

No Stumps to Grub in
MILLINGTON

No clearing to do in
MILLINGTON

No risk to run in investing in
MILLINGTON

Every lot is desirable
Every improvement we promised
is being made, and more to.

Every investor who has
bought, there is well pleased-
and a number have already
realized a good profit.

.. BUT ..

Most of Millington is SOLD
More is being sold all the time

.. SO ..

Let us show you Millington be-
fore it is ALL sold

I. S. KAUFMAN & CO.

Marshfield, Oregon
Over Telephone Office

**WHAT A MONORAIL
ROAD IS**

(Continued from page three.)
quired in one locality the structure
can be easily taken down and moved
to another place.

The Farmers' Road.
As an interurban road, and for
serving farming communities at a
distance from the steam railway the
Monorail will supersede all other
forms of transportation and at the
same time greatly enhance the value
of all farm lands within its reach by
stimulating diversified farming and
thus rendering the land far more pro-
ductive. The farmer situated five to
fifteen miles from the steam railway
is unable to produce many of the
most profitable crops, such as fruits,
vegetables, eggs, poultry, etc., be-
cause of the difficulty of quickly and
cheaply transporting such crops to
market. In order to market a few
crates of poultry or a load of vegeta-
bles he must take a man and a team
of horses from work on the farm for
an entire day, to say nothing of haul-
ing over bad roads and in all kinds of
weather. But with the Monorail ser-
vice he can have his own platform on
his own land or at the cross road
near by where he can deposit any
produce he wishes to send to market
in the morning or almost any hour of
the day and such produce will in not
exceeding an hour's time be delivered
to the market in much fresher and
better condition than would be possi-
ble after hauling by wagon over
rough roads through hot sun or
rain.

This service would also enable him
to go to town and return at almost
any hour of the day to suit his con-
venience without taking his team
from his work on the farm. It
would make it possible for his family
to attend church, schools and enter-
tainments in the town, thus securing
to them all the advantages of town
life without its disadvantages.

The building of the Monorail over
the farmer's land while bringing him
so many benefits besides increasing
the value of his farm, would be free
from all the features which he so
strenuously objects to the building of
surface roads. His farm would not
be cut up, as the only land required
would be that necessary for a row of
posts. The structure would be so
elevated that he could cultivate the
land underneath or drive under it at
pleasure; his children and stock
would be in no danger of being run
over and killed by the cars; there
would be no noise and belching
smoke to frighten horses and no
cinders to set fire to his crops.

Benefit to Steam Roads.
The Monorail would be in no sense
a competitor to steam railways, but
on the other hand would be of great
benefit to such roads by furnishing
feeders to develop and increase the
productiveness of their adjacent ter-
ritory. Therefore, instead of being
antagonized by the great railway
systems it will be welcomed and en-
couraged as a valuable adjunct for
increasing their revenue.

Structure.
The Monorail structure may be
built of timber, steel or steel con-
crete. For permanent lines for city
or interurban service the steel con-
crete would be the most substantial
and longest lived structure, although
the more expensive to build at first
cost. But when once erected it
would be practically indestructible,
and cost of maintenance would be
very small.

For mining and logging service
the structure would be built of tim-
ber on account of cheapness.
The life of the timber structure
would be from 15 to 20 years before
extensive renewals would have to be
made. The Monorail structure con-
sists of uprights from 15 to 20 feet
high and set, in case steel or steel-
concrete is used, 30 feet apart; if
timber is used 15 feet apart. On top
of these uprights a stringer 15 inches
wide by 16 inches deep is placed, and
on top of this stringer the running
rail is spiked.

The cars depend from the motor
trucks and straddle the structure.
The cars are kept in equilibrium
by wheels at the bottom which bears
against a guide rail placed on the up-
rights midway between the ground
and top of the running rail, thus not
only making the motion of the car
steady and easy, but precluding the
possibility of its leaving the track.
The uprights are braced longitudinally
from the stringer at the top and
laterally at the bottom from the
ground.

**Points in Favor of the Monorail Over
the Surface Road Either Steam
or Electric.**
1. Lower cost of engineering.
2. Lower cost of right of way.
3. Lower first cost of construc-
tion.
4. Lower cost of maintenance.

5. Lower cost of operation.
6. No liability of obstruction from snow.
7. No liability of washouts.
8. Can take steeper grades.
9. Can take sharper curves.
10. Can give more frequent service.
11. Avoids all grade crossings.
12. Requires much less power to move a given load.

High Water.
July.

Sun., 7.....	5:28	0.2	5:18	3.2
Mon., 8.....	6:11	-0.2	5:58	3.4
Tues., 9.....	6:47	-0.4	6:38	3.6
Wed., 10.....	9:15	8.7	1:37	6.8
Thurs., 11.....	0:48	8.7	2:09	3.0
Fri., 12.....	1:22	8.6	2:42	7.0
Sat., 13.....	1:56	8.4	3:14	7.2
Sun., 14.....	2:32	8.1	3:45	7.5
Mon., 15.....	3:15	7.7	4:22	7.7
Tues., 16.....	4:02	7.3	5:02	7.9

Low Water.
July.

**The C. B., R. & E. R. R.
and Navigation Co.**

TRAIN SCHEDULE NO. 2.
In Effect January 1, 1907.
All previous schedules are void.
Subject to change without notice.
W. S. Chandler, manager; F. A. Laise, freight agent; general offices,
Marshfield, Oregon.

