

RETURNS FROM EAGLE TRIP

Edward Peterson of Empire,
Reaches Home After Sea
Voyage in Launch.

Edward Peterson of Empire, who accompanied Tom Holland in his trip from Coos Bay to Seattle in the launch Eagle, returned yesterday. He says that the report of their trouble off Yaquina Bay was greatly exaggerated in the press dispatches. Their actual running time between Coos Bay and Seattle, deducting for stops at Yaquina, Astoria, Willapa and McClelland Bay, was just fifty-two hours.

"When we reached Yaquina, we found a strong ebb tide and consequently we did not attempt to enter," said Mr. Peterson in talking of his trip today. "We did not want to anchor but would run up a little ways and then float back while waiting for the tide to turn. We had a large American flag floating and our actions were misconstrued by the boys at the life-saving station who sent a crew out to aid us. When they reached us, we told them to give us a line and we would help them back in and at the same time the presence of their boat would be a safeguard for us in case anything did happen while crossing the bar. We got in as nicely as you please." Tom Holland remained at Seattle for the time being. He is figuring on selling the Eagle there.

OCEAN TOLL 221 LIVES.

Eighty-Nine Vessels Wrecked Off
North Atlantic Coast.

BOSTON, Mass., June 22.—Two hundred and twenty-one persons perished by shipwreck and 89 vessels met with disaster off the New England and British North American coasts, or while engaged in the New England or Canadian trade, during the fall and winter season of 1908-09. Of the 89 vessels cast ashore or lost at sea, six steamers and 5 sailing craft were totally wrecked. The financial loss exceeds \$3,000,000.

The most thrilling disaster of the season was the collision between the White Star Line steamer Republic and the Italian steamer Florida.

In the series of storms which prevailed from November 17 to December 5, 165 persons were drowned and four steamers and 35 sailing craft were lost. The greatest disaster of last fall was the destruction of the American steamer Soo City, which foundered off the southwest coast of Newfoundland with all on board, 28 men.

The Norwegian steamer Sticklestad, which left Glasgow November 28, for Sydney, N. S., carrying a crew of thirty, never reached port, and the Fabre Line steamer Neustria, from New York October 27, for Marseilles, never was heard from after she sailed.

The navy had few accidents during the season. The cruiser Yankee, which went ashore on Splindle Rock, at the entrance of Buzzards Bay on September 23, was floated December 4, but foundered later while being towed to port. There were no fatalities.

RACES AT CORVALLIS.

Cardwell's Horses Show Up Well
There.

The Roseburg Review says W. W. Cardwell has returned from Corvallis, where his trio of running horses were entered in the race meet there recently. "King Kohr" won the mile dash and "Counsellor" the 5-8 event. In the quarter-mile dash, "Blue Diamond" went under the wire first, ahead of the only other horse in the event, but the judges declared it "no race," because the horses in starting, leaped over the rubber ribbon instead of waiting for the ribbon to be released. The horses then ran again, but this time "Blue Diamond" lost. Merely to work them out, Mr. Cardwell entered "King Kohr" in the half-mile dash and "Counsellor" in the 4 1/4-furlong event. The former race was captured by "Bill Short," well remembered here, with "King Kohr" third. "Counsellor" landed second money in the other race. Mr. Cardwell's horses race at Independence and McMinnville next and finally at Marshfield, where they will remain until the county race meet in Roseburg next September.

Fruit Jars at MILNER'S.

OLDEST WOMAN DIED TODAY

Mrs. Elizabeth Fox, Aged 112,
Succumbs Near Sedalia,
Missouri.

(By Associated Press.)
SEDALIA, June 22.—Mrs. Elizabeth Fox, aged 112 years, died at Smithton, near here, today. She was a native of Kentucky.

MILK IS HIGH.

New Records Established In Coquille
Valley This Spring.

The Myrtle Point Enterprise says: New high records have been established here in the prices of milk and butter fat. The Sugarloaf Creamery paid 41 cents for butterfat delivered during April and Sunrise paid 37 1/2 cents. These are undoubtedly the highest prices ever paid in Coos county and were only made possible by the fact that the creameries here have established a reputation in the markets that is now being coined into money by the dairymen. The cheese made commands the top figures and is always in demand where it is known. Manager Broadbent has been devoting his special attention to the making of Young-America cheese and is finding that his efforts are meeting with a satisfactory response on the part of the market. The dairymen, who have been getting a nice income from their milk and cream sold to these factories will be able to realize a fine profit from the rising prices made possible by the good reputation the products are making, and their prosperity will naturally make toward the prosperity of the people of this locality. Nature has equipped the country surrounding Myrtle Point for an ideal dairying country and this fact, coupled with the further fact that one of the best butter and cheese makers in the country is managing the business cannot but bring steady and increasing prosperity to the entire people.

