

Lando Sale

Continues a Few Days More

OWING to the severe weather—people have not been able to attend and clean up every thing. Balance of this stock must be closed out quickly. Come at once. Select and buy anything at your own price.

Hub Clothing and Shoe Co.
Purchasers

BURNS IS HONORED

CLANSMEN OF COOS BAY CELEBRATE MEMORY OF NOTED SCOT. Hall Is Filled and Pleasant Program Enjoyed on Saturday Evening—Caledonia Club The Hosts

Scots of the Highlands and the Lowlands, Scots by birth and by ancestry, on Saturday evening in the Odd Fellows Hall paid fitting tribute to the memory of Bobbie Burns. That the third annual celebration of the Caledonia Club was a huge success is at once manifested by a glance at the list of those who were present. Following the program of the evening, the hall was cleared and dancing was the order until the midnight chimes gave warning of Sunday.

The Clans Were There
"Hoot Mon" and the like were the watch words of the night. The Campbells, the MacDonalds, the Mac Gregors—oh, in fact all the clans were represented. But in passing it should not be forgotten that Robert Eallantyne was also there—and with both feet, figuratively speaking. His list of Scottish songs were better than ever and he was one of the decided hits of the evening, appearing in the kilts and the full regalia of the Highlanders. His "Fore the Noo" and "The Trousers that Ma' Faither Used to Wear" were especially good.

Tells of Bobbie Burns
Dan. McDonald was chairman and after a few words of welcome introduced Dr. H. M. Shaw who spoke on the life and works of Bobbie Burns and what his poems and songs have meant to the life of the Scotch people.

Mrs. E. L. Robinson sang several good Scottish songs and was well encored as was Andrew Landies who sang a solo, "McGregor's Gathering."

"The Blue Bells of Scotland" was a clarinet solo by Robert A. Ross and Miss Dorris Galbraith sang as a delightful solo, "Bonnie Banks of Loch Lomond."

Ballantyne A Hit
But like the proverbial Jack-in-the-Box Robert Ballantyne kept re-appearing and always he was heartily encored. His "Kilmy Lada" and "Its Nice When You Have a Wee Lassie" were very good.

Mrs. Walter Holmes sang as solos, several Scotch songs and Mr. and Mrs. Anthony played violin and piano selections of the Scottish melodies.

Every one had a good time and everyone told his neighbor that he or she felt mighty glad to have been present.

Many Were Present
Among those present were: Daniel McDonald, H. M. Shaw, Mrs. E. L. Robinson, Mr. and Mrs. Allan Todd, Mrs. James Falconer, Miss Myrtle Hewitt, Mrs. Ellen Snedden, J. B. Snedden, Miss Mabel Snedden, Mr. and Mrs. E. L. McClure, Mr. and Mrs. Garfield Simpson, Mr. and Mrs. William Curtis, Carl Hayes, John Ferguson, Anna Truman, Viola Wilson, Pearl Lapp, Mrs. Charles Lapp, Mrs. Robert Snedden, Miss Jeanette Wilson, Mrs. Thomas P. Wilson, Walter McLeod, Miss Lola Ritchey, George Van Loo, Louise Van Loo, Nettie Snedden, Mrs. Alice Snedden, Mr. and Mrs. William Abel, Reuben Lyon, Sam Smith, James McCutcheon, Sam Glenn, James Brown, Virgil Matson, F. B. Cameron, Eddie Anderson, James Wilson, John Wilson, Walter Snedden, Eugene Terry, Mrs. C. H. Coddin, Elizabeth Coddin, Mrs. James Wasson, Izzetta Wasson, Stewart C. McDonald, Roy O. Brainard, Mrs. Humphrey, Mrs. H. H. Luse, Mrs. Lash, Mrs. Fred Nelson, Blanche Tellefon, Anna Lund, Guy C. Lattin, Roy Carpenter, George W. MacDonald, John E. Ross, Frank Ladd, Mrs. Selma Thomas, Elsie Thomas, Mrs. Robinson, Mrs. Walter Holmes, E. A. Anderson, Mr. and Mrs. D. J. Rees, Helen Rees, Edna Rees, Mr. and Mrs. Walter Hill, Mr. and Mrs. George Murphy, John MacNaughton, Lincoln MacNaughton, Dell W. Rhodes, Mrs. Dell Rhodes, Mrs. Eva Rudberg, Mrs. J. R. Wilson, L. Fourrier, Walter Holmes, Susan Brown, Johann Brown, W. B. McLain, Mrs. H. Hansen, Mrs. O. Hansen, Miss Jessie Dean, Mrs. E. L. Pierce, Mrs. J. C. Doane, Mrs. L. J. Petrimoux, Mrs. Leonia Lapp, Mr. and Mrs. O. W. Briggs, Mrs. L. Pederson, Chester McLaggan, Donald McLaggan, Duncan McIntyre, Stewart McIntyre, Mr. and Mrs. W. Jay Brown, Mrs. Roy O. Brainard, Mrs. N. G. Hames, Mrs. Fay Ward, Mrs. Stewart MacDonald, Mrs. R. L. Simpson, Mrs. Kate Freulund, R. H. Norton, Emma Scott, Frances Luse, Teddy Brower, Marguerite Bailey, James Bennett, M. H. Tatten, John Smith, A. Dubay, William Wilson, Mrs. Hugh Snedden, Hugh B. Snedden, E. C. Walrath, Frank Todd and Archie Ladd.

