

JUST RECEIVED



New Line,
Solid Gold,
Latest Designed
Jewelry
Call and See Them

CARLETON JEWELRY COMPANY
FIRST TRUST AND SAVINGS BANK BLDG., MARSHFIELD, ORE.

United Wireless Telegraph Company

OFFICE IN "THE CHANDLER"
Messages Received For All Parts of the World. PHONE 869

If you are interested in the 7 PER CENT. PREF., PARTICIPATING, FULL-PAID AND NON-ASSESSABLE STOCK in the above Company, as an investment, please call on or write

O. L. HOPSON, Fiscal Agt.
COOS AND CURRY COUNTIES, BOX 323, MARSHFIELD, OREGON.

CUT PRICES ON COAL

Beaver Hill Coal, delivered \$5.50 per ton
Beaver Hill Nut Coal, delivered \$5. per ton
ORDER AT ONCE AT THE OFFICE, 316 SOUTH BROADWAY,
OR PHONE 2011.

HUGH McLAIN

General Contractor and Dealer in Cement, Crushed Rock, Sand,
Lime Plaster, etc.

COLUMBIA MACHINE WORKS

Cavanagh, Chapman & Co.

General Repair Work and Woodturning. Launches a Specialty
Foot of Queen Avenue, Marshfield

GASOLINE

For the convenience of the
up-town consumers, we have
arranged to make a daily
delivery of gasoline in bulk. Set
your flag and we will fill your
can for 85 cents.

STANDARD OIL COMPANY
PHONE 701.

KODAKS



All Sizes and Supplies at the
RED CROSS

DIRECTORY Of Coos Bay Manufacturing
and Wholesale Houses : : :

The way to build a city is to stand together. Coos Bay factories and jobbing houses make and have for sale many things that Coos County people buy in Portland and San Francisco. Keep the money at home. It helps prosperity.

The following is a list of reliable and up-to-date establishments that are worthy and deserve your patronage.

PATRONIZE HOME INDUSTRY

North Bend Iron Works.

Phone 321
NORTH BEND, ORE.

Iron and bronze castings. All kinds of repair work and
logging tools a specialty. FOUNDRERS and MACHINISTS.

Nelson Iron Works, (Inc.)

Manufacturers of Machinery and Supplies for Mills, Mines, Railroads
and Logging Companies. We are pioneers in the manufacturing and
repairing of Gas Engines. Don't forget our Gas Engine Supplies.

Foundry and Machine Shop - Marshfield Ore.

The Modern Company



Wholesale
CANDY, CRACKERS
CIGARS, PIPES, ETC.

Are You Well Armed

In warfare, to meet a moderately-armed enemy, your own force
equipped with obsolete weapons, would be worse than folly. Even
the argument that you could not AFFORD modern arms or weapons
would not excuse you. The enemy makes you pay for HIS. So it is
in business. You must advertise in the most modern and aggressive
ways or get out of the fight entirely.

Popular Korner

THAT'S THE PLACE TO
MEET YOUR FRIEND

and call for

"Castlewood"

POPULAR PRICES KORNER
ATRONS KORRECT KOMFORT

A CARD.

If you desire a clear complexion
take Foley's Orino Laxative for
constipation and liver trouble as it
will stimulate these organs and
thoroughly cleanse your system,
which is what everyone needs in the
spring in order to feel well.—RED
CROSS PHARMACY, John Preuss,
prop.

PICNIC LUNCHEONS
Cold Ham, Veal Loaf
Potato Salad, Shrimp Salad
Boston Baked Beans,
Angel Cakes, Nut Cake
Gold Cake, Marshmallow Cake
Pineapple Cake,
Whipped Cream Puffs and all
other good things for your
picnic lunches.
Corthell's Delicatessen.

A CARD.

