TIMES' TELEPHONES Editorial Rooms - - - 1331 Business Office - - - 1331

********** DRAIN STAGE SCHEDULE. 4

Drain stage leaves Marsh- + field at 1 p. m., returning at + • 5 p. m *************

-Launches Sumner and Tioga leave Marshfield 7 p. m., July 27, for dance at Sumner.

O. Oviatt To Leave .-- O. Oviatt, who came here some time ago to take care of the Nutwood trade, will leave Coos Bay on the Breakwater next Thursday. Mr. Oviatt came to Coos Bay in hopes of improving his health, but, unfortunately, he has not improved as he expected and so is going to seek a different climate.

To New Quarters .- The Coos Bay Bedding and Mattress Company has moved into its new quarters on Broadway. Mr. Whaley says he will operate there and at the old factory for a time, until the electric power is installed in the Broadway place, when all the work will be done at the new factory.

Starts For Boise .- J. P. Morris started yesterday for Boise, where he will complete the sale of a tenacre tract of land which he owns at the edge of the city. He will spend a few days, as well, in visiting his friends in the Idaho capital.

To Visit Ten Mile .- Mr. McLeod. Miss Susie Elckworth, Jay Mahoney, Miss Mamie Mahoney, Mrs. George Adams, and John Kronholm departed yesterday for a ten days' vacation at Ten Mile.

Receives Job Plant .- Mr. Dodge has received his job printing outfit and is insattling the same.

Born-To. Mrs. William Elchworth, on Sunday, a daughter.

Born-To the wife of Mr. E. P. Lewis, of Santa Rosa, a son.

NEW BOATS TO PLY ALONG THE COAST

Bay, Eureka, and Other Ports-The Reason.

Beginning in time to handle some tion of the season's shipment of in the lead. grain, a new line of steamers will geles, says the Portland Journal.

been withheld for the present, ar- serve the same precaution, keeping enters into the discussion. rangements are being completed with inside the channel limit. The duties The result of the contest is a boost one of the steamship offices on the of the judges were not onerous and for Max Timmernu



O'Kelly's Launch Secured the Lead After the Cold Storage Plant was Passed and Maintained It Without Trouble---J. WIIcox Wins \$950.00

boat race attracted more attention + Start made at 9:12 4 that has taken place on Coos Bay in years. In the past there has been much talk about speedy boat racing; 4 there have been a few important con- + tests, but Sunday's race was the cli- + max to all the talk and racing. + Some were apprehensive that the * * * * * * * * * * * * * * *

propored race would turn out to be a fiasco, and while this suspicion was common, few believed in it fully, and none who were interested dared stay at home for fear of missing it. It might be said, without exaggeration, that 75 per cent of Coos Bay's population saw the race. The Marshfield docks were thronged for several blocks; North Benders were out in full force; along the intermediate points, Ferndale, the stave mill, Plat B, the Porter Mill, the Old North Bend Mill, and on other available vantage points, people waited pa-

tiently for the start, and remained, for the return trip. Empire turned out en masse to watch the race. Crews of ships along the water front watched the contest and cheered each contestant impartially. Good natured encouragement was offered the Express when she came in speaking distance of the spectators.

The race was late in starting, but those of Marshfield who came to see doggedly to their posts. The time announced for the start was 8:30, but it was 9:12 when the flag fell of the racers.

and the crowd cheered the two boats on their way. When the boats came ing of the boats' engines sold the rink, whence the alarm came, when up for the word, the Express was a day was not favorable for engines, the boys were informed there was Heavy Business Now Out of Coos length or two in the lead, and an- and that they could not get within no need for their services. The exother trial was made. The boats a hundred revolutions of what could citement started over the crossing of swung about and again came towards be expected under perfect atmosthe A street dock. Starter Lawlor pheric conditions. But this affected gave the signal this time and the race both boats alike, and there was no of the fall trade and transport a por- was on with the Express several feet excuses to make on this account.