M'INNIVILLE—The eastern party of southern Pacific agents who are touring the west were entertained by the Civic club and the Commercial club.

EUGENE—Lamar Tooze, University of Oregon student who went with the Ford peace party, will arrive in New York in a few days and will be asked to deliver lectures at several places in Oregon.

SHIPPING NEWS

BACK NEXT FRIDAY TO GET SALVAGE

NANN SMITH EXPECTED HOME FROM SIX-MONTHS' TRIP

Well-known Smith Carrier Leaves San Francisco Wednesday for Coos Bay—To be on Weekly Run

Wednesday afternoon at 3 o'clock the steamship Nann Smith leaves San Francisco with freight and passengers, returning to Coos Bay after an absence of more than six months. Her coming means that she is not to be rechartered and that, weather permitting, she will maintain a weekly schedule to and from the south. Such is the welcome word given out this morning by C. F. McGeorge, agent for the Intercean Transportation Company.

Since the latter part of July the Nann Smith, Captain Will Magee, has been absent from the bay. She has been under charter to carry supplies to South America, returning from there with ore to Puget Sound on two trips.

The rise in the lumber market demands that the Nann return here to aid the Adeline Smith in carrying lumber to the Oakland yards of the C. A. Smith Company.

Gives More Service.
The establishment of a weekly passenger and freight service to and from San Francisco, in addition to the 10-day schedule of the North Pacific Steamship Company, will add much to the convenience of Coos Bay passengers.

It is expected that the Nann will arrive here on Friday, leaving for the South again on Saturday and, as closely as possible, this schedule will be maintained. The vessel leaves San Francisco on Tuesdays.

DOING GOOD WORK

Satisfactory Report On Dredge Machine at Grays Harbor

Effective work was accomplished by the government dredge Colonel P. S. Michie during the short period she has been employed deepening the channel at the entrance to Grays Harbor. Thorough soundings taken by Captain Seeley, her master, the other day showed that the water in the channel on the bar is 25 feet deep at mean low water. He made soundings again yesterday, when there was a six-foot tide, and the shallowest spot found was covered with 29 feet, running from that to 34 feet.

Colonel Charles Potter, United States division engineer of the North Pacific, returned from Grays Harbor where he inspected the dredging done by the Michie and the north jetty. He said that both projects are being closed down for the season. He was pleased with the work accomplished by the dredge. The money for defraying the expense of her operation was furnished by the business interests of Grays Harbor.

WATERFRONT NEWS

Bringing about 450 tons of freight the steam schooner Yellowstone arrived late yesterday from San Francisco. She will load box shooks at the Swayne and Hoyt mill for the return trip.

The A. M. Simpson has been delayed in getting away from San Francisco and is not due here before Saturday.

Tomorrow morning the Adeline is expected to arrive in from Oakland.

