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if you wish a rug for that room we believe you can find it right now, because we have just received \$3000 worth of new rugs, all 1911 patterns, they are sailing right out of our store. suppose we let a beautiful rug sail right into your home and spread itself out on that floor? the whole family can enjoy a nice new rug. and now is the time to buy it. come and see the rugs we tell you about.

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REAL ESTATE TRANSFERS

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

June 16th, 1910.

Swanlie Peterson et ux to M. H. Reiter. Parcel of land on right bank of Haines Slough. War. Deed. Con. \$10.

State of Oregon to Agnes R. Sengstacken. Tide land-fronting lots 2, 3 and 4, Sec 13, and lots 7 and 8, Sec. 14, Tp. 26, R. 14. Deed. Con. \$22.60.

Pacific Woodware & Cooperage Co. to S. C. Giles. Blk 7, Empire City. Qt. Cl. Deed. Con. \$1.

W. B. Wellman to S. C. Giles. Blk 7, Empire City. Qt. Cl. Deed. Con. \$1.

Frederick J. Koster et al to S. C. Giles. Blk 7, Empire City. Qt. Cl. Deed. Con. \$1.

F. J. Fahy et al to G. R. Hancock. Lot 7, blk 2, Industrial Add. to Bandon. War. Deed. Con. \$10.

Ella Fay Young et al to A. E. Young. Lot 4, blk 11; lot 5, blk 2, Highland Park Add. to Bandon. War. Deed. Con. \$250.

Adolph Haberly et ux to Ella Fay Young. Lot 5, blk 2, Highland Park Add. to Bandon. War. Deed. Con. \$10.

John B. Goddard et ux to Ella Fay Young. Lot 4, blk 11, Highland Park Add. to Bandon. War. Deed. Con. \$1.

H. Kruger to Warren C. Andrews. Lots 2, 3 and 4, blk 11, Bay Park. War. Deed. Con. \$10.

Charles A. Smith et ux to Linn & Lane Timber Co. Timber on NE 1/4 of SE 1/4, SE 1/4 of NE 1/4, Sec. 11, Tp. 29, R. 11. Deed. Con. \$10.

Charles A. Smith et ux to Linn & Lane Timber Co. Timber on parcel of land in Sec. 23, Tp. 29, R. 12. Deed. Con. \$10.

Charles A. Smith et ux to Linn & Lane Timber Co. Timber on parcel of land in Sec. 34, Tp. 29, R. 12. Deed. Con. \$10.

Charles A. Smith et ux to Linn & Lane Timber Co. Timber on parcel of land in Sec. 2, Tp. 29, R. 13. Deed. Con. \$10.

Charles A. Smith et ux to Linn & Lane Timber Co. Timber on parcel of land in Secs. 17, 20 and 21, Tp. 29, R. 14. Deed. Con. \$10.

Charles A. Smith et ux to Linn & Lane Timber Co. Timber on parcel of land in Sec. 14, Tp. 30, R. 10. Deed. Con. \$10.

Charles A. Smith et ux to Linn & Lane Timber Co. Timber on parcel of land in Sec. 2, Tp. 30, R. 11. Deed. Con. \$10.

Charles A. Smith et ux to Linn & Lane Timber Co. Timber on parcel of land in Sec. 11, Tp. 24, R. 11; Secs. 22 and 34, Tp. 25, R. 10; Secs. 15, 16, 21, 22, 26, 35, Tp. 25, R. 11; Secs. 7 and 18, Tp. 25, R. 12; Secs. 4 and 6, Tp. 26, R. 9; Secs. 8, 20 and 24, Tp. 26, R. 10; Sec. 32, Tp. 27, R. 10; Secs. 22 and 24, Tp. 27, R. 11; Secs. 8, 10, 16 and 22, Tp. 27, R. 12; Secs. 20, 28, 29 and 33, Tp. 27, R. 14; Sec. 28, Tp. 28, R. 10; Sec. 30, Tp. 28, R. 11; Secs. 4, 10, 28 and 26, Tp. 28, R. 12; Sec. 4, Tp. 29, R. 10; Sec. 6, Tp. 29, R. 13; Secs. 1 and 21, Tp. 29, R. 14; Sec. 2 and 14, Tp. 30, R. 10; Secs. 2 and 30, Tp. 30, R. 11; Sec. 20, Tp. 30, R. 12; Secs. 14 and 24, Tp. 31, R. 10; Secs. 12 and 22, Tp. 31, R. 11; Sec. 24, Tp. 31, R. 12; Sec. 12, Tp. 31, R. 13. War. Deed. Con. \$10.

