

"THE STYLE SHOP"
with a Spring-time Freshness



The HUB today holds interest for every woman concerned with thoughts of the coming season. Every section filled with overflowing with the new and beautiful.

We feature a special display of NEW TAILORED SUITS. Exact copies of original Paris models with choicest linings and all those little parts which are expected in a HUB Suit, carefully worked out.

New Coats, Waists, Dresses, Skirts
Many women are visiting the store each day. Come tomorrow

Hub Dry Goods Company
"SMART WEAR FOR WOMEN"
Corner Broadway and Central Avenue. Phone 361.

COOS BAY LUMBER NOTES
#

ACTIVITIES STARTED SEES BOOM AHEAD

BROOKINGS WILL BE A BUSY PLACE THIS SUMMER

New C. & O. Lumber Company is Getting Ready for Extensive Operations in Curry Co.

(Special to The Times.)
BROOKINGS, Ore., March 23.—The operation of the new C. & O. Lumber Company will make Brookings quite an active place before the summer is over. The C. & O. Company property is comprised of the Oregon holdings of the Brookings Timber & Lumber Company and about 12,000 acres of the Del Norte Company's northern California redwood.

Brookings was started several years ago by the Brookings company. The town was laid out and a sawmill completed in 1914. It was operated for a time but owing to the bad lumber market it was shut down temporarily. Now a part of the interests of the Del Norte company have been combined with the Brookings interests which will make the operations even more extensive than was at first planned.

Much already has been done by the Brookings Company in the way of starting in the new town on the north side of the Chasco river and the same original ideas will be carried out.

Will be Big Mill

The new company ultimately plans to cut about 100,000,000 feet of lumber a year, including fir and redwood, but it is not likely that this output will be obtained for a couple of years.

At present the company is working on plans for the yard and mill to accommodate the future requirements and is doing a very little work in the woods, in the way of getting out the logs which were previously cut and making extensions to cover future requirements.

Extending Railroad

A logging railroad was built from the mill up the river into the timber owned by the Brookings Company. It is the plan to extend the railroad about four miles farther up into the fir timber and later in the year to tap the California redwood. This latter extension however has not been positively decided upon as there are two possible routes and it will be necessary to make a survey before a route is selected.

Will Build a Wharf

There is a protected harbor in front of Brookings where vessels can anchor where they are loaded by means of a cable system. The company is now planning the construction of a wharf to deep water, and in San Francisco plans are being drawn up for the lumber carrying vessels to handle the package system.

At the present time the company is employing a very small force of men not to exceed forty all told, and will not need more in any great numbers for six weeks or two months. The company hopes to get the mill running about the middle of the summer, but first there will be installed a monorail system and yard layout and it is possible that this may make some delay.

Big Capitalization

The capital stock of the company has been increased from \$1,500,000 to \$5,000,000. It is the plan to go ahead with the plant improvements and also with the improvements of the town just as fast as possible. In the town there will be built two hotels, a new office, store, warehouse and about twenty cottages. Water, sewer and lights systems will be installed and about one and one-half miles of streets will be graded. This work will not be under full swing before the middle of the summer. Before the year is out, however, Brookings will have seen many improvements and will make southern Curry county an active place.

AUTOS ARE VICTORS

S. P. TO RUN ONLY ONE TRAIN PER DAY TO COQUILLE REPORT

Supt. Miller Now in Portland Arranging New Schedule—Jitney Lines Planned for Change

Early noises like the starting of a wholesale jitney line to cover the entire county has probably "buffaloed" the Southern Pacific. The expected outcome is one train a day through from Marshfield to the Coquille valley and return. It is understood that this is one of the main reasons Supt. W. F. Miller has gone to Portland and that the new service will start on April 1.

Last spring and summer the auto stages hauled the greater share of the traveling public between Coos Bay and the Coquille Valley. Mr. Miller at that time stated that the loss to the company amounted to many hundreds of dollars a month. There were times that the train pulled out of the depot here with only one and two passengers aboard and returned from Coquille with even less.

Just how the one train a day will be run is a puzzling question and one that the trainmen here are unable to answer. In order to bring the passengers through from Powers to reach the 9:45 a. m. train from Marshfield to Eugene, when that service opens in a few days, it would be necessary to bring a train through early in the morning.

This then opens the possibility of the train coming through to the Bay early in the day completing the round trip to Powers in the afternoon, after the train from Eugene had arrived here.

Mr. Miller is expected back on Saturday, bringing with him the schedule for the train service to Powers and to Reedsport.

There seems to be a strong possibility that the motor car, which very shortly is to be taken off into the North Bend run will be sent out into the Willamette Valley somewhere for other service. It has no accommodations for baggage, hence it would be difficult to use this car in an extra trip to Coquille.