VESSEL MOVEMENTS

Arrived
Yellowstone, San Francisco, 6 p. m. Sunday.
Sailed
F. A. Kilburn, San Francisco, Sunday a. m.
Due Here
Adeline, Oakland, tomorrow a. m.
Hardy, San Francisco, Wednesday.

BLANCO TO OPEN

MOON LEASES THE WELL KNOWN HOTEL

Will Renodel It and Have Place in First Class Modern Order

N. Moon, of the firm of Moon and Barclay contractors, has taken a lease on the Blanco hotel and will open it for business. Mr. Moon will do some remodeling and put in some new furniture and make the hotel first class and up to date in every way. It will be probably a month or six weeks before the hotel is ready for business.

It is stated that Mr. Moon has taken a lease on the hotel for three years with the privilege of five years if he wants to renew.

SCHOONER REPEAT AND CARGO WORTH ABOUT \$45,000

Capt. McLellan, of Kilburn, Passes Schooner—Says Deck Load and Lashings Still Remained

Salvage of goodly proportions is due the North Pacific Steamship Co. for the saving of the three-masted schooner Repeat that Thursday night was towed into Astoria by the steamship Roanoke, Captain Dixon. Inasmuch as the vessel was picked up at sea, abandoned and in a sinking condition, it is believed the company will get good money from her owners. Captain McLellan, who passed the craft on his way down the Columbia, stated she was in fairly good shape and that the deck load and all its lashings were still intact.

Was in Great Danger.
The crew of the schooner was taken off by the steam schooner Avalon. The vessel had weathered a 94 mile an hour gale, but was then taking water and it was feared she would founder.

It was a short time after this that the Roanoke, outward bound from Portland, sighted the derelict off Cape Lookout. The sea had by this time gone down considerably and it was possible for the crew to get a line aboard. The Repeat was towed into Astoria, anchor dropped, and the Roanoke again proceeded on her way.

Captain McLellan, of the steamer F. A. Kilburn, said he believed the vessel and her cargo were worth about \$45,000. Ordinarily salvage runs about 50 per cent, but in this case is liable to be more, because the vessel was abandoned.

ECLIPSE THURSDAY

VISIBLE IN NORTHWEST AT SUNRISE NEXT THURSDAY

Oregon Out of Path and Can Be Seen Only Partially in This State

SHOULD BE SEEN HERE JUST AFTER SUNRISE
A partial eclipse should be visible at Coos Bay immediately after sunrise, provided it is not too cloudy.

(Special to The Times.)

EUGENE, Ore., Jan. 31.—For the first time in many years, a solar eclipse visible in the northwest will occur on February 3, 1916. The following information regarding it has been prepared by Edward H. McAllister, professor of mechanics and astronomy in the University of Oregon.

The eclipse will be total within a narrow belt, varying from 30 to 50 miles in width, lying mainly in the Pacific and Atlantic Oceans. This belt called the "path of total eclipse," begins in the Pacific Ocean some 45 degrees of longitude west of the Isthmus of Panama, traverses the Pacific to the west coast of Colombia, crosses Colombia and the northern part of Venezuela, thence pursues a general north-easterly course, extending nearly, but not quite, to the British Isles.

Out of the Path
Oregon is situated far from the path of total eclipse, but for all points in Oregon the sun will rise partially eclipsed. Imagine a line beginning on the north boundary of the state at the point where the Columbia River first touches it (longitude 119 degrees west of Greenwich), and extending thence to the southern boundary of the state at the point where the common boundary between California and Nevada touches the Oregon boundary (longitude 120 degrees); then for all points on that line the "middle of eclipse" or moment of greatest obscuration, will occur precisely at sunrise; for all points in the state east of that line, the middle of eclipse will occur shortly after sunrise, and more than half of the eclipse will be visible; for all points in the state west of that line the middle of the eclipse will have passed before sunrise, and less than half the eclipse will be visible.

Varies in State
The greatest degree of obscuration visible in different parts of the state varies in a complicated manner but in a general way it may be said that in the extreme northwestern part of the state only about one-tenth of the sun's diameter will appear obscured, while in the extreme southeastern part nearly one-fourth of the diameter will be obscured; at other points within the state the amount of obscuration will fall within these limits.

In the Shoe Department

"I want Buster Brown shoes. They are the best shoes for children I ever bought."

