

COOS BAY BRIEFS

TIMES' TELEPHONES

Editorial Rooms - - - - 1331
Business Office - - - - 1331

PERSONALS.

A. M. Greenough, superintendent of construction at the Price shipyard, of Bandon, was in the city yesterday on business.

J. A. Tawse arrived on the Kilburn yesterday from Goldfield, Nevada. He is on his way home at Coquille.

W. H. Smith, of Riverton Lumber Company was here yesterday on his way to San Francisco on a short business trip.

Captain Lovell, of the wrecked barge Chinook, was in the city yesterday on business.

Frank Cameron and wife left yesterday for Curry county, where they will remain for about two or three weeks.

Mr. Kruse, one of the proprietors of the Kruse and Banks shipyard at Porter, has secured a home in Porter and intends to move his family from San Francisco to the bay.

Wrenches Ankle.—Claude Nasburg was resting easy last night, although his ankle has been severely sprained and will be kept in a plaster cast for several weeks. His doctor states it will probably be two or three months before the foot can be used. Mr. Nasburg met with the accident while sliding to second base in the game with Bandon Sunday afternoon. In spite of the fact that the accident happened in the seventh inning Nasburg finished out the game, but suffered badly after the game. A doctor was called promptly on arrival in Marshfield.

Milking Machine.—Mrs. S. A. Youkum received on the last Alliance the second milking machine which she has purchased from the Monroe & Shelton Company, Portland. All of the cows are now being milked by machine and Mrs. Youkum says they appear to be in much better condition than when milked by hand.

Rock Crusher Extension.—Masters & McLain yesterday put an extension to the conveyor on their rock crusher. The extension was built on account of the fact that the crushed rock piled up in such a manner as to interfere with the working of the plant.

COOS BAY'S BRIDGE

Copy of Resolutions Adopted Friday Night Relative to the Bridge Question

Following are the Resolutions Passed by the Marshfield Chamber of Commerce Friday Night When that Body Went on Record as Opposed to the Bridging of Coos Bay.

Resolutions of the Marshfield Chamber of Commerce.

Whereas, a petition to the Honorable Secretary of War has recently been circulated in the cities of Coos Bay, by certain persons, praying that the Oregon Western Railway Co., (a subsidiary corporation of the Southern Pacific Railway) be granted permission to construct and maintain a bridge across Coos Bay.

And Whereas, it appears that the circulation of said petition was not in response to any publicly expressed request, or in harmony with the belief and purpose of any organized body of citizens having for their object the permanent and best interests of Coos Bay,

And Whereas, on December 27th, 1906, at a mass meeting of citizens at which all the cities of Coos Bay were fully represented, resolutions were unanimously passed against the bridging of said bay.

And Whereas, resolutions to the same effect were afterwards, and upon mature deliberation and discussion passed by the Coos Bay Chamber of Commerce and the Marshfield Chamber of Commerce.

And Whereas, no facts or conditions have since developed to warrant the people of Coos Bay in receding from, or modifying the position expressed in said resolutions.

Now Therefore, be it resolved that this body, speaking for and in behalf of the greater industrial and commercial interests of Coos Bay and its tributary country, welcome the coming of the Oregon Western Railway, and all other railroads, and is willing and anxious to facilitate in any possible way the entrance of any railroad to the bay by a suitable and proper route, not detrimental to the harbor, but that no consideration of self-interest to its members, nor of the wishes of those who are actuated by a mere desire to create temporary activity in special directions, can divert our attention from the main fact that the development of Coos Bay and its large surrounding territory depends upon an open and unobstructed channel to the harbor entrance.

We therefore reiterate our desire to be given an opportunity to submit tangible evidence and facts to justify our request.

Be it Further Resolved, That a copy of these resolutions be sent to Lieut. Col. S. W. Rossler, Corps of Engineers U. S. A., Portland, Oregon, and the North Bend Chamber of Commerce.

Adopted by the Marshfield Chamber of Commerce this 14th day of June, 1907.

MARINE NEWS

AROUND HORN IN 92 DAYS

Melville Dollar, Biggest Lumber Carrier Ever in Coos Bay, Now Loading Up

FAMILY OF THEM

Eight Boats Named After Owners' Children—Schooner Will Go to Old Mexico.

