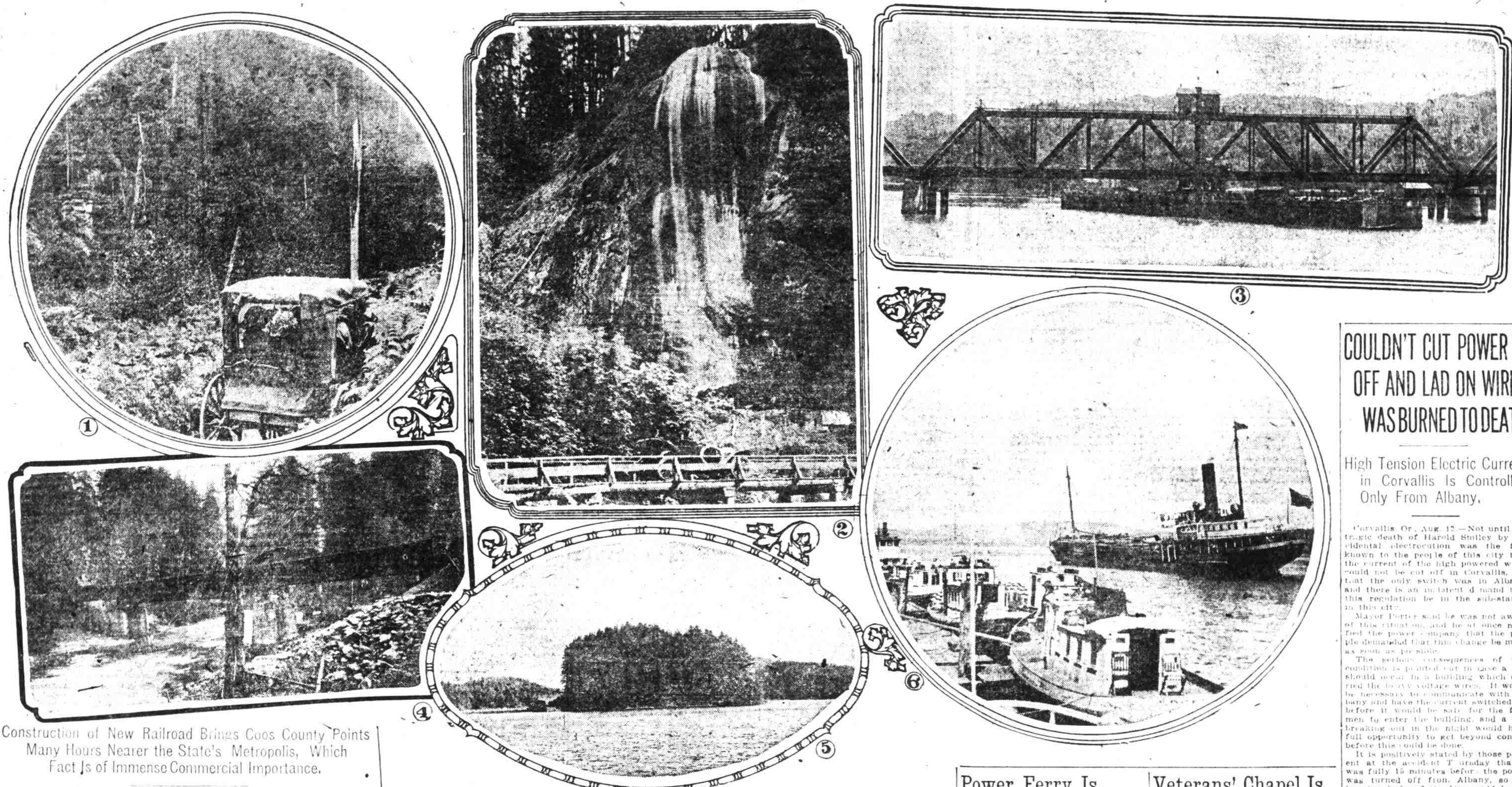


COMMUNITY OF INTEREST BETWEEN PORTLAND AND COOS BAY



Construction of New Railroad Brings Coos County Points Many Hours Nearer the State's Metropolis, Which Fact Is of Immense Commercial Importance.