S. S. JENNINGS
NORTH BEND, OREGON
"The Daylight Store"

Gordon and Cadet Hose
Warner's Rust-proof Corsets

A Rare Exhibit of Suits and Coats
—of the famous "STYLE-CRAFT" make in all the latest fabrics and colors at the economical prices of
STYLE-CRAFT SUITS..... \$18.00 to \$35.00
STYLE-CRAFT COATS..... \$5.00 to \$20.00

Pre-Easter Millinery Showing
—Women who buy their Easter Hats early will do well to attend this exhibition of the newest Spring modes in Millinery style.

Spring Wash Goods
Lawn and Dimities, per yard..... 12 1/2c and 15c
New Spring Flaxons, per yard..... 18c
66-in Percales, all new colors, per yard..... 12 1/2c
Best grade oil cloth, per yard..... 20c
Children's new gingham wash dresses..... 50c to \$1.50
Bungalow Aprons, each..... 50c

TAKE DUCK CENSUS

MALE CANVASBACK DUCKS OUTNUMBER FEMALES 5 TO 1

Deputy Game Warden is Puzzled by Results—Same Conditions Last Year—Will be Investigated

Puzzling to the government officials is the fact that in Western Oregon for the past two years there has been a preponderance of male Canvasback ducks compared to the females. The proportion last year was about nine to one and this year, five to one. Deputy Game Warden J. M. Thomas returned last evening from Curry county where he has been getting further data on the subject.

Survey of the lakes north of Coos Bay and of the streams south of here brought forth the proportion of five to one. Mr. Thomas says that he can not solve the problem. He is going within a day or two into Western Lane county to see if the same condition obtains there.

He found everywhere a bountiful supply of canvasback ducks, quite a number of mallards, most of which are already mated off, and hundreds of Blue bills.

Deer Have Suffered

Down in Curry county the deputy game warden saw a few deer, most of them lean and gaunt, showing they have been through a hard winter during which they had to scratch fairly lively to get enough food to keep alive.

He does not believe, however, that the famine of the winter months will materially affect the hunting of next summer. He thinks that most of the deer managed to struggle along and now that the grass is cropping out again they will take on weight once more.

Grain Already In

The first burst of good weather found the farmers of northern Curry county at their plowing and the game warden says that now most of them already have their grain in.

TRAIN MEN TO HOP

S. P. ISSUES INVITATIONS IN GUISE OF TRAIN ORDERS

Crew Now Aiding Big Task of Bringing Trains Across Umpqua—Ballasting Must Wait

Train orders have been issued to the employees of the Southern Pacific to attend a get-together dance in Marshfield on Saturday night to celebrate the opening of the new road. It is expected that the train from Reedsport will bring in a great many visitors from the crews in the north. The hop is to be held on the third floor of the Marshfield depot building.

Bringing Trains Across

This week the crew of V. G. Hindmarsh, division engineer, is working on the Umpqua, aiding in bringing across the two trains for this end of the line, one of which will in all probability be at work next week.

There has been, as yet, no ballasting on the line north from Coos Bay to the Umpqua, this section of the road having to wait until the bridge at the Umpqua river is completed so that ballast may be brought in from Natron above Eugene.

Use Clay Covering

However, there has been considerable work toward covering the sandy grades with a layer of clay, mostly taken from the cut south of Lakeside. This covering will aid materially in holding the sand in place during the dry season when there will be considerable wind.

Trainmen are looking forward to the dance of Saturday. The invitations issued are in the shape of train orders. The last hop of this kind was held at Reedsport several weeks ago.

USES WATER POWER

Novel Means of Excavating North Bend Lot Is Employed

James Allen of North Bend has been employing a rather novel means of removing the dirt from a lot in that city. He has a lot on Sherman avenue between two buildings and wanted to excavate it to the proper depth for a basement. A wooden trough was built extending through the lot and down onto the mudflats below. The salt water pressure was used and water kept running through the trough. Men employed digging shoveled the dirt into the trough and the water carried it away. This scheme eliminated the necessity of hauling the dirt.

TRADING STAMPS AND COUPONS ARE STOPPED

Tobacco Company's Stop Giving Premiums in Oregon—Result of Decision

Believing that the decision of the United States Supreme Court declaring the Washington trading stamp law to be constitutional is equivalent to holding the Oregon law valid, a number of trading stamp companies and other concerns who have made it a practice to give away premiums in this state, have written local merchants to the effect they will withdraw from the field on April 1.

