

MARINE NEWS

STEAMER M. F. PLANT BRINGS POTATOES

The Coos Bay Product Is in Great Demand in the San Francisco Markets.

The steamer M. F. Plant arrived yesterday from San Francisco loaded with a cargo of general merchandise, also carrying a good passenger list. A peculiar shipment included in the cargo was a car of potatoes from Minnesota. The fact that the vessel takes spuds out of here the year around makes the incoming shipment of special note.

Coos Bay is a well known potato country, and the product can be sold for enough more than Minnesota potatoes that there is profit in handling them on the bay after paying freight to this point.

The plant is billed to sail on her return trip to San Francisco Saturday. She will be loaded with a cargo of lumber and general freight.

The passenger list of the Plant is as follows:

Plant Passenger List.

E. A. Ashman, Mrs. A. Rudolph, C. R. Anderson, Mrs. R. Anderson, O. R. Anderson, Mrs. O. R. Anderson, Miss Black, A. N. Blackstone, C. Wood, C. A. Wigholm, A. D. Andrews, R. N. Endrickson, G. H. Derry, E. G. Fesling, A. B. Saunders. Second class—Mrs. L. Rudolf, L. V. Aseek, E. Waskey, E. Deborzel, J. Wagner, Ed Lane, J. Carney, F. L. Steeves.

STEAMSHIP WAREHOUSE.

May Be Used by Many Vessels on the Coquille River.

The new warehouse being built by Jim Walstrom at Bandon is fast nearing completion, and when finished will be used as a dock for most of the vessels calling at that port. The Elizabeth will also dock at the new dock in the future instead of at the Dyer dock. A rumor is afloat that all the river steamers will soon be landing at the new warehouse.

The new warehouse being built in connection with the dock is 60x125 feet on the first floor, and the second story will be fitted with a 22x125 foot coal bunker, from which the Riverton coal will be handled. Just as soon as the demand requires it the bunkers will be made larger.

REPAIR JETTY ON COQUILLE

Contract Calls For Daily Delivery of One Thousand Tons of Rock

LENGTHENED 285 FEET

Action of the Waves Has Carried Away 60 Feet of Tramway.

Sealed proposals for lumber, piling and rock work for the extension of the Coquille river jetty will be opened in the office of Colonel S. W. Roessler, June 5. The work to be done under the contract consists of extending the north jetty seaward. About 60 feet of the outer end of the north jetty tramway have been carried away by the sea, and the rest of the tramway is in need of repairs and new piles. The destroyed tramway will be built on the same line as the original, by driving piles into the old enrockment and dumping stones about them.

The stone must weigh at least 160 pounds to the cubic foot, according to the specifications. It must be hard, firm and impervious to the action of sea water. It is also required that they be furnished in angular shapes and approximately cubical. No other dimensions of any piece shall be less than one-fourth or greater than three-fourths of its greatest dimension. The average weight of pieces must be at least three tons, and pieces will be accepted weighing up to ten tons. At least one-fourth of the stone furnished must be in pieces weighing four tons and averaging six tons. One-half must be furnished in pieces weighing two tons and up to four tons, averaging three tons, and one-fourth must be in pieces weighing 100 pounds and up to two tons. No piece weighing less than 100 pounds will be accepted.

In the vicinity of the work the

F. A. KILBURN'S SCHEDULE IS CUT

Round Trip Voyage To Be Lessened From Fourteen to Ten Days.

Beginning with this trip the steamer F. A. Kilburn will give a 10-day service between Portland and San Francisco, stopping at Eureka and Coos Bay on both the up and down trips. Heretofore she has been taking fourteen days to complete the round-trip voyage.

In order to gain four days over her present schedule she was kept at Portland no longer than was absolutely necessary for loading and discharging. Most of her freight on the down trip is consigned through to San Francisco, consequently she will not be delayed any great while at either Coos Bay or Eureka. On the return voyage, the major portion of her shipments go through to Portland. On the present trip practically all of her freight is consigned to local merchants.

Alliance Sails.

The steamer Alliance will arrive from Portland today, and will sail on her return trip Friday.

TIDE TABLE.