We hear this so often from pleased parents that it is a pleasure to sell them.

This explains why our sales of Buster Brown shoes for boys and girls is constantly increasing.

They are sturdy, comfortable and stylish and always give satisfaction.

Keep your shoe expenses down with Buster Brown shoes. They are for sale at

The Golden Rule
FIRST NATIONAL BANK BLDG MARSHFIELD
ALWAYS BUSY.

STORY IS DENIED DISCOUNT IS LESS

ENGINEER HOEY MAKES STATEMENT ABOUT COAST ROAD

Says He Does Not Know Anything About Reported Extension Down to Eureka

Engineer H. P. Hoey makes a flat denial of the report that he said the railroad was going on down the coast. He states absolutely that that he knows nothing of any such move being made in the near future. The following was published in the Eugene Register regarding the matter:

"H. P. Hoey, assistant engineer of the Southern Pacific Company, in charge of the construction of the Willamette Pacific Railway, and who is now at his home in Oakland, California, for a visit with his family, last night sent the following message to Eugene to be wired to a Portland morning paper, refuting a story regarding the extension of the Willamette Pacific from Marshfield to Eureka, California, the story appearing in yesterday morning's issue of that paper and in a local evening paper the day before:

"Will you please publish a headline denial of the story from Eugene appearing on the first page of this morning's issue quoting me as having said that the Southern Pacific Company contemplates an early extension of its line from Marshfield to Eureka? Your story reads as though this project were a thing of the near future, whereas, as a matter of fact, no plans of a definite character have as yet been decided upon relative to a possible future extension of the Willamette Pacific Railway. You may quote William Hoot, chief engineer of the Southern Pacific Company, as saying that he has no knowledge of this construction being intended in the near future. Please give this denial proper recognition in justice to myself and to the residents along the route in question, as it was far from my intention to convey any impression that they were to soon have a railroad."

Phases of Eclipse

The times of the different phases of the eclipse as compiled for Eugene as follows and for other points in the state the difference will be less than five minutes:

Beginning of eclipse (invisible)	6h.38m.
Middle of eclipse (invisible)	7h.18m.
Sun rises in partial eclipse	7h.30m.
End of eclipse	7h.58m.

Dr. Leslie, Osteopath, Marshfield

Times want ads bring results.

Puget Sound Bridge & Dredging Co.

Dams, Bridges, Buildings. General Construction COMPLETE PLANTS FOR HARBOR WORK Our Coos Bay office has available for Oregon Coast work the

Dredge "Seattle"

the most powerful, best equipped and most thoroughly modern twenty-inch hydraulic dredge in Pacific waters

Coos Bay office, Marshfield, Oregon. Main office, Seattle, Washington.

TESTER IN ERROR MOVES RAPIDLY

OFFICERS CLAIM ALCOHOL GAUGE FAILS

Dealers Relied Upon Tester In Johnson's Cider Factory—Alcohol Found in Cider from Powers

Reliance of Coos cider dealers on the alcohol tester of Albert Johnson has been poor judgment, in the belief of District Attorney Liljeqvist and Justice Stanley. A fine of \$100 and costs was affixed in the case of Charles Machon, of Coquille, who was charged with selling cider containing more than the legal amount of alcohol. This was later reduced to \$25 by the judge.

Two samples of cider brought from Powers by Charles Zimmerman have been tested by J. Lee Brown and that taken from the Colver News stand contained four percent of alcohol and the other sample, taken from another dealer, was within the legal limit of one half of one percent.

Complication Arises
Now the question faced is a puzzling one. Inasmuch as Johnson, of the Coquille Cider works, has an alcohol tester and the dealers relied on his test, it is not known whether or not the men charged with selling "charged" cider can be prosecuted to the full extent of the law. The Machon case was bitterly fought at Coquille. One witness declared that he had secured a "beautiful jag" on the hard cider and that it was his first and his last.

May Be Dismissed
Inasmuch as Sheriff Johnson asked Hark Dunham for a sample of his cider, which contained too much alcohol, and did not buy it, the chances are that the charges against Dunham will have to be dismissed. The other three Coquille cases cannot be heard until Deputy Sheriff Laird returns from Salem. He collected most of the evidence.