RESERVATIONS GOING FAST.

If you have not secured your reservation aboard The Journal Special for the Coos Bay railroad, completion of which, August 24-26, do so early this week. All but a few upper have been reserved on the Chamber of Commerce Special and a limited number are left on The Journal Special.

The sum of \$26 covers all the expense of the trip—leaving Portland, Wednesday night, August 23, spending Thursday, Friday and Saturday, August 24, 25 and 26, in Coos Bay, and returning to Portland Sunday morning, August 27. The \$26 will pay for railroad transportation, meals, berth, incidentals and a home aboard the train while in Coos Bay.

By Marshall N. Dana.

When Coos Bay celebrates the building of the Willamette-Pacific railroad, August 24-26, and Portland has excursions to Marshfield, North Bend and other Coos Bay cities in order to join the jubilee, both ends of the line will realize with startling suddenness the significance of the Southern Pacific's \$13,000,000 investment.

Before the railroad was built as much time was required to go to Coos Bay by railroad and stage as is necessary to travel to Denver, Colo., or Bismarck, N. D. Two travelers could leave Portland at the same time; one would arrive in San Francisco and have a night's sleep by the time the other had reached Coos Bay.

The rail and stage schedule to Coos Bay took one from Portland at 8:15 p. m. He would reach Roseburg at the sleepy hour of 4:15 a. m. and leave by stage at 6 a. m. The stage would bounce over the mountains and reach Scottsburg in time to stay all night. The adventurous traveler would arrive at Marshfield the next afternoon—if there were no breakdowns.

The ocean journey from Portland took less time, but there was service but twice a week. Our traveler left Portland by steamer at 6 p. m. and arrived at Coos Bay the next evening, if the tide was right.

The temporary schedule over the Coos Bay railroad from Portland is 15 hours, with two hours at Eugene. This will be shortened until the passenger schedule will not exceed 10 1/2 to 11 hours and a single day can make the distance in eight hours.

In the handling of freight the change brought by the new Coos Bay railroad is as significant as it is revolutionary. A car of butter has been shipped from Corvallis to New York by fast freight in a day less time than the shipper had to figure on in moving a consignment from either San Francisco or Portland to Coos Bay during periods of congestion. On the new line, freight leaving Portland Sunday night will be delivered in Coos Bay on Tuesday.

Express shipments of perishables.

Often Tuberculosis

Is Much Relieved

by what may be called the "natural" treatment. This is based on plenty of pure air, a sufficiency of well-cooked, fresh food and a large measure of rest.

"This treatment does not always secure the desired results. Sometimes there is need for medication in order to bring about the requisite body resistance. A system weakened by infection must be strengthened.

In such cases Eckman's Alternative has been used with a large measure of success. Indeed, in many instances this affection apparently has yielded to it. And sufferers from asthma and chronic bronchitis have found it effective in these troubles, which sometimes lead to tuberculosis. In any case it is worth a trial, and since it contains no opiates, narcotics or habit-forming drugs its use is safe. Sold by The Owl Drug Co. and leading druggists.

Eckman Laboratory, Philadelphia.

such as butter, eggs and so forth will make the passenger schedule. Think what this should mean to Coos Bay, a region rich in dairy products, happily situated industrially and with both timber and minerals to sell the world. And, undoubtedly, the Portland business man will, or should, do some thinking, too.

Practically no freight was handled by the overland route to Coos Bay. It was easier and cheaper to send freight by water than to pack across the mountains.

In reverse contrast, figures and illustrations, such as have been given are necessary in order to realize the handicap under which Coos Bay has been laboring commercially. Yet the per capita wealth of Coos county is more than \$1400 on a basis of the assessed valuation of \$23,542,195. Water transportation has brought a number of important industries. There are 247,549 acres of tillable land, 17 creameries and cheese factories, six operating coal mines, lumber mills, prospective oil farms, well built cities and resources barely touched.