The two judges had been selected of gossip and inside talk on events of California, stopping at Coos Bay, on the Bonita and O. W. Briggs of on the expectation that the Bonita's were to keep inside the channel for obtained. Since the race, the con-

ing Station, 10:41:30; Empire, 10:51: Old North Bend, 11:26:30; Plat B, 11:33; Stave Mill, 11:36:15;

Bonita's time..... 2:21

Express' time..... 2:31

Bonita's time out. . 1:13:15

Express' time out., 1:17:15

Bonita's time in... 1:07:15

Express' time in... 1:18:15

Distance, about 25 miles.

Holland boat house, 12:43. The Bonita carried seven men. J. J. O'Kelly, skipper, Henry Wells, Max Timmerman, J. C. Wilcox, Wm. Wade, Hunsicker and Mr. Lester. The Express carried water ballast and eight men; W. W. Holland, skipper; J. L. Koontz, Cecil Holland, Frank Lowe, John Swing, Wyatt ton; May Chase, Salt Lake City; L. Coffelt, G. P. Lougheed and the judge.

Conditions for the race were ideal and the bay calm throughout the entire running. There was a slight Coquille; C. Bridges, Beaver Hill; Geo. H. Ferry, Coquille. breeze which aided the going on the outward trip, but the boats had this against them on the return trip. Despite this, they made better time coming back than before, likely on account of tide conditions. The day was comfortably warm and permitted the start before breakinsting, stuck of spectators lounging and discussing the contest in the open air while and the volunteer firemen had the awaiting the passing and repassing

The parties interested in the work-

There is always a certain amount

on the morning of the race and one this nature and it is said the Express began plying between this port and accompanied each boat, Henry Wells people pinned their faith largely up-Eureka, San Francisco and thence the Times, on the Express. The in- engine would not be managed in such southward to Monterey and Los An- structions were simple. The racers a manner that best results would be While the name of the new com- the entire distance, round the buoy cession is made that the Bonita is the pany to enter this northern field has at Charleston Bay, and returning ob- best boat when the matter of speed

MARSHFIELD HOTELS Central-Daniel Stienson; O. J. Signalness; Paul Dietrick; Julius Haache; C. S. Wilson and family; F. J. Monroe, Berkeley; Clem Morgan and wife, San Francisco; Andy Thomason; J. E. Maginnis; A. Welch; C. C. Taggart, Beaver Hill; Geo. J. Busch and wife, St. Louis; E. A. Tyrrell; Will Chadbourne, J. Mitchell, Oakland; E. R. Campbell and wife; Elsie Campbell; Edith

ARRIVALS AT THE

Campbell, Emma Campbell; Ethel Campbell. Blanco-Z. T. Siglin; Victor O. Berdahl, San Francisco; A. H. Powers; W. T. Squires; E. W. Parsley; E. Galena, Portland; W. S. Turpen and wife, North Bend; Geo. H. Himes, Portland; T. A. Walker, Coquille; H. J. Rice; Henry Mather; Paul Miethke; E. G. Hodson, Roseburg; A. C. Bamekoff, Portland; W. E. Potter, Portland; G. W. Carleton, Chicago; Grace Wells, Chicago; J. W. Baker, Cottage Grove; T. H. Eichbaum, San Francisco; Mrs. E. W. Gregg; Thos. Howe, Hillsbore, Ore.; O. P. Ellingsen, Parkersburg; Charles Ashton, Parkersburg; O. E. Masters, Myrtle Point; Al Beacker; Fred Pohl; C. I. Kime, Bandon; Chas. Schroeder, Coquille; Percy

Schroeder; N. P. Peterson, Myrtle Point; Wm. Robinson and wife; P. H. Feely, San Francisco; T. C. Kendall, Ladysmith, Wis.; Jas. K. Mack, Langlois; C. E. Martin; R. E. O'Neil, San Francisco; O. A. Kelly, River-W. Spencer, San Francisco; Fred Pratt, San Francisco; A. Simpson; Ed. Larson and family, LaCrosse, Wis.; Geo. W. Beale; U. N. Baker,

MARSHFIELD FIRE DE-PARTMENT HAS RUN

The fire alarm sounded vesterday afternoon between 1 and 2 o'clock apparatus out ir a jiffy. The hook and ladder truck and the hose cart were well on the way to the skatlag electric wires being prepared for the moving picture machine. There was a tremendous flash, and some rubber covering was burned. Such was the extent of the damage.