Warning has again been given to local dealers that they must sell cider that is strictly within the lawful one half of one percent.

MOSES ARMSTRONG SOUGHT BY HIS MOTHER

LETTER COMES HERE ASKING FOR INFORMATION ABOUT HIM

Writer Says He Was Here Last Year Probably Working in a Sawmill

Moses Armstrong who is said to have been in Marshfield is being sought by his mother, Mrs. Bottie Armstrong who lives at Graceton, Texas. She has written here asking if any information about her son can be obtained. She states that he was here in February, 1915, and was probably working in a lumber mill.

The writer requests that if anyone knows of Moses Armstrong that they inform her by writing to Graceton, Texas, Rural Route No. 1.

NEW SUITS FILED

The following are new suits filed in the circuit court:
J. M. Thomas vs. Florence C. Chapman, T. H. Chapman, Henry Hoeck, Helma D. J. Hoeck and Bennett Trust Co. Suit to foreclose mortgage.

Falkenstein Meyer & Co. vs. E. A. Bockett, F. R. Shores and Glenn Shores.

C. W. Ashton vs. J. L. Kronenburg, W. H. Webb, Tom Nelson and Bandon Construction Co.

Cuthbert Peart vs. John Peart, WH Peart, Arthur Peart and W. L. Kistner, doing business as Peart Bros. & Co.

PENDELTON—A dust storm struck the west end of Umatilla county and caused the snow at Pendleton to be colored a dirty brown.

TRESTLE ON WILLAMETTE PACIFIC NEARING COMPLETION

Rails Will Soon Be Laid to the Umpqua River From the North

Progress of the railroad work is reported in the Siuslaw Pilot of Florence. The paper says: The trestle work on the Willamette Pacific will soon be complete and in a few weeks the rails will be laid to the Umpqua. Five long trestles have been completed on Five mile lake south of the Siuslaw, the largest being 2,300 feet in length. A short gap remains in the sixth and last trestle on this lake, and when the pile drivers finish their work the decking will commence immediately, a good portion of the braces are already in place and the rails are up to the edge of the trestle. The longest piling used so far was 144 feet in length.

Use Narrow Gauge
On the other side of Five Mile lake a narrow gauge track has been in use several months. This is so constructed, that by moving one of the rails over, a standard gauge railroad is constructed, and can be changed in a day or so. This track is complete to Camp 4, between which and the big bridge on the Umpqua are three small gaps in the trestles that will take but a few days to finish.

If the weather permits the gaps will all be closed, trestle work finished, and rails laid to the big bridge on the Umpqua in three or four weeks.

Roadbed Done
The road bed is finished from Coos Bay to the Umpqua and waiting for the rails, which now lack about three miles of reaching the Umpqua and are expected to be there in a few days.

Everything indicates that early in March a train service will be given from Eugene to Coos Bay.

SALMON CATCHER BEATS ALL PREVIOUS RECORDS

Past Season Has Been Good One and Product Valued at Six Million Dollars

SALEM, Ore., Jan. 31.—In the report presented to the fish and game commission by Master Fish Warden H. L. Kelly, it is brought out that more salmon were taken from Oregon waters in 1915 than ever before, the value of the catch probably exceeding \$6,000,000.

Mr. Kelly also calls attention to the development of deep sea fisheries adjacent to the Oregon coast, and the desirability in this connection of making surveys for the better utilization of this industry by Oregon fishermen.

It is stated in the report that the present bounty of \$1 on seals, sea lions and pups is of little value in accomplishing their destruction and in view of the fact that it is estimated they destroy probably 25 per cent of the total run of fish, it is recommended that investigation be made with the view of having the bounty raised or some special appropriation furnished to help exterminate the pests.

The patrol service for the year ending November 30, 1914, cost \$6,146.59. There was collected from fines and from the sale of confiscated salmon and gear, \$1,261.69. The same work during 1913 cost \$6,511.72 and \$1,072.46 was collected for fines and the sale of fish.

SALEM—Georgia E. Williams has started suit for \$11,000 against F. Mickenham for failure to marry her according to his promises.

GRANTS PASS—The Rogue River Valley people enjoyed sleighing for the first time in 26 years on account of the heavy snow.