No. 1.	
Daily	Trains.
Except Sunday.	Stations.
Leave 9:00 a. m.	Marshfield.
9:30 a. m.	B. H. Junction.
9:45 a. m.	Coquille.
Arrive 10:30 a. m.	Myrtle Point.
No. 2.	
Daily	Trains.
Except Sunday.	Stations.
Leave 10:45 a. m.	Myrtle Point.
10:30 a. m.	Coquille.
12:00 m.	B. H. Junction.
Arrive 12:30 p. m.	Marshfield.

Extra trains will run on daily special orders. Trains to and from Beaver Hill daily.

**SKATING
RINK**

Announcements:

Open every evening from
7 to 10, and Saturday
afternoons from 2 to 5,
week days only.

Prices:

- 25 cents for use of Rink skates.
- 15 cents for those using their own skates.
- 10 cents admission to Gentlemen evenings.
- Special attention given to children Saturday afternoon.

Best of order always maintained.

D. L. Avery,
Manager

STEAMER FLYER

M. P. Pendergrass, Master

TIME TABLE.
Leaves Marshfield 7:30, 9:00,
and 10:30 a. m., and 1:00, 2:30
and 4:00 p. m.
Leaves North Bend at 8:15,
9:45 and 11:15 a. m., and 1:45,
3:15 and 5:00 p. m.
Makes daily trips except Sun-
days. Fare: One way, 15
cents; round trip, 25 cents.

Steam Dye Works

C Street.
Ladies' and children's garments cleaned or dyed.
Philip Becker, Proprietor.

Now Ready

HOTEL OREGON
New and Modern
Sample Rooms in Connection
NORTH BEND, ORE.

Bank of Oregon

Capital stock fully paid up
50,000.
Transacts a general Banking
Business.
North Bend, Oregon

Sun., 7.....	11:38	6.5	11:02	8.6	Mon., 15.....	9:52	0.4	10:18	2.9
Mon., 8.....	12:24	6.6	11:40	8.6	Tues., 16.....	10:29	0.5	11:08	2.5
Tues., 9.....	13:03	6.7	0:00	0.0	Sun Calendar.				
Wed., 10.....	7:21	-0.5	7:14	3.7					
Thurs., 11.....	7:51	0.5	7:47	3.5					
Fri., 12.....	8:19	0.4	8:21	3.4					
Sat., 13.....	8:48	0.2	8:58	3.2	Sun., 7.....	4:29			7:39
Sun., 14.....	9:18	0.1	9:38	3.1	Mon., 8.....	4:29			7:39
					Tues., 9.....	4:30			7:38

Secure-

Your-

Hunting License

- - AT THE - -

THE GUNNERY

DEER SEASON OPENS JULY 15

In Old Central Hotel Building

Try The .:

DELICATESSEN

For Ice Cream.

Any Amounts Furnished

Special Varieties for Sunday.
Boston Baked Beans for Saturday and Sunday.

Second and C streets.

**The Day Electric
Current**

IS NOW ON

Electric Motors for Operating

ICE CREAM FREEZERS.
FORGE BLOWERS.
EMERY WHEELS.
MALT GRINDERS.
ELEVATORS.
SEWING MACHINES.
PEACH CHOPPERS.
CREAM SEPARATORS.
WATER PUMPS.
COFFEE GRINDERS.

PRINTING PRESSES.
MEAT CHOPPERS.
SAUSAGE GRINDERS.
DENTAL MOTORS.
DUMB WAITERS.
JEWELERS' LATHES.
REFRIGERATORS.
DRILLS.
FANS, ETC., ETC., ETC.

Also for Electric

FLATIRONS.
CIGAR LIGHTERS.
CURLING IRONS.
PLATE WARMERS.
CHAFING DISHES.
COFFEE PERCOLATORS.

X RAY MACHINES.
HEATING PADS.
MILK WARMERS.
ELECTRIC SIGNS.
ELECTRIC PIANOS.
ETC., ETC., ETC.

Call at the office or phone us and a solicitor
will call on you.

**The COOS
BAY GAS
&
ELECTRIC
CO.**

TRY A TIMES WANT AD.

Come Early to Make Selections of
WALL PAPER
Our stock is going fast. A trial of our
Paints and Varnishes
will convince that they are the best on the market
Coos Bay Paint & Wallpaper Co.
2nd near C. Street

MENS' FURNISHINGS

HATS, - TIES - SHIRTS

Styles, Quality and Fit--all
of our goods contain these
elements.

The BAZAAR
C. STREET

Nelson Iron Works
F. E. NELSON, Prop.

We repair all kinds of Machinery,
Steam and Gas Engines, Guns and Bi-
cycles. Best of work our specialty.

We manufacture Castings in Iron and
Bronze for Saw Mills and Logging
Camps. We make the best Sheaves and
Road Spools for Loggers.

TELEPHONE 924

MARSHFIELD, - - OREGON

F. H. BRIGHAM

ARCHITECT AND SUPERINTENDENT

Plans and specifications
made for all classes of
buildings.

North Bend, Oregon

PHONE 541

BELL CORD

Wet Your Whistle Then Blow
J. R. HERRON, Prop.
Front Street, Marshfield, Oregon