More promising country has ever been opened up by railroad transportation, and the fact that railroad transportation brings Coos Bay so much closer to Portland and, relatively, so close to San Francisco, makes the prospect of neighborly relations all the more attractive to the Portland business men and their families who will leave on either The Journal or Chamber of Commerce special, the night of August 23, reaching Coos Bay the morning of August 24, in time for the beginning of the three day celebration.

McNab Predicts Wilson's Reelection

New York, Aug. 12.—(I. N. S.)—Among the visitors at the Democratic headquarters today was Gavin McNab, who is a leading Democrat of San Francisco. Mr. McNab conferred with the chairman, Mr. McCormick and other members of the campaign organization. He expressed confidence in the reelection of President Wilson. He said that the drift of opinion on the Pacific coast was pronounced and that as he traveled across the country from San Francisco to New York he found that Wilson was growing in popularity everywhere.

Porter Packed Up for Trip in Sleep

Altoona, Pa., Aug. 12.—Thinking that he was the butt of a practical joke when he could not find his clothes, Michael Zollinger, a hotel porter, was getting ready to start something when he remembered that he dreamed of going to Europe to settle the war and had packed his clothing in a trunk in the attic in preparation for a trip. He found his clothes were in the trunk.

1—The old way of reaching Coos Bay by way of the overland route. 2—Silver Falls, on Allegheny road, between Scottsburg and Marshfield. 3—Swing bridge across the Siuslaw river, on line of Willamette-Pacific R. R. 4—New railroad bridge across Wild Cat creek. 5—Lake Tahkenitch, on the line of the new railroad. 6—Along the waterfront at Marshfield, a lumber-laden ocean-going craft in the harbor.

LATE J. M. THURSTON WAS WELL KNOWN TO MANY NEWBERG FOLK

Rose From Humble Place to Seat in the Senate of the United States.

Newberg, Or., Aug. 10.—In Newberg are many former residents of Nebraska to whom news of the death of Senator John M. Thurston came as a personal bereavement. He went to Omaha, a young man just admitted to practice. He had previously been the driver of a delivery wagon for a Chicago grocer. For a time it was hard sledding for him, but he gradually advanced in public regard and finally attracted the attention of A. J. Poppleton, chief counsel at Omaha for the Union Pacific Railroad company, and he made Thurston his assistant. He said he considered Thurston the best young lawyer in Omaha.

Thurston served one term as senator from Nebraska and could probably have been reelected if he had desired to stay longer as a member of the senate. During this service the campaign in which McKinley was a candidate for the first time came on and Thurston was a member of the national Republican executive committee.

Located in Washington. At the close of his term as senator he located in Washington in the practice of law. He was married twice, his first wife being a woman of superior character and who had much to do with his advancement. His second wife was an actress whom he married in Washington.

One of the most notable cases, or rather one which attracted much local attention, with which Thurston was connected at Omaha, was in which he aided in prosecuting some men accused of arson. Two brothers of the name of De Groat, twins, came to Omaha from New York City and engaged in the hat business. They received letters from leading members of one of the churches and at once were admitted to fashionable circles of society. Their business was not a success and one night the store building burned. They had taken out heavy insurance with a number of companies and the circumstances warranted an investigation which resulted in the indictment of the De Groat and another man and the sending of the latter and one of the brothers to the penitentiary.

Attack Hurt Him. A woman, active in the church referred to, had printed in an Omaha paper the morning before Thurston was to make the closing address for the state, an attack upon him for, as she claimed, crowding himself into the case and doing what he could to send a couple of innocent boys to prison. Just previous to this Thurston's little twin boys had died within a few days of each other. In an article written by this woman, she referred to that

JACKSON COUNTY WILL HAVE FAIR THIS YEAR WITHOUT RACE MEET

Premium Money Will Be Awarded Only for Exhibits of District's Resources.