This is to certify that all drug-
gists are authorized to refund your
money if Foley's Honey and Tar
fails to cure your cough or cold. It
stops the cough, heals the lungs and
prevents pneumonia and consump-
tion. Contains no opiates. The gen-
uine is in a yellow package.—RED
CROSS PHARMACY, John Preuss,
prop.

WE DO REPAIRING AND
ALSO DARN THE SOX FREE.



PHONE 371

DeWitt's Carbollized Witch Hazel
Salve is especially good for piles, but
it is also recommended nearly every-
where for anything when a salve is
needed. It is soothing, cooling and
healing. Be sure to get DeWitt's
Witch Hazel Salve when you ask for
it. We sell and recommend it. Sold
by LOCKHART & PARSONS.

STATE OWNED
RAILWAYS.

(Continued from page 6.)

markets his bonds for new railroads
not on his personal credit but on the
credit of the new enterprise. If he
began building new lines in Oregon
the real strength of the bonds would
not be Mr. Harriman's credit or per-
sonality, for he may die, but back
of the bonds would be the resources
of Oregon and the people of Oregon.
Cannot the people of Oregon raise
money on the same basis? What is
paying interest on Mr. Harriman's
bonds today, and running expenses,
and dividends to stockholders? Ore-
gon and the people of Oregon. Can-
not they do as well for themselves?

As to Private Capital.

"We are also told in the same
breath that this movement will drive
private capital out of Oregon and
that Mr. Harriman will ruin the
state road by paralleling it. Certainly
both these things cannot happen.
If Mr. Harriman parallels the state
road the state will be in luck—it
will have two roads instead of one
—and if either is to lose it will not
be the road controlled by the people
themselves. If private capital re-
fuses to build roads in the state the
state will at least have stepped into
Mr. Harriman's shoes and will suc-
ceed to that monopoly of railroading
in this state which he has so long
enjoyed. In our opinion it would be
a great step in advance to have the
state owning these great monopolistic
highways and leasing them to
operators on strict terms, securing
impartial service to the public, or
running them as common highways,
open to all trains of all roads, under
the dispatching system of the state,
and at a per ton per mile toll, the
only just charge for the service of
transportation.

Answer Must Be Practical.

"There comes to every generation
a practical question to be answered
in a practical way. Oregon is with-
out railroad development. Eastern
Oregon is the greatest undeveloped
tract in the United States. Oregon
is the state most neglected by rail-
roads. It is girdled by one mono-
polistic system which occupies the
passes only to hold them, and will
neither build, nor let others build.
It takes Oregon profits to further
develop Oregon's sister state, Wash-
ington, already well supplied—and
does this to punish a rival for en-
tering Portland. Oregon is in the
position of a serf working to rivet
faster his own fetters. If Coos Bay
and Eastern Oregon were deserts
there might be some excuse but they
are full of resources and latent
wealth, potential with cities waiting
the iron wheels to arise.

"It is no answer to this situation
to talk vaguely of bugaboos and say
do nothing, but sit and wait till the
overlord in his good pleasure chooses
to come to your relief. That is the
logic of the Oregonian's position—
wait, wait, and still wait. And
while one waits Washington forges
ahead and, backed by Spokane and
the eastern domain, Seattle grows.
While we wait, the Harriman system
(which through the Southern Pacific
has 10 interests in San Francisco
to one in Portland), is building from
the south. What building it does
is ever from the south, and Port-
land will wake up from its paralyz-
ing pipe dream and the treacherous
soothings of the great sachem, to
find its own empire developed from
the south and pouring its tribute by
way of the Klamath into the coffers
of San Francisco.

Word For Conclusion.

"In conclusion, the state can
build railroads now; no change in
the constitution is necessary. There
is no intention to grant state aid to
private persons or corporations. The
plan is for the state or railroad dis-
tricts to be created like irrigation
districts (or like the Port of Port-
land)—to build and own the rail-
roads necessary for the development
of the state and lease or operate as
may seem best.

