

COOS BAY BRIEFS

TIMES' TELEPHONES
Editorial Rooms - - - - 1331
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DRAIN STAGE SCHEDULE

Drain stage leaves Marshfield at 1 p. m., returning at 5 p. m.

Launches Summer 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.

To New Quarters.—The Coos Bay Bedding and Mattress Company has moved into its new quarters on Broadway.

Starts For Boise.—J. P. Morris started yesterday for Boise, where he will complete the sale of a ten-acre tract of land which he owns at the edge of the city.

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

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

Born.—To Mrs. William Eickworth, 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

Heavy Business Now Out of Coos Bay, Eureka, and Other Ports—The Reason.

Beginning in time to handle some of the fall trade and transport a portion of the season's shipment of grain, a new line of steamers will begin plying between this port and California, stopping at Coos Bay, Eureka, San Francisco and thence southward to Monterey and Los Angeles, says the Portland Journal.

While the name of the new company to enter this northern field has been withheld for the present, arrangements are being completed with one of the steamship offices on the 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.

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.

MOVING PICTURE SHOW ENTHUSIASTIC SUCCESS

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

The moving picture show opened last evening before a crowded house. Four films were shown, occupying a space of two hours.

BONITA WINS BOAT RACE WITH APPARENT EASE

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

As predicted by the Times, the boat race attracted more attention that has taken place on Coos Bay in years. In the past there has been much talk about speedy boat racing; there have been a few important contests, but Sunday's race was the climax to all the talk and racing.

The race was late in starting, but those of Marshfield who came to see the start before breakfast, stuck doggedly to their posts. The time announced for the start was 8:30, but it was 9:12 when the flag fell and the crowd cheered the two boats on their way.

The two judges had been selected on the morning of the race and one accompanied each boat, Henry Wells on the Bonita and O. W. Briggs of the Times, on the Express. The instructions were simple. The racers were to keep inside the channel for the entire distance, round the buoy at Charleston Bay, and returning observe the same precaution, keeping inside the channel limit.

The racers held together at first 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 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 skipper and crew of the Express.

It was estimated from the figures on the race that the Bonita led at the finish between a mile and a quarter and a mile and a half. Taking the Bonita's time of two hours and twenty-one minutes and accepting the distance as twenty-five miles, she covered the course at the rate of 5.38 for each mile, or 10 and two-thirds miles an hour.

The following figures show the progress of the Express from the start to the minute she tied up at the Holland boat building establishment: Stave mill, 9:20; Plat B, 9:23; North Bend, 9:30; Old North Bend, 9:36; Jarvis Landing, 10:00; Empire, 10:03; Government Works, 10:24; the turn, 10:29:15; Life Sav-

Start made at 9:12
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.

ing Station, 10:41:30; Empire, 10:51; Old North Bend, 11:26:30; Plat B, 11:33; Stave Mill, 11:36:15; Holland boat house, 12:43.

The Bonita carried seven men, 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 Coffelt, G. P. Loughheed and the judge.

Conditions for the race were ideal and the bay calm throughout the entire running. There was a slight 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 parties interested in the working of the boats' engines said the day was not favorable for engines, and that they could not get within a hundred revolutions of what could be expected under perfect atmospheric conditions.

There is always a certain amount of gossip and inside talk on events of this nature and it is said the Express people pinned their faith largely upon the expectation that the Bonita's engine would not be managed in such a manner that best results would be obtained.

The result of the contest is a boost for Max Timmerman, who built the Bonita. This boat was planned for speed and she has fulfilled all the expectations of her owner and the 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.

PORTLAND KNIGHTS TO VISIT COOS BAY

The Catholic Sentinel is authority for the following:

"The Portland Council Knights of Columbus are arranging an excursion to Marshfield, North Bend and Empire on Coos Bay and have chartered the steamer Breakwater. This is one of the finest steamers on the Pacific and as she has only about 100 rooms those who intend making this trip should apply at once for accommodations.

Already a number of out-of-town Knights have applied for accommodations, among whom are: D. M. Kelly, implement dealer, Baker City; I. B. Small, proprietor Baker City Democrat, Baker City; A. J. Buckley, chief dispatcher O. R. & N. Co., La Grande; Judge Dunn, Condon; T. R. Sheridan, president First National Bank, Roseburg; Harry Shea, Albany. Application for accommodations should be made through Foeller & O'Neill, Chamber of Commerce building, Portland.

ARRIVALS AT THE MARSHFIELD HOTELS

Central—Daniel Stenson; 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. Maginis; 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 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 Mithke; 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, Hillsboro, Ore.; O. P. Ellingsen, Parkersburg; Charles Ashton, Parkersburg; O. E. Masters, Myrtle Point; Al Beaker; 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'Neill, San Francisco; O. A. Kelly, River-ton; May Chase, Salt Lake City; L. W. Spencer, San Francisco; Fred Pratt, San Francisco; A. Simpson; Ed. Larson and family, LaCrosse, Wis.; Geo. W. Beale; U. N. Baker, Coquille; C. Bridges, Beaver Hill; Geo. H. Ferry, Coquille.

MARSHFIELD FIRE DEPARTMENT HAS RUN

The fire alarm sounded yesterday afternoon between 1 and 2 o'clock and the volunteer firemen had the apparatus out in a jiffy. The hook and ladder truck and the hose cart were well on the way to the skating rink, whence the alarm came, when the boys were informed there was no need for their services.

S. P. COMPANY APPREHENSIVE

Harriman Chief Makes Trip of Investigation Into Central Oregon.

SELECTS DEFINITE ROUTE

Rumors of Invasion on the Part of the Northwestern Said to Be the Cause.

The current reports of the Northwestern Railroad's progress toward the coast and Coos Bayward are further borne out by the following article from the Portland Journal:

"The threatened invasion of Central Oregon by the Chicago & Northwestern and the Hill system has aroused the Harriman interests to immediate action. Leaving Portland Thursday, ostensibly to inspect the lines of the Oregon Railroad & Navigation Company, Julius Kruttschnitt, director of maintenance and operation and one of Harriman's foremost lieutenants in the west, accompanied by a number of local officials of that system, proceeded directly to Shaniko to inspect the different routes that have been suggested for reaching the interior of the state. It is the intention of the party to consider the direct sur-

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, of the Deschutes Irrigation & Power Company.

"That this trip is no idle pleasure jaunt is further evidenced from the fact that simultaneous with the departure of Mr. Kruttschnitt and party from this city General Superintendent Nevins and John Stevens, superintendent of bridges for the Carvalls & Eastern, accompanied by a party of engineers, left Detroit, the present terminus of the Corvallis & Eastern, for Prineville, where it is said a meeting will be effected with the Kruttschnitt party.

The primary purpose of the trip is said by Harriman's representatives in this city to be to superintend a resurvey of the proposed route for the Oregon & Eastern from Natron to Vale. This line was surveyed about eight months ago, but changes in the route that were caused by right-of-way entanglements have necessitated a resurvey. However, the task of completing the final survey for this line practically has been finished, and as the final locations are established the necessary maps are being filed in the United States Land Office.

The Steamer M. F. PLANT Sails from North Bend Wednesday at noon. F. S. DOW Agent MARSHFIELD, OREGON

Earnest Gabler & Bro. Piano. Never in the history of the piano business has there been a piano that has given greater satisfaction than the GABLER. 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. W. R. HAINES MUSIC COMPANY C Street, three doors west of Front.