Medford, Or., Aug. 12.—The Jackson County Industrial association's premium list, now ready for distribution, comprises all of the departments of labor and production in this part of the state. In this respect it is more comprehensive than ever. Conditions now favor a splendid show. Soil productions, both in quality and growth, excel so markedly as to suggest that the agricultural and horticultural exhibits will be superior to any heretofore shown. Livestock and poultry are given a prominent place in the list and in the matter of liberal premiums.

Every dollar of association money is to be used for practical purposes. No purse will be offered for horse racing. This feature of county fairs has been eliminated. The money thus formerly spent will be devoted, under the new management, to encouragement of development of substantial resources. A field medal for the school pupils of the county will claim public attention one day. An extensive program is being prepared. Community day promises much. A barbecue, athletic exercises, races, bazaar, and games on their own account, a general feast and mixer will feature the entire day.

Agricultural livestock, poultry, fruit and vegetable entries by boys and girls of the county, under the auspices of their several clubs, will be given special attention.

The county has been carefully distributed and consists between the Bartlett and larger than usual as a result of irrigation, and the quality is said to be advanced proportionately. Prices are better than usual, though the deplorable manner of sale in this valley precludes the possibility of suggesting a standard figure. Figures have been day to day, although they have been quoted locally as high as \$2 a box.

The cost of sale and packing comes out of that figure, however, and it is offered only on fancies. The necessity for organization in the matter of sale to protect the producer was never more apparent in this valley than at this time. It is now declared that a selling agency for the grower will be organized for the next crop, leading producers having discovered beyond question the absolute necessity for it.

Pea Crop Heavy. Medford, Or., Aug. 12.—Pear harvest has begun vigorously on the largest crop ever produced in this valley. The Bartlett is larger than usual as a result of irrigation, and the quality is said to be advanced proportionately. Prices are better than usual, though the deplorable manner of sale in this valley precludes the possibility of suggesting a standard figure. Figures have been day to day, although they have been quoted locally as high as \$2 a box.

The cost of sale and packing comes out of that figure, however, and it is offered only on fancies. The necessity for organization in the matter of sale to protect the producer was never more apparent in this valley than at this time. It is now declared that a selling agency for the grower will be organized for the next crop, leading producers having discovered beyond question the absolute necessity for it.

When writing or calling on advertisers, please mention The Journal.

Power Ferry Is Put Into Service

Walla Walla County and Pasco County Have New Connection Following Destruction Caused by Storms.

Walla Walla, Wash., Aug. 12.—Putting an end to the troubles in crossing the Snake river between Walla Walla county and Pasco, for the time being, at least, a power ferry operated jointly by Walla Walla and Franklin counties has begun operation.

For the last few years a cable ferry has been operated, but when wind or high water prevailed there was no means of crossing, and this meant that there was no communication except by railroad, about half the time.

Agitation for a bridge next was brought up, and the Franklin county commissioners voted the necessary funds. Walla Walla county decided, however, to bring the matter before the people, and a vote on a bond issue for the bridge will come in November. In the meantime the power ferry service will be used.

Veterans' Chapel Is Destroyed by Fire

Building on Grounds at Old Soldiers' Home, Roseburg, Was Put Up Two Years Ago; Fire Is Blamed.

Roseburg, Or., Aug. 12.—The chapel building of the Oregon Soldiers' home was destroyed by a fire which started about 4 o'clock this afternoon. Although the Roseburg fire department responded promptly, the water pressure was not strong, only a four-inch main serving that part of town. The fire is thought to have started from a defective flue, a fire having just been lighted in the furnace for the purpose of heating bath water.

The building was put up about two years ago at a cost of about \$3,000, and together with the contents will entail a loss of about \$5,000. The amount of insurance carried by the state is not known here.

Railroad Hids Asked. Medford, Or., Aug. 12.—The city council having passed the ordinance for the issuance of \$300,000 in bonds

COULDN'T CUT POWER OFF AND LAD ON WIRE WAS BURNED TO DEATH

High Tension Electric Current in Corvallis Is Controlled Only From Albany.