Among the important firms that have already notified their customers that premiums will not be given away here after April 1, are the United Cigar Company and the John Bolman Tobacco Company. Both of these concerns have given away premiums for a number of years.

SUNDAY DINNER at the CHANDLER. Twenty-five cents per plate. For reservations phone 20.

ORDERS ARE LARGE

EUROPEAN POWERS TO BUY IMMENSE AMOUNT OF LUMBER

Report is That Big Orders for Spruce are Being Placed in the United States

Encouraging news regarding lumber orders is given in the Portland Oregonian. Regarding foreign orders that paper says:

"The European powers, it was established beyond reasonable doubt, are actually seeking large spruce orders in the Pacific Northwest, principally Oregon. Local lumber men admitted yesterday that they were unable to fill the orders as fast as they were being received. The spruce required is of a fine grade and brings from \$30 to \$100 a thousand feet. In the last two years about 10,000,000 feet have been taken out of the northwest for the construction of aeroplanes for the European powers."

"This confirmation lends considerable credence to the report from Marshfield that the Russian government was seeking 50,000,000 feet of spruce in the Coos Bay country."

Figures Are Big.

The following figures are given concerning the lumber outlook:

"Portland mills have been asked to submit bids on an order for 8,000,000 feet of timber for trench posts in France."

"Two million feet of car lumber has been placed with the Douglas Fir Lumber company."

"Between 60,000,000 and 75,000,000 feet of lumber will be required in the United States for railway freight cars, according to Chicago reports."

SOON WELL AGAIN

C. R. SMITH RAPIDLY RECOVERING FROM INJURY

Did Not Have Cerebral Hemorrhage as First Reported by Doctors, Says Wire From Menasha

C. R. Smith, of the Menasha Wood-ware Company is not in a precarious condition and within a very few days is expected to leave Spokane for his home in the east, according to a wire received this morning by Herbert Armstrong, local manager of the concern, from headquarters in Menasha, Wisconsin.

The wire asked that the impression be corrected that Mr. Smith has cerebral hemorrhage, a fact stated in the first word received from Spokane when the well known timberman was injured. The telegram, on the other hand, declared that Mr. Smith received only a bad bump and that he soon will be on his way home again.

At the time of the accident in a sleeping car Mr. Smith was coming west.

SCHOONER TILLAMOOK PORTLAND AND COOS BAY SAILS FROM ALBERS DOCK NO. 3 SATURDAY, MARCH 25TH FOR INFORMATION PHONE 278 TOM JAMES, Agt., Ocean Dock

Times Want Ads for results.

NEWS OF GOLD BEACH

Notes of Curry County, Printed in The Reporter

The registration of voters in this county up to March 1 shows 463 names, there being 272 Republicans, 113 Democrats, 11 Socialists, two Prohibitionists and five who refused to state their political affiliations.

The county is advertising for bids for the construction of two new pieces of road. One bid is for a mile of new road on Sixes River, from the bridge up, less the amount traveled last summer. The other bid is for the completion of the Cedar Fork road. The bids are to be submitted at the April term of court.

John Fry of Agness, was a Gold Beach visitor the first of the week. He states that heavy snows and numerous varmits have left many carcasses of deer scattered through the hills. Several bears have been killed in the vicinity lately and ferretted out of their dens by the varmit dogs of that section.

Dr. D. C. Vaughan, Dentist, Room 29, First National Bank building Libby Coal, \$5.00 ton. Phone 72.

SHIPPING NEWS

LINDAUER IS SAFE TO WED HIS NURSE

AFTER BEING TOWED BY ADRIAN, PROCEEDS SOUTH

Was Being Carried Toward Shore and in Dangerous Place When Assisted Yesterday Morning

After having assisted the steam schooner G. C. Lindauer the Adelino Smith arrived at 6 o'clock this morning behind her schedule on account of having given a tow to the other vessel. Capt. B. W. Olson says that he met the Lindauer at 6 o'clock yesterday morning about 15 miles south of Cape Blanco.

During the heavy storm the Lindauer had sprung a leak and there was several feet of water in her engine room and her fires were out. The steamer Carlos was there but was unable to do anything and the captain of the Lindauer asked the Adelino to stand by until the water could be pumped out.

Is Taken in Tow

The heavy swell was carrying the vessel dangerously near shore and Capt. Olson was asked to take her in tow and start toward San Francisco. He wanted to bring the disabled steamer to Coos Bay but the captain did not want to come here on account of there being no dry dock, so a start was made toward the south. The Adelino towed the Lindauer about seventy miles south. At 3 o'clock yesterday afternoon the water had been pumped out and there were fires started under the boilers and the boat was able to proceed under her own steam.