ROAD FOR FLORENCE.

Expect Southern Pacific Branch
Along the Siuslaw.

The Florence West says: "Considerable speculation is indulged by many persons as to the ultimate terminus of the Carver railroad, which is now being constructed from Corvallis in a south-westerly direction. The line which is called the Corvallis & Alsea Railroad, was started some two years ago, and though very little is said about it in the papers, a force of men has been kept steadily at work since that time. Some twenty miles of road has been completed, the main line passing near Monroe with a branch extending into that town. Parties residing in that vicinity inform us that it is now being built toward Blackley, but that it is difficult to tell much about where the road will be located as the surveyors never get far ahead of the construction gang. We are not 'on the inside' as to the plans of Mr. Carver, but it is generally considered that he is on friendly terms with the Southern Pacific and that his road is really a Southern Pacific branch. We have been of the opinion all along, that instead of building to the Alsea that the Carver road will be extended down Lake Creek to the Siuslaw; and now that it is certain the harbor here will be improved, our opinion that the road will be built to Florence is stronger than ever. Besides this, Eugene is making efforts for a road from that place to Florence and a feasible route has been found from the county seat by way of upper Lake Creek to the Siuslaw. Now, if the Carver road is really a Southern Pacific project, what is more probable or reasonable than, that when terms satisfactory to that company are made, that a branch will be built from Eugene to connect with the Carver road, and one or the other extended to Florence? This would give the Southern Pacific a line clear through to Portland on the west side of the Willamette, give Eugene a short route to deep water, and direct communication with Florence. It would also be more convenient for the people of this section than a road only to Eugene would be, as it would give them a shorter route to Portland."

RIFLE Cartridges at MILNER'S.

"CASTLEWOOD" at the P. K.

PLAN DEFEAT OF NEW LINE

(Continued from page 1.)

for the people of the interior and the long haul would still be in their control. Electrics can not be run as freight roads except in a secondary sense. They will not be efficient unless the passenger traffic pays and that is not probable at Coos. In order to make the passenger traffic pay you must have local business and you can not get that unless you have freight connection with the interior in a large sense. The steam road is the only road which will meet the needs of Coos Bay and the interior of Oregon. I have only to refer you to the records to show you that no freight road is equipped with electricity and that it is not considered practical at present.

The campaign to head off the building of the Coos Bay to Boise road is an elaborate one. The interests will agitate the construction of an electric line from Coquille to Roseburg and propose connections with Marshfield. The proposition to make Coquille the center of the project is to produce dissension which will prevent completion. It is also proposed that an automobile road to Roseburg will be agitated and you will find that Southern Pacific friends and employees will advocate that plan. Mr. _____ will be the head center of that movement and will advocate it with the view of getting a right of way over it from the county thus having a cheap grade provided at public expense. All this is intended to sidetrack your Coos to Boise railroad and cut Coos out of competition with the Long Haul. The belief exists among the magnates that your people in Coos Bay, are so anxious to get passenger and mail service to the larger centers that they will sacrifice the advantage of the next twenty years in order to get better facilities to get in and out. They also consider that the opening of Coos Bay will be impossible from the standpoint of high grades and mere electric service. Of course there is a prospect that the Drain road will be built to Coos if the electric to Roseburg is completed. The latter will carry the passengers and the former the freight. The result will be that Portland and Eugene being the freight handlers will drain Coos and you are still barren of water advantages as Yaquina is now. Coos will help no portion of Oregon with such facilities and will have to be content with her own resources and smallness.

I suspect that your people will be attracted by the promises which will be made to them in the line of electrics. You will find that they will come altogether from Southern Pacific friends. You may be sidetracked, if you are you may not learn in your lifetime what you have missed as people who have waited for years for advantages which do not come get a habit of waiting and would not feel pleased otherwise. The Coquille project is in the hands of Portland parties, who work with the Southern Pacific and have connections with Oakland, the automobile road is also on the same line.

Personally I would like to see the Coos to Boise road pushed to a finish, as our people are interested in the opening of Coos Bay as a great seaport.

Push the main line by all means and do not let it be sidetracked.