The following table shows the high and low tides at Empire for each day during the coming week:

	High Water.	
	A. M.	P. M.
Thu., 9...	11:17 7.7	11:30 8.6
Fri., 10...	11:17 7.7	11:30 8.6
Sat., 11...	0:06 8.8	12:47 7.5
Sun., 12...	0:37 8.9	1:27 7.3
Mon., 13...	1:08 8.8	2:05 7.1
Tue., 14...	1:38 8.7	2:43 6.8
Wed., 15...	2:08 8.5	3:31 6.5

	Low Water.	
	A. M.	P. M.
May, 9...	5:23 1.0	5:26 1.3
Fri., 10...	6:07 0.3	6:10 1.7
Sat., 11...	6:48 0.1	6:48 2.1
Sun., 12...	7:27 -0.1	7:21 2.5
Mon., 13...	8:02 -0.1	7:52 2.9
Tue., 14...	8:33 -0.1	8:23 3.2
Wed., 15...	9:05 0.1	8:52 3.5

To find the tide hours at other Coos Bay points, figure as follows: At the bar, -0.43; at North Bend, add 0.40; at Marshfield, add 1.51; at Millington, add 2.15.

government has certain equipment used in former years. This includes one double track piledriver, two locomotives, 20 dump cars, five hoisting engines, two sets of derrick irons, three rock scows and various tools. In addition to these appliances sufficient old rails for relaying on the north side and for a tramway from Tupper rock to a loading wharf at Bandon will be furnished by the United States.

The work of delivering rock at the Columbia river jetty was started this morning by the Columbia Contract company. On the start the company will be required to deliver 1000 tons daily. Scows, or barges, built for the purpose, have just been completed. Throughout the season the government will have large forces employed in the district, improving harbors and rivers.

Myrtle Point

(Times Special Service)

Myrtle Point, May 8.—F. E. Hampton, chief engineer of the coast survey, is registered at the Guerin. He is organizing a force to survey south to the California line.

Mr. E. Dexter of Dayton, Washington is looking over this part of the country with a view of putting in a brick and tile plant. Mr. Dexter is heavily interested in this business in Dayton. He is much pleased and expects to return.

Improves Guerin Hotel.

The addition to the Guerin hotel at Myrtle Point is fast nearing completion, and will probably be ready for occupancy by the first of next month. The addition is badly needed, as travelers through that place complain that they can not always secure accommodations while in the city.

VIOLATE FISHING LAWS.

The game laws of the state are not being rigidly enforced on the Coquille river, according to reports from some of the lawyers who have just returned from that city. They state that Silverside salmon are being caught by the hundreds there every day, and that no one seems to take any interest in seeing that the law is enforced.

WELL KNOWN SALOON OWNER RETIRES

John Curran of North Bend To Engage in Contracting Business.

John Curran has sold the Sherman saloon in North Bend to Joe Shire. The new owner took possession yesterday. Mr. Curran will engage in the contracting building business in partnership with his brother under the firm name of Curran Brothers. He wishes to thank the friends who have patronized him during the many years he was engaged in the saloon business.

Is Recovering.

D. Krietzler, who came here recently from Guthrie, Oklahoma, is ill with a bad case of inflammatory rheumatism. Mr. Krietzler is confined to his bed at present, but will probably be able to be out in a few weeks.

London, May 8.—The government presented the long awaited Irish bill to the house of commons. This bill is designed to meet the demands for Irish home rule. It was presented by Chief Secretary for Ireland, Birrell, to a crowded house. The measure confers little self government upon Ireland merely giving to the council control of eight departments now managed by government boards. The council is to be appointed by Ireland and while the Lord Lieutenant of Ireland is given power to nullify its measures the crown retains control of five of the eight departments including the constabulary. The control of this branch always has been a thorn in the flesh of the Irish people.

ONE MAN'S VIEWS ON THE ELECTRIC RAILROAD

At the mass meeting in the interest of an electric road from Coos Bay to Roseburg an enthusiastic speaker bewailed the departure of Mr. Henry Hewitt. Three months ago the Tacoma millionaire applied for a franchise to build an electric road to connect Marshfield and North Bend. For some reason his ardent enthusiasm cooled off to such an extent that he passed away without saying a word.

Allow me to say that the passing of Hewitt is not to be regretted, for the way is now open for the business men of Marshfield and North Bend to build the road and operate it for the benefit of the citizens of the two towns.

A water front franchise in Marshfield and North Bend is worth at least one hundred thousand dollars. If the business men of Marshfield and North Bend do not care to own a railroad that will forever be operated for the benefit of the two cities the councils of the two places can grant such franchises as Mr. Hewitt demanded and get a hundred men to pay a handsome bonus for them.

But this would be folly. A water front electric line is too valuable to be auctioned off to the highest bidder. It will play too important a part in the transportation of the future city of Coos Bay.

The way to go about it is for the chambers of commerce of the two cities to name three trustees. The Marshfield chamber can request such men as James W. Flanagan and Mr. McFarland. At North Bend, such men as Mayor Simpson should be selected. With three men to act as trustees that would enjoy the confidence of the business elements of the two cities the building of a water front electric railway will be easy sailing.

These three trustees can ask the cities of Marshfield and North Bend for franchises. The people of Marshfield, having confidence that their interests will be safe in the hands of the trustees, will have no objection to giving them a franchise on Front street. Mayor Simpson can get a franchise along the water front of his town. Frank Waite, Major Kinney and others, owning property on the water front between the two towns, will be very anxious for a railroad and will be eager to help it along.