"These roads cannot be sold to
private corporations. The amend-
ment is to permit bonds to be issued
and finance the road just as Mr.
Harriman does, or just as the Port
of Portland does, instead of taxing
the taxpayer.

"The greater development of a
greater Portland, the overtaking of
Washington and California, the bloss-
oming of a greater Oregon, lie in
the answer. Which is it to be? Help
ourselves or roll our eyes like a
sacrificial calf at Mr. Harriman and

NEWS FROM ALL
OVER COOS COUNTY

BRIEFS OF BANDON.

News of City-By-The-Sea Taken
From The Recorder.
Born—To Mr. and Mrs. Horace
Russell of Randolph, May 3rd, a
bouncing baby boy.

A twelve-pound girl was born to
Mr. and Mrs. J. W. Williams of
Randolph, April 23.

C. H. Patterson, D. A. Patterson,
Harry Nelson, Capt. Bowman and R.
M. Holman were down on Sixes
river Saturday and Sunday and suc-
ceeded in catching about 200 trout
ranging from six to sixteen inches
long.

Persons coming from Rogue river
state that two firms intend to start
fishing soon. J. W. Hume, a nephew
of the late R. D. Hume, has com-
menced the erection of a salting
plant near the mouth of the river.
It is also reported that Schlemann
& Co., of Gold Beach, will engage
in fishing this season.

BANDON TO ENLARGE.

Special Election June 1 to Take In
Additions.

BANDON, Ore., May 8.—At the
regular meeting of the city council,
an ordinance was unanimously pas-
sed; designating Tuesday June 1 as
a special election day to vote on the
proposition of incorporating the out-
side platted additions adjacent to
Bandon.

NEWS OF COQUILLE.

Briefs Bits of News Taken From The
Sentinel.

All previous freight records were
broken last week when freight ar-
riving on the Breakwater Friday
was delivered in Coquille on the
same day.

Mrs. D. F. Dean returned Friday
from a six month's visit at Cottage
Grove and Eugene. She was ac-
companied by Mrs. Ray Dean who
has been living in Cottage Grove for
the past few months.

Harry Van Tassel, who was for
some time connected with the Co-
quille Mill & Mercantile Company as
Inspector of cargoes, but who is now
in charge of the Smith mill at Marsh-
field both as cutting and shipping
inspector, visited friends in Coquille
the first of the week.

TO CELEBRATE FOURTH.

Myrtle Point Business Men Arrange
For It.

The Myrtle Point Enterprise says:
"A meeting of the business men of
Myrtle Point was held at the office
of the Myrtle Point Mill Company
Monday evening to take preliminary
action toward a celebration of the
Fourth of July here this year. The
sentiment expressed at the meeting
was unanimously in favor of a cele-
bration this year. For a number of
years Myrtle Point has made no ef-
fort to entertain its friends at such
a gathering and it was considered
that something should be done this
year to provide entertainment on the
national holiday.

"As a preliminary step a commit-
tee of three, consisting of W. O.
Cooper, W. F. Hendricks and A. H.
Bender, was appointed to interview
the county court on the proposition
of closing up Seaman avenue tem-
porarily to provide a place for the
events to be arranged. It is prob-
able that there will be horse rac-
ing, other sporting events, a grand
herbucue and other features that
will combine to make the Fourth a
day such as Myrtle Point has never
known before."

wait? A remedy is wanted, not
carping criticism. We are the chil-
dren of today. The future belongs
to us and let the dead past be buried
by the dead."

NOTICE.

Marshfield city warrants drawn
against the General Fund endorsed
prior to January 1, 1907, will be
paid on presentation at my office.
No interest allowed after May 10,
1909.
R. F. WILLIAMS,
City Treasurer.

WHEN CLEANING house remem-
ber LASH, the paper hanger and
decorator.

"CASTLEWOOD" at the P. K.

MYRTLE POINT POINTERS.