STANDARD OIL BUSY.

"System" Said to Be Developing
Douglas County Coal.
The Roseburg News says: "The Standard Oil Company, who have options on something over 40,000 acres of land in this section, are progressing nicely with their experiment work, having succeeded in striking a number of rich coal veins in this locality. Yesterday the prospectors came in contact with a vein of rich clay on a small piece of ground, situated between the W. A. Irmie and W. Callahan ranches, all evidence tending to show the product profitable. Oil has also been found in several spots and the prospectors are much encouraged. One of their representatives is in the city today making arrangements to purchase a number of push cars which will be used in hauling the product from the interior of the tunnel to a point near the railroad."

"CASTLEWOOD" at the P. K.

REAL ESTATE TRANSFERS

Daily Real Estate Report Furnished
By Title Guarantee and Abstract
Co. Henry Sengstacken.

June 10, 1909.

Crawford Point Land Co., to Wm. Pond; deed. Lot 9, blk 3, Crawford Point Addition to Coos Bay. Consideration, \$365.

Crawford Point Land Co., to Archie Taylor; deed. Lot 8, blk 3, Crawford Point Addition to Coos Bay. Consideration, \$10.

June 11, 1909.

C. E. Owen, to Ellis M. Mettler et al; deed. Lot 13, blk 61, Coos Bay Plat B. Consideration, \$150.
East Marshfield Land Co., to Charles H. Curtis; deed. Lots 21 and 22, blk 35, East Marshfield. Consideration, \$283.

June 12, 1909.

John Norris (by adm) to Frances McLeod; deed. Lot 1, sec 18, twp 26, R 13. Consideration, \$599.
Lizzie H. Minot, to Frank E. Hague; deed. Lot 14, blk 9, Dean & Co's Second Addition to Marshfield. Consideration, \$10.

Z. T. Thomas et ux, to C. E. Edwards; deed. 5 acres of land beginning 4.55 chs W of 1/4 corner between secs 5 and 8, twp 25, R 11. Consideration, \$100.

Z. T. Thomas et ux, to Hiram F. Edwards; deed. 5 acres of land beginning 9:05 chs W of 1/4 corner between secs 5 and 8, twp 25, R 11. Consideration, \$100.

June 14, 1909.

U. S. of A., to Richard H. Noble; patent. S 1/2 of NE 1/4 and N 1/2 of SE 1/4, sec 25, twp 23, R 13.
U. S. of A., to Wm. F. Noble; patent. N 1/2 of N 1/2 sec 25, twp 23, R 13.

June 15, 1909.

L. D. Kinney et ux, to H. J. Isaacs; deed. Lots 9, 10 and 11, blk 74, Coos Bay Plat B. Consideration, \$700.

John Josephson et ux, to George Witte; deed. NE 1/4 of SE 1/4, sec 33 and W 1/2 of NW 1/4 and NW 1/4 of SW 1/4, sec 34, twp 25, R 11. Consideration, \$100.

John Bear et ux to George Witte; deed. SW 1/4 of SW 1/4, sec 34, twp 25, R 11; lot 4, sec 3, twp 26, R 11. Consideration, \$100.

June 17, 1909.

H. H. McPherson et ux, to McPherson-Glaser Co.; deed. Lots 1 to 8, blk 8 and lots 1, 2, 5, 6, 7 and 8, blk 9, Schetters Addition to Marshfield. Consideration, \$5.00.

June 16, 1909.

L. D. Kinney et ux, to Julius Larson; deed. Lots 6 and 7, blk 3, Coos Bay Plat C. Consideration, \$235.

C. John Hillstrom et ux, to Ellen Sarin; deed. Parcel of land beginning 150 ft S and 160 ft W of intersection of 14th St. and Central avenue. Consideration, \$10.

Merchant Land Co., to Menasha Wooden Ware Co.; deed. SW 1/4 of NE 1/4 and lots 5, 6 and 7, sec 18, twp 25, R 10. Consideration, \$1,600.

Albert Johnson, to Richard Jacobson; deed. 1/4 of lots 17 to 32, blk 5, Boise Addition to Marshfield. Consideration, \$275.

Anton Kjelland et ux, to Abraham Van Zile; deed. E 1/2 of E 1/2 of W 1/2 of SE 1/4 of SE 1/4, sec 5, twp 25, R 12. Consideration, \$10.