Oregon.

SELECTS DEFINITE ROUTE

the Northwestern Said to Be the Cause,

the coast and Coos Bayward are further borne out by the following article from the Portland Journal:

western and the Hill system has aroused the Harriman interests to the Kruttschnitt party. immediate action. Leaving Port-

veys and definitely decide on a route for Harriman's projected line into that section of the state, which has been too long denied recognition.

"The personnel of the party, furthermore, is such as to give the errand especial significance, and the judgment that is reached may be accepted as final with respect to the future policy of Mr. Harriman In dealing with the transportation question in central Oregon. Accompanying Mr. Kruttschnitt from this city were J. P. O'Brien, general manager of the Harriman lines in the northwest; W. W. Cotton, attorney for the Harriman lines in the northwest; George W. Boschke, chief engineer for the Oregon Railroad & Navigation Company, and Fred. S. Stanley, Rumors of Invasion on the Part of of the Deschutes Irrigation & Power Company.

> "That this trip is no idle pleasure jaunt is further evidenced from the fact that simultaneous with the de-

The current reports of the North- parture of Mr. Kruttschnitt and western Railroad's progress toward party from this city General Superintendent Nevins and John Stevens, superintendent of bridges for the Carvalis & Eastern, accompanied by a party of engineers, left Detroit, the "The threatened invasion of Cen- present terminus of the Corvallis &

tral Oregon by the Chicago & North- Eastern, for Prineville, where it is said a meeting will be effected with

The primary purpose of the trip is said by Harriman's representatives land Thursday, ostensibly to inspect in this city to be to superintend a the lines of the Oregon Railroad & resurvey of the proposed route for Navigation Company, Julius Krutt- the Oregon & Eastern from Natron to schnitt, director of maintenance and Vale. This line was surveyed about operation and one of Harriman's eight months ago, but changes in the foremost lieutenants in the west, ac- way entanglements have necessitated companied by a number of local offi- a resurvey. However, the task of cials of that system, proceeded completing the final survey for this directly to Shaniko to inspect the line practically has been finished. different routes that have been sug- and as the final locations are estabgested for reaching the interior of lished the necessary maps are being the state. It is the intention of the filed in the United States Land party to consider the dieevent sur- Office,

Annual Tall Annual State of Cash and C The Steamer M. F. PLANT Sails from North Bend Wednesday at noon. F.S DOW Agent MARSHFIELD, OREGON



waterfront where the business of the line will be handled and negotiations with the new agent who will take charge are being carried on daily.

The California company at present maintains offices in San Francisco, San Pedro and Los Angeles, with headquarters at the latter place. Two steamers will be put on the northern run besides towboats owned by the company. Both steamers carry about . The racers held together at first 700 tons of freight, have passenger accommodations for 80 persons and are equipped with engines which will make a speedy run between coast points.

It is stated that the new company is establishing itself in Portland because competition between San Francisco and way points, where it is now engaged in handling coast tonnage, has proved too keen. It is the expectation that a big business will originate in Portland during the fall, especially in grain shipments, indications pointing to an enormous harvest in all sections of Oregon and Washington.

Being in a position to operate the entire length of the coast, the new local company will be able to fill up at San Francisco what it fails to get coastwise. It is expected that final arrangements for opening offices here will be completed early next month, so that the steamers can begin regular runs prior to September 1.



Crowded House Witnesses First of Summer Vaudeville Entertainments on Coos Bay.

