A. E. Stovall, Mrs. Stovall, Katie Sargent, Eva West, Miss Evans, Robert Marks, Kenneth Marks, Mrs. Marks, Hattie Simpson, R. G. Morgan, Rex Stratton, Miss Whitfield, Mrs. B. O. Ragsdale, Miss Noel, MacDonald, Roy Dunn, W. S. Hall, E. L. Glasgow, Mrs. H. Bundy, V. P. Mastonbrook, L. D. Evas, G. W. Snyder, W. G. Bessey, Miss Lonesdale, Mrs. Smith, N. Hogstrom, Hilda Lake, S. Rogstad, B. S. Hantzer, Mrs. Hantzer, Sarah Cox, J. M. Smith, Mrs. A. Poole, Mrs. Evans, Mrs. W. G. Craig and child, Mrs. J. H. Stadden and child.

Dance Eagles' Hall, Sat. eve., Jan. 15th.—Martin's Orchestra.

Dr. Leslie, Osteopath, Marshfield

TILLAMOOK MAY BE PUT ON PORTLAND-COOS BAY RUN

Would Relieve Freight Congestion —Tom James May Take Craft on Private Venture

News that the steamship Breakwater is not returning at this time to the Coos Bay, Portland and San Francisco run has created considerable interest. Tom James, local agent for the Swayne & Hoyt Steamship Company, is now trying to get the big gasoline schooner Tillamook for a 90-day charter. She would be put on the freight run between Coos Bay and Portland on a private venture. He expects to have definite word within a couple of days. Though the announcement was made that the George W. Elder, whose place the Breakwater is taking has been chartered so far for but one trip to the South Seas Navigation Company, the belief is prevalent here that the charter rates will prove so alluring that the vessel will remain in the south for several months at least.

Too Much for One Boat

For several years there has been more than one boat to handle the Coos Bay freight out of Portland. A large freight trade has been built up, too large for one boat to handle, as is evidenced by the fact that the Kilburn has been coming in here since early in November loaded "to the guards" and oftentimes with the parcel post in her staterooms. There has been freight left behind on these trips and the boat comes but once in ten days, or at longer intervals than this if the weather and the bars are rough. It is for these reasons that an effort is now being made to secure a second boat.

Can Get No Vessel

Swayne & Hoyt, it is understood, would long ago have had a combined freight and passenger boat on the Portland, Coos Bay and San Francisco run, had the company been able to get hold of such a craft.

The Tillamook is a staunch vessel

built on Coos Bay in 1911. She has a gross tonnage of 281 tons, is 119 feet in length, with a breadth of 28 feet four inches, and a depth of 11 feet. Her engines develop 250 horsepower and she carries a crew of six men. The craft is well-known here because of the fact that she has made many trips in here since she was built, and especially in the last year. At the present time the Tillamook is tied up for the winter in Portland.

Wants 90-Day Charter.

Tom James has sent for word regarding her. He hopes to get the ship on at least a 90-day charter, with an option on renewing the charter after that. The vessel is one of the Elmore fleet and is now owned in Astoria.

OMEGA NOT A BARGE

SIMPSON SCHOONER RESURRECTED

Is Sold for \$18,500—Ships in Greater Demand Than Ever—Swayne and Hoyt Purchase

Every sort of vessel capable of carrying a cargo is in big demand on the Pacific coast. Considerable interest attaches to the word regarding the sale of the schooner Omega, which was built for the Simpson Lumber company on Coos Bay in 1894, to the Comyn, Mackall Co., of San Francisco for \$18,500. The vessel is purchased from the Inter-Island Steam Navigation company, of Honolulu.

This vessel is said to be the schooner that figured in the early Captain Peasley stories by Peter B. Kyne and which ran for a time in the Saturday Evening Post.

About a year ago the Omega was purchased by the Honolulu concern to be made into a barge. The abnormal demand for tonnage, however, resurrected the old vessel and brought about her sale.

Another Purchase

Another purchase reported is that of the barkentine Archer, which has been bought by Swayne & Hoyt from C. Henry Smith. The vessel was acquired by Mr. Smith about a month ago from the underwriters.