Fresh from a ninety-two day's trip around the Horn, the steam schooner Melville Dollar, Captain C. J. Fosen, arrived in Coos Bay yesterday afternoon from San Francisco, leaving there Friday afternoon. The vessel belongs to the Dollar Steamship Company, one of the largest steamship companies on the Pacific coast, and was recently bought by them in the east. She was formerly known as the John C. Howard, but was given the name of Melville Dollar by the present owners, when that boat was sold about eight months ago. There are eight Dollar boats named after the children in that family.

The ship was built in 1903 by the Columbia Iron Works at Port Huron, and until March 7, when the trip around the Horn was begun, was in the Lake trade. Captain Fosen left Baltimore with a cargo of 1,700 tons of coal, coming around the Horn and reaching San Francisco Friday a week. This is the boat's first trip since coming to the Pacific ocean.

She is the largest lumber carrier ever in Coos Bay. Her capacity for lumber is given as 1,100,000 feet, and she draws about eighteen feet when loaded to capacity. The engines are capable of developing about 1,000 horse-power. She will be fitted up with heavy gear before her next trip.

At Coos Bay 150,000 feet of white cedar will be taken aboard at the railroad wharf from the Johnson Company mill. Leaving here the boat will go to Grays Harbor, where the load of 1,100,000 will be completed. This is the only place on the coast where it is possible to get white cedar. The entire cargo is billed to Old Mexico.

Captain Fosen is accompanied by his two daughters and their lady friend. The captain reports a heavy nor'wester up the coast from San Francisco, but otherwise the trip was very pleasant.

IMPROVE WATER FRONT

San Francisco Will Build New Seawall and Three Docks—Extends Ferry Building.

A preliminary step toward the building of modern docks and the general improvement of the water front of San Francisco in accordance with the extensive plans contemplated by the Harbor Commissioners, was taken by that body yesterday in awarding the contract for the construction of 1,000 feet of seawall, or section 12, to the Healy-Tibbitts Company. Its bid was the lowest, being 78.9 cents a cubic yard of crushed rock.

The work will begin immediately after the signing of the contract, one week hence, and will require six months' time to finish. The new seawall will extend north of the Mail dock. After the completion of the present contract the will wall be extended on to the Ferry building.

Three new and modern docks will be built as soon as the first stretch of seawall is finished.

The other bidders for the contract were the Atlantic, Gulf and Pacific Company, Warren Improvement Company and Gray Brothers.

The Harbor Commissioners at their meeting yesterday received a communication from Joseph Magner, president of the Hay Association, asking for improved wharf facilities for the summer business of the hay merchants.

The assistant State engineer recommended that the Northwestern Pacific Railroad Company be permitted to proceed with the construction of needed tracks in its freight yards, on account of congested conditions, as Superintendent Alger has suggested, the Board to decide who shall bear the cost of the work.

MARINE.

The steamer F. A. Kilburn arrived yesterday afternoon from San Francisco. She will sail this afternoon for Portland.

The schooners Annie Larsen and Esther Buhne will be loaded with lum-

ber ready to go to sea about Thursday. Captain Olsen of the Esther Buhne will again be accompanied by his family. The Esther Buhne will carry 340,000 feet of lumber and the Annie Larsen will have a cargo of 420,000 feet.

The power schooner Casco is due to arrive from San Francisco this afternoon with an engine for the C. B. R. and E. R. R. & N. Co.

The schooner J. M. Weatherwax went to sea Sunday afternoon with a full cargo of lumber for San Francisco.