With franchises on Front street in Marshfield, and through North Bend, the expense of building that three miles of electric railway will be so small, and the earnings so large, that it will be the easiest piece of railway to finance ever put on the market. Really a franchise along Front street and along the water front to and through North Bend ought to be worth more than the cost of building and equipping the road.

At a conservative estimate this three miles of road when built would be worth more, as an investment,

MAYOR SECURES CITY ENGINEER

P. A. Sandberg of Baker City will Fill the Position at Marshfield.

Mayor Straw has secured a city engineer to fill the place vacated by C. H. Coddling. The new incumbent is P. A. Sandberg of Baker City. He is said to be a through expert in every line of engineering work. He has wired of his departure from Baker City and may be expected here in a few days.

RAILROADS INDICTED.

Federal Grand Jury Goes After Rebate Violators.

New York, May 8.—Indictments charging violation of the Elkins anti-rebating act were handed down by the federal grand jury against the Chicago, Rock Island and Pacific, Ontario and Western railroad, Chicago Milwaukee and St. Paul and Western Transit company. All the indictments contain several counts, the largest number being that against the Ontario and Western which charges 30 separate offenses. That the American Sugar Refining company was involved in the charges could not be confirmed. In fact it was rumored that the alleged rebates were granted on shipments of commodities other than sugar.

Swear Out Warrant.

Seattle, May 8.—A warrant has been sworn out for the arrest of John Ripinger, former city comptroller, and defeated candidate for mayor of Seattle last year. The complaint alleges the embezzlement of city funds. Ripinger is now in Honduras.

MARKETS

Quotations are as follows:
Flour—Per sack, \$1.10 to \$1.50.
Potatoes—Per lb., 2 1/4 to 2 1/2 c.
Cabbage—Per lb., 5 to 6 c.
Cauliflower—Per head, 10 and 15 c.
Honey—Per box, 20; 3 for 50 c.
Onions—Per lb., 4c to 5c.
Butter—Creamery, 40c; dairy, 35c
Boviled cider, per quart, 30c.
Carrots—Per lb., 2c.
Turnips—Per bunch, 5c.
Beets—Per lb., 2c.
Asparagus—1 1/2 lbs for 25c.
Rhubarb—3 lbs. for 25c.

Fish.
Crabs—\$1 per dozen.
Steelhead salmon—Per lb., 8, 9 and 10c.
Flounders—Per lb., 5c.
Herring—Per 2-gallon bucket, 50c
Cleaned clams—Per quart, 20c.
Empire Clams—Per bucket, 50c.
Salmon (salt)—Per lb., 6c.

Fruits and Nuts.
Apples—Per lb., 10c.
Cocconuts—Each, 10c.
Walnuts—Per lb., 25c.
Almonds—Per lb., 20c to 30c.
Lemons—Per dozen, 20c to 30c.
Bananas—Per dozen, 35c.
Oranges—Per dozen, 30 to 60c, according to size.

Fresh Meats.
Sirloin steak—Per lb., 12 1/2 to 15c
Boiling—Per lb., 6c to 8c.
Veal—Stew, per lb., 8c; cutlets, 10c to 12 1/2 c.
Porterhouse steak—Per lb., 12 1/2 c to 15c.
Round steak—Per lb., 10c.
Chuck steak—Per lb., 10c.
Prime rib roast—Per lb., 12 1/2 c.
Mutton—Roasts, per lb., 12 1/2 c to 15c; chops, 12 1/2 c to 15c; stew, 10c.
Pork—Per pound, 12 1/2 to 15c.
Lard—5-lbs., 75c; 10 lbs., \$1.50.
Pickled pig's feet—Per lb., 10c.
Bacon—Per lb., 16 to 25c.
Hamburger steak—Per lb., 10c.
Sausage—Per lb., 10c.
Bologna—Per lb., 10c; 3 for 25c.

Brains—Per lb., 15c; 2 for 25c.
Pickled pork—Per lb., 12 1/2 c.
Corned beef—Per lb., 7c.
Wienerwurst—Per lb., 12 1/2 c.
Lamb's tongues—6 for 25c.
Butter—Per 24 ounce square, 55c.
Country eggs—Per dozen, 25c.
Hens—Dressed, 22c lb.
Chickens—Frys, dressed, 25c lb

Dried Fruits.
Raisins—London layers, per lb., 20c to 30c; seeded, per 12-oz. pkg., 12 1/2 c; 16-oz. pkg., 15c.
Currants—Clean, per 12-oz. pkg., 12 1/2 c; 16-oz. pkg., 15c.
Citron—Per lb., 25c.
Orange peel—per lb., 25c.
Lemon peel—Per lb., 25c.

LOCAL WHOLESALE MARKET.