It is almost certain that the Lindauer would have been carried ashore on the rocks south of Blanco had the Adelino not come to the rescue.

Had Rough Trip Up

Capt. Olson said he had a rough trip up from San Francisco. The vessel is being loaded today at the Smith mill and will leave for the lower bay at midnight although the prospects for crossing out are not bright as the bar is rough but the vessel will get out of the way of the Nann Smith and Coaster which will be here to take lumber.

The only passengers on the Adelino Smith were James H. Flanagan and family who were returning from a visit in California. It was reported here yesterday that Mr. Johnson and other officials of the company were on the vessel but they did not come.

MAN WHO RAISED ELDER FIGURES IN HOSPITAL ROMANCE

"Lucky Jack" Peterson, One Time Sawyer, Now Wealthy, Wins Battle at Bedsides—C'preer Interesting

"Lucky Jack" Peterson, the man who raised the steamship George W. Elder when she sank years ago in the Columbia, has figured successfully in a hospital romance. He is to be married very shortly to his young and pretty nurse, Miss Betty Franke, who attended him through a serious illness.

It is remembered that many years ago the Elder, well known on Coos Bay, sank near Goble, on the Columbia, and for almost two years was under water. Peterson made a fortune when, with the aid of a Detroit wrecker, he finally brought the steamship to the surface. She was refitted and sold to the North Pacific Steamship Company, the present owners, for \$75,000.

Thirty years ago Peterson, a new arrival in Oregon from Wisconsin, was working as a sawyer. He made a little money and started in logging for himself, later selling out to John B. Yeon and thenceforth dabbled successfully in real estate.

WATERFRONT NEWS

The steamer Speedwell took some lumber at the Johnson mill at Coquille at the railroad wharf and then went to the Smith mill to complete her cargo.

The U. S. cruiser Pittsburg was passed by the Adelino Smith on the trip of the latter up from the south. The Pittsburg is from Breton north navy yard and was going south, possibly bound for Mexico.

The steamship Breakwater is not due here until Saturday. She is laying over in Portland one day and tonight is expected to drop down to Astoria, leaving there for Coos Bay tomorrow morning.

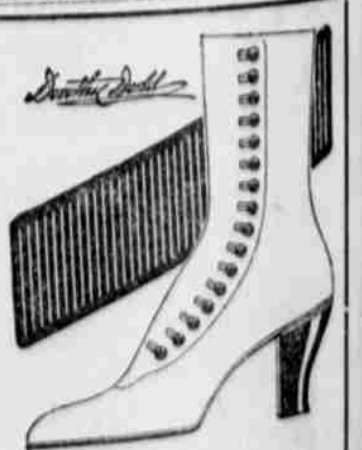
Late Saturday the Tillamook is expected to leave from Portland, arriving on Coos Bay some time Monday, and is to leave here on Wednesday.

SAILS INTO COLUMBIA

French Bark Comes in With Canvas Spread and Deck's Aid of Tug —First Time in Twenty Years

Old salts of the waterfront of Astoria feared against the other day and stood their minds were wandering back to the days of the Flying Dutchman when the French bark Bossuet came sailing in across the Columbia bar with all sails set. It was the first time in twenty years that a vessel of this type has accomplished the feat. The aid of a tug boat was declined. Also it was noted that the bark had come from Liverpool to the Columbia river in 118 days, the fastest time in several years for the trip.

There was a fair wind when she essayed the entrance. She came in to her place in the roadstead, her courses were clewed up, the light sails rattled down in their bayards and without a hitch the big grain carrier came to a halt and her anchor chain paid out through her hawse pipe.



The more you know about shoes, the better you will like the kinds we sell.

GORDON'S SHOE STORE

—LIBRARY BENEFIT—

College Chums

Eckhoff Hall, North Bend
Friday Evening
MARCH 24

Reserved Seats 35 Cents
at Everett's Pharmacy

ADVERTISED LETTERS

List of unclaimed letters remaining in the Marshfield, Oregon Post Office for the week ending March 21, 1916. Persons calling for the same will please say advertised and pay one cent for each letter called for:

Acme Meat Market, Edvartsen, Johanan; Ikonen, Pekka; Johnson, Miss Nanna; Nelson, Fred; Peters, Mrs. Amy L.; Riggs, Mrs. R. N.; Rommine, Mrs. Olga; Smith, Libhan; Still, Charles; Slagie, Fred; Wells, H. W.; Wilson, John—Beaver Hill; Wood, D. E., 2.

COLORED PAPER SCARCE

When the supply of colored paper now in stock at the local printing establishments is used, there will be no further colored paper available, until after the European war. Lack of dye stuffs from Germany is the cause.—Eugene Guard.