PRIZES FOR WRITE-UPS

There is no section of the United States that offers the descriptive writer the opportunities presented by the Pacific Northwest, and Portland and Oregon are especially rich in their variety of attractive and substantial features. To encourage visitors to include Portland and Oregon in their itinerary and become better advised, and also to be able to tell others, the Portland Commercial Club offers \$5,000 in prizes for articles on Portland, Oregon and this section of the United States as follows:

- First prize\$1,000
- Second prize 500
- Third prize 250
- Fourth prize 200
- Fifth prize 175
- Sixth prize 150
- Seventh prize 125
- Eighth prize 110
- Ninth prize 100
- Tenth prize 90
- Ten prizes of \$75 each 750
- Ten prizes of \$50 each 500
- Ten prizes of \$25 each 250
- Twenty prizes of \$15 each 300
- Twenty prizes of \$10 each 200
- Three judges to be named by Hon. Geo. E. Chamberlain, Governor of Oregon..... 300

Grand Total\$5,000
In order to be eligible for competition, these articles must appear in a regular edition of some newspaper or other publication dated on or before December 31st, 1907, printed outside of the states of Oregon and Washington, said publication (complete to be in the hands of the judges not later than February 1st, 1908. These articles must be sealed and addressed to Prize Contest, Portland Commercial Club, Portland, Oregon. They will be opened by the judges. Prizes will be awarded strictly on the merits of the articles. Contestants can treat any phase of the subject that appeals to them. Natural resources, scenery, irrigation, agriculture and horticulture, timber, dairying, history, educational and religious advantages, climate, social conditions, etc., or in a more comprehensive vein. The judges will be absolutely untrammelled in making their decisions.

This offer is made, not so much with a view of having the country "boomed" in the common acceptance of that term, as to have the people of the country become more familiar with this portion of the United States and give expression to their views in such articles as will be acceptable to papers throughout the entire continent.

SUGAR COMBINATION

Three Big Firms Effect Consolidation With General Headquarters in Salt Lake, Utah.

Salt Lake City, Utah., June 17.—General Manager Cutler of the Utah Sugar, Idaho Sugar, and Western Idaho Sugar Company, announces that the eastern stockholders in the three corporations have approved the plans for their consolidation. It is proposed to merge the companies under the name, "Utah-Idaho Sugar Company." An issue of \$10,000,000 preferred and \$3,000,000 common stock and in exchange for the old stock on the following basis: Utah Sugar preferred \$10 per share, Idaho Sugar preferred \$11 and Western Idaho \$12.50 per share.

NOTICE TO OUR CUSTOMERS

—We are pleased to announce that Foley's Honey and Tar for Coughs, colds and lung troubles is not affected by the National Pure Food and Drug law as it contains no opiates or other harmful drugs, and we recommend it as a safe remedy for children and adults. Red Cross Pharmacy.

ALMOST 1000 PEOPLE PICNIC

Eagles Affair At Charleston Bay Marked Success—Lot of Good Eatables

PLAY BALL GAMES

Picnickers Initiated Into Mysteries of Scotch Highland Fling—Several Score People Left.

The annual picnic given Sunday by the members of the Eagle lodge to Charleston Bay was the biggest and most successful event ever given by that lodge. It is estimated that between 900 and 1,000 people were in attendance during the afternoon. Everybody ate to their heart's content of barbecued beef, clams, mussels and all the necessary prerequisites to a royal dinner. The committee in charge of the affair left nothing undone, from the furnishing of transportation to the edibles and entertainment of the guests.

The ball games between the high school team and the members of the band and the game between the Eagles were especially good. The high school lads won the game with the band by a score of 14 to 4, while they took the Eagles to camp to the tune of 4 to 3 in a five inning contest. John Herron umpired both games, and in the latter the high school lads imposed upon his small size and downed for a questionable decision.

One of the numbers not on the program that elicited both close attention and hearty applause was a Scottish highland fling with a bagpipe accompaniment. John McLeane furnished the music and Herbert Nixon did the dance, which was of such high order that four Scotchmen in the crowd—Messrs. McKinnon, McKay, Burns and Darrion sat him upon their shoulders and earned him around the circle, where the dance was in progress.

The picnic was marked by jollity and good nature. About everybody seemed to know everybody else and those who didn't got acquainted. With the exception of about eight people the picnickers returned home toward sundown. The eighty remaining thought another boat was coming, but as it didn't they were compelled to spend the night on Charleston Bay. They were rescued about 3 o'clock Monday morning.

LODGE DIRECTORY

Meeting Nights and Officers Of Coos Bay Orders

MASONIC.