Following is a list of wholesale prices as seen on the local market:
Oat and wheat hay.....\$15 to \$25
Chickens, spring.....12 1/2 c
Ducks.....50c to 75c
Geese.....\$1.00
Hens.....10c
Sheep.....\$3.00 to \$5.00
Veal calves.....\$2.75
Beef, steers.....\$2.50
Beef, cows.....\$2.00

OUTSIDE MARKETS.

Liverpool, May 8.—May wheat, 6s 7 1/2 d.
New York, May 8.—Lead, \$6 @ \$6.05; copper, \$25 @ \$25.50; silver, 64 1/2 c.
Chicago, May 8.—May wheat opened 82 3/4 c, closed 82 1/2 c; July wheat opened 85 1/2 c, closed 84 1/2 c; barley, 74 @ 76c; flax, \$1.17 1/2 c; Northwestern, \$1.24 1/2 c.
San Francisco, May 8.—Wheat, strong, \$1.32 1/2 c.
Portland, May 8.—Wheat—Club, 78c; blue stem, 80c; red, 76c; valley, 77c.
Tacoma, May 8.—Wheat—Blue stem, 81c; club, 79c; red, 76c

SHIPMENT OF TILE FALLS INTO BAY

While Loading up a Scow It Tips and the Accident Is the Result.

Ill luck overtook a shipment of tiling from Portland to Coos Bay, when almost the entire shipment was precipitated into the bay off a scow in front of the North Bend wharf. The scow was too heavily loaded at one end and this caused it to tip lengthwise in the water. The tile were for A. Sullivan, South slough. The shipment, including freight, was said to represent a cost of \$140. Mr. Sullivan is having the tile recovered by longshoremen at a cost of three cents per tile.

EXPERT MACHINIST COMES TO THE BAY

John L. Koontz Will Form Connection With Holland Boat Building Works.

John L. Koontz, who for the past seven years has been employed by the Gardner mill of Gardner as engineer and machinist, removed his household goods in this city Tuesday on the tug Hunter and will bring his family here in a short time to reside.

Mr. Koontz will soon start a machine shop in connection with the Holland boat building works where he will do the machine work for this firm as well as a lot of other like work. Mr. Koontz will operate the machine shop under his own personal management and not as a part of the Holland firm. The shop will be in readiness for operation in about two weeks.

LIFE SAVERS FISH

Have Good Luck Deep Sea Angling.

The crew at the Coos Bay life saving station sometimes finds time to indulge in a little sport such as fishing and the like, in spite of the many duties it has to perform for Uncle Sam. A few days ago the boys were out deep sea fishing, and they came in with one of the best catches of the season, having over 500 pounds of ling, cod, black snappers and red fish.

Rex Davis Here.
Rex Davis, representing the J. A. Folger company, is in the city calling on his customers. Mr. Davis will leave for Coquille river ports today.

USE RED PEPPER TO THROW OFF HOUNDS

Bandits Who Held up North Coast Limited Make Good Their Escape.

Butte, Mont., May 8.—The two bandits who this morning held up the North Coast limited at Welch's spur, murdering Engineer Frank Clow and wounding Fireman Thomas Sullivan, thus far have managed to elude about 15 officers who are scouring the mountains in the vicinity of the hold up. Officers returning tonight from the spur, state that the trail was lost by prison dogs on the road leading to Butte where the bandits had sprinkled red pepper.

The officers have a number of spare hounds in reserve, and early morning morning the hunt will resume.

It is the belief that the bandits are making their way to Butte, if they are not already within the city limits. All the passes leading from the divide where the outlaws are supposed to be hiding, into Butte, are being closely watched. A stimulus to the efforts of the officers is being added by the announcement of a reward of \$2,000 offered by the Northern Pacific railroad company for each of the bandits, dead or alive.

Scores of officers are on the alert and the belief is expressed that with the description they have of the robbers, which was furnished by the wounded fireman, Charles Crawford, who was stealing a ride on the North Coast, they will soon have the men in custody if they have returned to the city. Crawford, the tramp was brought to Butte and lodged in jail pending further examination by the officers who are not quite satisfied he is telling the truth. The officers made the arrest near Woodville this afternoon but the suspect was later released as he failed to correspond to the description of the outlaws. Possibles will leave Butte this morning. Engineer Clow was shot five times through the body. The robbers as they left the train fired a number of rounds at Conductor Culver.

MEETS WITH ACCIDENT.

Steam Roller Slips Into the Soft Earth.

The steam roller was out of commission for a short time yesterday afternoon, as the result of its slipping into the soft earth on the east side of Broadway, where it was being used. The road bed at this point is very soft, and after the machine had once commenced to slip nothing could be done until help arrived, when with a little digging and building up with piles it was possible to get the roller back on the solid road bed.