Corvallis, Or., Aug. 12.—Not until the tragic death of Harold Stolley by accidental electrocution was the fact known to the people of this city that the current of the high powered wires could not be cut off in Corvallis, but that the only switch was in Albany, and there is an instant demand that this regulation be in the substation in this city.

Mayor Porter said he was not aware of this until now, and he at once notified the power company that the people demanded that this change be made as soon as possible.

The serious consequences of this regulation is pointed out in case a fire should occur in a building which carried the heavy voltage wires. It would be necessary to communicate with Albany and have the current switched off before it would be safe for the firemen to enter the building, and a fire breaking out in the night would have full opportunity to get beyond control before this could be done.

It is positively stated by those present at the accident Tuesday that it was fully 15 minutes before the power was turned off from Albany, so the burning body of the boy could be released from the contact.

for the construction of the Blue Ledge railroad, bids were asked today for \$50,000, the first installment of that sum. It is understood that the city is in readiness for the construction work, pending the sale of the bonds. The general purpose appeared to be to sell the entire issue at once, but the council, at a late hour, concluded to set in installments.

A sawmill company is being incorporated, with a capital stock of \$25,000, the plan being to install one of the Shaffer plants on the line of the Blue Ledge road to cut up the first large area of white pine between the mines and the city. This probably assumes the box factory.

Pleads for Pet Rabbit. Bloomington, Ind., Aug. 12.—William B. Leonard has inserted a notice in the newspapers requesting his friends and neighbors not to harm his pet Kansas Jackrabbit. The rabbit has the run of the Leonard farm, but is so domesticated that it returns at night to sleep in the kitchen.

Traveling Bag Sale

1916 Patterns "LIKLY" Make

We have selected from our stock several good selling numbers of "LIKLY" bags and offer them to you at less than catalog prices.

NO. 5121. "THE ROADMAN"—16-inch, catalog price \$7.50. Extra heavy weight tan cowhide. An unusual value at reg. price. Monday and Tuesday only at \$5.75. Sale quantity limited to eight bags.

NO. 503. 16 AND 18-INCH.—Catalog price \$7.50 and \$7.75. Heavy weight black cowhide, large pattern, leather-lined, three pockets. Monday and Tuesday \$5.65 and \$5.85. Sale quantity limited to 10 bags ea. size.

NO. 153. "THE OUTING"—18-inch. Catalog price \$14.00. Best grade genuine Alberta calfskin, heavy leather lining, three pockets. Mon. \$11.00 day and Tuesday \$11.00. Sale quantity limited to four bags.

NO. 396. 16-INCH.—Catalog price \$6.50. Best quality black seal grain roan skin, leather-lined. \$5.25 Monday and Tuesday. Sale quantity limited to ten bags.

50 EXTRA STAMPS

with every Framing Order of \$1 or more all this week in our Art Dept., 2d Floor. Bring this coupon.

NO. 203. "COUNTRY CLUB"—18-inch. Catalog price \$24.00. Extra heavy hand-boarded black cowhide, large and roomy. Sarge lining. Toilet article pockets rubber-lined. Double handles, hand-sewed frame, rubber-lined day and Tuesday \$19.50. Sale quantity limited to three bags.

NO. 968. "COUNTRY CLUB"—18-inch. Catalog price \$11.25. Walrus grain good of heavy stock, exceptionally strong, hand-sewed frame, rubber-lined toilet article pockets. Mon. \$9.75 day and Tuesday \$9.75. Sale quantity limited to four bags.

NO. 155. "THE OUTING"—18-inch. Catalog price \$16.75. Best moose grain walrus. Double handles, leather-lined, three pockets, hand-sewed frame. Mon. and Tues. \$13.00. Sale quantity limited to five bags.

NO. 121. "THE RUNABOUT" STEAMER WARDROBE TRUNK.—Catalog price \$22.50. Capacity five suits. Adjustable for lady or gentleman. Monday and Tuesday \$17.50 day only. Sale quantity limited to four trunks.

Woodard Clarked Co.

ALBION STREET AT WEST PARK MARSHALL 4700 HOME 4679