Blanco Lodge, No. 48, A. F. & A. M. Richard Waiters, W. M.; Norris Jensen, Secretary. Meets Saturday on or before full moon. Masonic Temple.

Arago Chapter, No. 22, R. A. M. H. Lockhart, High Priest; Albert Seelig, Secretary. Meets last Wednesday each month, Masonic Temple.

Pacific Commandery. C. W. Tower, Eminent Commander; Albert Seelig, Secretary. Meets second and fourth Mondays each month, Masonic Temple.

Doric Chapter, No. 53, O. E. S. Mrs. J. R. Rochon, W. M.; Mrs. O. Macarty, Secretary. Meets second and fourth Tuesdays, Masonic Temple.

ODD FELLOWS.

Sunset Lodge, No. 51, I. O. O. F. Chas. Jackson, N. G.; Is. Lando, Secretary. Meets in Odd Fellows Hall.

Sunset Encampment, I. O. O. F. Is. Lando, C. P.; Geo. Farrin, Scribe. Meets first and second Tuesdays, Odd Fellows Hall.

Western Star Lodge, Rebekahs. Mrs. Ella Rood, N. G.; Mrs. Lizzie Butler, Secretary. Meets second and fourth Wednesdays, Odd Fellows Hall.

KNIGHTS OF PYTHIAS.

Myrtle Lodge, No. 3, K. P. Chas. Nordstrom, C. C.; John Hall, Keeper of Records. Meets first and third Mondays, K. P. Hall.

WOODMEN OF THE WORLD.

Camp No. 196, W. O. W. A. B. Campbell, C. C.; W. U. Douglas, Clerk. Meets second and fourth Tuesdays, Odd Fellows Hall.

Coos Bay Circle, No. 164, Women of Woodcraft. Mrs. Kate Lando, Clerk. Meets second and fourth Mondays, Odd Fellows Hall.

MODERN WOODMEN OF AMERICA. Coos Bay Camp, No. 8408. T. H.

Nicols, V. C.; W. J. Butler, Secretary. Meets second and fourth Saturdays, Old Masonic Hall.

RED MEN.

Coos Tribe, No. 33, Improved Order of Redmen. S. B. Cathcart, Sachem; Sam. Marsden, Keeper of Records. Meets Thursdays, Red Men's Hall.

FRATERNAL UNION OF AMERICA. T. Nicols, F. M.; Mrs. Nellie Owen, Secretary. Meets first and third Tuesdays, Old Masonic Hall.

GRAND ARMY OF THE REPUBLIC. Baker Post, No. 8, Department of Oregon. W. E. Thorpe, Com-

mander; I. S. Kaufman, Adjutant; C. W. Tower, Q. M. Meets second Tuesday each month, Longshoremen's Hall.

SUOMI SOCIETY.

W. M. Hagquist, President; John Backman, Secretary. Meets first and third Wednesdays, hall over Times Office.

If you don't see any fun in Marshfield drop around to the shooting gallery on Front St. Prizes offered for best shots.

The Gotzian Shoe

Made with leather soles but canvas uppers. "Fits like your footprint."

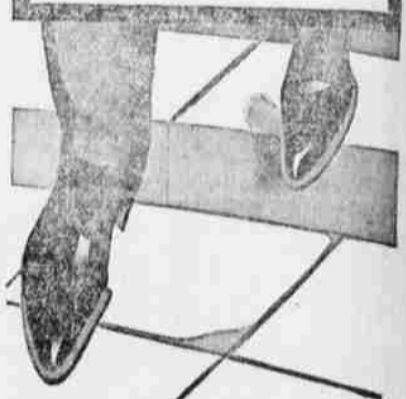


If you want a shoe which is fashionable and yet not freakish, which is comfortable and yet not clumsy, wears well and yet is not too heavy, call for the shoe which

Fits Like your Footprints

The Gotzian Shoe

Made in St. Paul since 1855. "Fits like your footprint."



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- AND -

PACIFIC MONTHLY

FOR

\$5.00 Per Year

To every new subscriber for one year to the Daily Coos Bay Times will be given the Pacific Monthly, which will be delivered through the mail. The regular rate of \$5.00 per year in advance, or 50c per month will prevail.