News of Upper Coquille As Told By
The Enterprise.
A daughter was born to Mr. and
Mrs. C. H. Nosler at their home at
Bridge on Tuesday, the 4th.

Earl Endicott who left about a
year ago to learn the jewelry busi-
ness at St. Louis, but who has re-
cently been at Rockport, Indiana,
has returned to Myrtle Point.

Landlord T. D. Guerin of the
Guerin hotel, received his new Max-
well runabout the first of the week
and his services have since been in
active demand by those who wish to
enjoy their first automobile trip.

Mrs. W. C. Guerin returned Tues-
day from Needles, Cal., and will re-
main with relatives here until Mr.
Guerin returns from his Alaska trip.
Mr. and Mrs. Guerin have been at
Needles for nearly a year.

Mr. and Mrs. J. T. Fellows and
children expect to leave next week,
driving overland to Ashland. From
there they expect to go to Modoc
county, Cal. They expect to spend
the greater part of the summer in
traveling and camping.

C. E. Carl, who has been living in
Coquille during the winter, was here
this week and states that they ex-
pect to return to Portland in about
a week, where he will improve his
property, which lies convenient to
the fine new high school being-built
there.

Carl Hollenbeck, son of L. B. Hol-
lenbeck of Bandon, but formerly of
Myrtle Point came up this week and
took Miss Emma Jackson of Gravel
Ford, home with him, stopping en
route at Coquille to be made man
and wife. The groom has a ranch
near Bandon on which they will re-
side. The friends of both parties
will unite in best wishes for their
future prosperity.

REAL ESTATE TRANSFERS

Daily Real Estate Report Furnished
By Title Guarantee and Abstract

Co. Henry Sengstacken,
May 4, 1909.

Annie E. Prentiss and hus, to Ef-
fie M. Farringer; deed. Parcel of
land beginning 692 ft. W of SW
corner of intersection of Randolph
street and avenue 'C', Western Ad-
dition to Marshfield. Consideration,
\$10.

May 5, 1909.
Merchant Land Company, to Matt
Hieme; deed. Lots 3 to 14, blk L,
Western Addition to Marshfield.
Consideration, \$500.

Fred W. Green et ux, to John
Thwaites; deed. 1/2 interest of E 1/4
of E 1/4, sec 24, twp 25, R 11; N 1/2
of NE 1/4, SE 1/4 of NE 1/4 and NE 1/4
of SE 1/4, sec 25—R 11 1/4 SE 1/4 and
lots 4, 9, 10 and 11, sec 30,—R 10.
Consideration, \$10.

Florence M. Bargelt and hus, to
Sarah W. Haines; deed. Lots 6, 7,
8 and 9, blk 41, Railroad Addition to
Marshfield. Consideration, \$100.

W. E. Gage, sheriff, to H. Seng-
stacken; deed. SW 1/4 of NE 1/4, sec
15, twp 28; R 14; lots 1 and 2, blk
10, Bangor; NW 1/4 of NW 1/4, sec
30, twp 25, R 11; SE 1/4 of NW 1/4,
sec 13, twp 23, R 13; SE 1/4 of SE 1/4,
sec 18, twp 23, R 11. Consideration,
\$13.62.

W. R. Whipple et ux, to J. G.
Fowler; deed. Lot 34 and 3 1/2 of
lot 35, blk 1, Idaho Addition to
North Bend. Consideration, \$252.50.
May 6, 1909.

O. A. Turner, to O. N. Lindblad;
deed. N 1/4 of W 1/2 of blk B, Boise
Addition to Marshfield. Considera-
tion, \$150.

O. A. Turner, to F. E. Whitmore;
deed. S 1/2 of W 1/2 of blk B, Boise
Addition to Marshfield. Considera-
tion, \$150.

Belt Line Railway Company, to
Ellis M. Mettler et al; deed. Lots
1 and 2, blk 21, Coos Bay Plat E.
Consideration, \$100.