The moving picture show opened last evening before a crowded house. ty-one minutes and accepting the diswere. but Father ; "Daniel Boone, pioneer scenes in America"; miscellaneous, Mr. Condiff sang several illustrated progress of the Express from the ley, chief despatcher O. R. & N. Co., songs and entertained the assemb- start to the minute she tied up at the La Grande; Judge Dunn, Condon; lage with plano selections. His Holland boat building establishment: T. R. Sheridan, president First Nasongs were well received and on the whole, the new venture promises to North Bend, 9;30; Old North Bead, Albany. Application for accomodabe an attraction. Pictures will be 9:36; Jarv.s Landing, 10:00; Em- tions should be made through Foeller changed twice weekly, on Mondays pire, 10 03; Government Works, & O'Neill, Chamber of Commerce and Thursdays.

no difficulties occured to hamper the decision, as often happen when the stakes on a sporting event are large, as they were in this instance.

The timing as given herewith was recorded aboard the Express and corrected upon comparison with watches carried on the Bonita, and the items are as nearly correct as could be given.

and the race seemed likely to be to the one or the other. But the Bonita had a length's lead as the cold storage plant was passed. The stave mill was reached in

eight minutes, with the Bonita slowly drawing away. Her lead was 100 yards by this time, yet the race was young and this was considered only a temporary lead. But, as Plat B. Porter, North Bend and the Old PORTLAND KNIGHTS TO Town were passed and the Bonita's lead had increased to 200 yards, 300, 400, a quarter of a mile, the matter commenced to look serious to the for the following: skipper and crew of the Express. The Bonita kept on increasing the distance to her credit and on passing

ish, but tied up at his boat house.

It was estimated from the figures number of the Knights have made and a mile and a half. Taking the a week and the cost miles an hour.

10:24; the turn, 10:29:15; Life Say- building, Portland.

Bonita. This boat was planned for speed and she has fulfilled all the expectations of her owner and builder.

There is nothing lost by the Express people, since the boat is a freighter and was designed for caring for the increased tonnage which the South Coos is offering.

The largest winner on the race was Jay Wilcox, of North Bend. When he counted up his funds at the close, he had \$1900, which gives him a clean-up of \$950. Side bets were made by admirers of the respective boats and considerable money changed hands in this way. Many backers lost on the belief that the race would be finished in two hours.

VISIT COOS BAY

The Catholic Sentinel is authority

"The Portland Council Knights of Columbus are arranging an excur-Empire, had a comfortable half mile sion to Marshfield, North Bend and to the good. To those on the Ex- Empire on Coos Bay and have charpress this difference looked the same tered the steamer Breakwater. This for the next few miles and the Bonita is one of the finest steamers on the rounded the buoy exactly four min- Pacific and as she has only about utes ahead of the Express. The re- 100 rooms those who intend making turn trip was a repetition of the out- this trip should apply at once for going race, the Bonita gaining be- accommodations. This will be the tween 4 and 6 minutes between the first excursion ever taken by the buoy and Marshland. Captain Hol- Portland Council and as a very low land did not cross the line at the fin- rate has been secured every member who can should take the trip.

on the race that the Bonita led at the reservations and are taking their finish between a mile and a quarter families. The trip will take about will be \$15. Bouita's time of two hours and twen- which will include berth and meals Already a number of out-of-town Four films were shown, occupying a tance as twenty-five miles, she cov- Knights have applied for accommospace of two hours. Among these ered the course at the rate of 5.38 dations, among whom are: D. M. "Nobody Works at Our House for each mile, or 10 and two-thirds Kelly, implement dealer, Baker City; B. Small, proprietor Baker City

The following figures show the Democrat, Baker City; A. J. Buck-Stave mill, 9:20; Plat B, 9:23; tional Bank, Roseburg: Harry Shea, Never in the history of the piano business has there been a piano that has given greater satisfaction than the

GABLER

Never in the history of this state will there be a piano that will acquire such a household name and become so firmly intrenched in the hearts of the people as the



Demonstrated fact is logic

Logic is sound common sense

Sound common sense is

Good business judgement

Good business judgement is the

Purchase of a reliable piano.

We are sole representatives for the EARNEST GABLER & BROTHER PIANOS. Established 1854.

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