Sanitary PLUMBING at MILNER'S

The Fragrance of Fruit Fields

and orchards linger in the fresh fruit that make this store look like a fruit fair these days. From Old Coos we have BLACKBERRIES, LOGANBERRIES and STRAWBERRIES with the dew still on them, fresh and full of flavor.

FROM CALIFORNIA comes Apricots, Peaches, Plums, Cherries and this year's Apples, the first of the season.

In vegetables there are Peas, String Beans and Cucumbers.

C. W. Wolcott
FAMILY GROCER

DERBY

The Metropolitan
Standard

We Sell Saws

Why the "Segment-Ground"
Process Makes
Sawing Easy

The Atkins "segment-ground" saws taper from tooth edge to the center of the back and from the ends to the middle. Hence the blade makes room for itself so that it is almost impossible for it to "get stuck" in the wood. This patented feature can be had only in

ATKINS CROSS CUT SAWS

Naturally, too, we know better than to weaken this big advantage by using anything but the best steel. The Atkins blade holds its edge longer, cuts faster and runs easier than any other saw. It costs more to make a saw this way, but the Atkins price is not high. You save time and make the work twice as easy by buying an Atkins saw. See that it bears our name. If you're sorry, after using it, take it right back to the dealer and get your money back.

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COLUMBIA MACHINE WORKS
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Foot of Queen Avenue, Marshfield

HOME CURE FOR ECZEMA.

Oil of Wintergreen, Thymol, Glycerine, Etc., Used as a Simple Wash.

It really seems strange that so many people suffer year in and year out with eczema, when it is now no longer a secret that oil of wintergreen mixed with thymol, glycerine, etc., makes a wash that is bound to cure.

Old, obstinate cases, it is true, cannot be cured in a few days, but there is absolutely no sufferer from eczema who ever used this simple wash and did not find immediately that wonderful soothing, calm, cool sensation that comes when the itch is taken away. Instantly upon applying a few drops of the wash the remedy takes effect, the itch is allayed. There is no need of experiment—the patient knows at once.

Instead of trying to compound the oil of wintergreen, thymol, glycerine, etc., in the right proportions ourselves we are using a prescription which is universally found the most effective. It is known as the D. D. D. Prescription, or Oil of Wintergreen Compound. It is made by the D. D. D. Co. of Chicago, and our long experience with this remedy has given us great confidence in its merits.—RED CROSS DRUG STORE, John Preuss, Prop.

How Thieves Live

by Charles Somerville, the celebrated newspaper criminal reporter, is only one of the big features that make the July EVERYBODY's very much worth while.

There are five other live articles, and SIX STORIES that you can't afford to miss. Get the

JULY EVERYBODY'S

Special Display by

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—and—

"THE SMOKE-HOUSE"

To avoid serious results take Foley's Kidney Remedy at the first sign of kidney or bladder disorder, such as backache, urinary irregularities, exhaustion, and you will soon be well.—RED CROSS PHARMACY.

PRICE OF PREFERRED STOCK OF THE UNITED WIRELESS TELEGRAPH COMPANY:

Note the steady and rapid advance in the price of stock since the organization of the company:

	per share
February 23, 1907.....	\$10.00
September 1, 1907.....	11.00
October 1, 1907.....	12.50
November 10, 1907.....	14.00
January 1, 1908.....	15.00
March 1, 1908.....	16.50
June 1, 1908.....	17.50
August 1, 1908.....	18.50
October 1, 1908.....	20.00
December 15, 1908.....	22.50
February 15, 1909.....	25.00
May 1, 1909.....	30.00

The price will remain at \$30.00 for a short time only. It's a chance of a lifetime to make a safe investment and large profits.

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RESIDENCE EOTS AT EASTSIDE FROM \$65.00 UP, TERMS TO SUIT BUYERS.

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A full line of
FRUITS, CIGARS
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Everyone would be benefited by taking Foley's Ointment Laxative for constipation, stomach and liver trouble, as it sweetens the stomach and breath, gently stimulates the liver and regulates the bowels and is much superior to pills and ordinary laxatives.—RED CROSS PHARMACY, John Preuss, Prop.

"HELLO!

George,
Where did you get that
Castlewood?"

At the P. K. Corner and it's the
Right Kind
of
Whiskey, too.

Colds that hang on weaken the constitution and develop into consumption. Foley's Honey and Tar cures persistent coughs that refuse to yield to other treatment. Do not experiment with untried remedies as delay may result in your cold settling on your lungs.—RED CROSS PHARMACY, John Preuss, Prop.