U. S. of A. to Everett Higdon. S 1/2 of S 1/2, Sec. 8, Tp. 29, R. 9. Patent. Jacob P. Haynes to Frank J. Haynes et al. W 1/2, Sec. 10, Tp. 28, R. 9. War. Deed. Con. \$10,000.

June 17th, 1910.

Joseph F. Juza et ux to E. M. Barry et ux. Lot 2, blk 15, South Marshfield. War. Deed. Con. \$10.

Simpson Lumber Co. to Jennie Feece. Lot 26, blk 39, Western Add. to North Bend. War. Deed. Con. \$5.

Albina Roberts et al to Charles P. Coleman. Parcel of land in Secs. 14, 15, 23, Tp. 23, R. 12; Sec. 24, Tp. 24, R. 13. War. Deed. Con. \$10.

Aaron Wilson et ux to Amos L. Nosler. SW 1/4 of NW 1/4, and N 1/2 of NW 1/4, Sec. 27, Tp. 29, R. 11. War. Deed. Con. \$1.

The Oregon Coast Co. to Harry E. Olewiler. Lots 8 and 9, blk 10, Riverside Add. to Bandon. War. Deed. Con. \$10.

Belt Line Railway Co. to Coos Bay Rapid Transit Co. Parcel M, Belt Line Railway terminal grounds; right-of-way; including sawmill, etc., and logging apparatus; blk 12, Coos Bay Plat E, and lots 1, 2 and 3, blk 21, Coos Bay Plat E; blk 2 of Plat C; blk 20, except lots 1 and 2, Plat E. B. & S. Deed. Con. \$50,000.

Belt Line Railway Co. to Coos Bay Rapid Transit Co. Coos Bay Rapid Transit Company's right-of-way, designated and known as Parcel 2 of said right of way. War. Deed. Con. \$1.

Annie Riggs et al to James Magee Jr. Lots 19 and 20, blk 30, North Bend. War. Deed. Con. \$600.

BENNETT ASKS MORE QUESTIONS

LAWYER PROPOUNDS ANOTHER SERIES OF QUIZ PROBLEMS FOR THE PORT COMMISSIONERS TO ANSWER.

EDITOR TIMES:

1. Why is it that the Port Commission appointed in May, 1909 passed an ordinance to mortgage the district for \$500,000 September 2nd, 1909, could be affected by any litigation which was not commenced until November 9, 1909?

2. Why doesn't the President of the Commission know that litigation commenced in November could not affect or influence the action of the Commission in September when they never anticipated that any litigation would be forthcoming?

3. Why does the President of the Port Commission intimate that there was any plan or project, or an estimate of what the \$500,000 was wanted for when the Commission voted a \$500,000 bond issue?

4. Why doesn't the President of the Port Commission know that the engineer never made or reported an estimate or project of any kind or the probable cost of the same before the \$500,000 bond issue was attempted to be levied, or why is he not frank enough to say so? The writing or map shown Mr. Nasburg since the Bennett Amendment was filed on July 1, 1910, and could not affect the levy of the \$500,000 bond issue in September, 1909, when the map or writing was not in existence at that time.

5. Why does the President of the Port Commission assert that the Bennett Amendment does not limit the rate of interest as it does the principal? Bennett's amendment says:

"Any indebtedness in excess of \$50,000 shall be null and void unless * * * the question of incurring said indebtedness in excess of \$50,000 * * * has first been put to a vote of the legal voters of said District, at a regular, general or special election called for that purpose and has at said election received a majority of the votes cast upon such question."

6. Why is it the President of the Port Commission, when he gets into print, does not realize that the interest on all bonds as well as the principal is an indebtedness, and secured by the mortgage or bonds just as well as the principal and if the Bennett Amendment is passed, the item of principal and interest will have to be submitted if the Commission wants to expend more than the \$50,000.

7. Why would it make any difference if the rate of interest was "ten per cent and the water rent" or 2 per cent and no rent, if the bonds are to be sold at a public sale? If the rate of interest in the bonds was made ten per cent, they would sell at a sufficient premium (like government bonds), to reduce the rate of interest to five per cent; and if the rate of interest in the bond or mortgage was two per cent, then they would sell at a sufficient discount to bring the rate of interest up to five per cent. Did you ever think about that?

8. Why was it your engineer has only completed plans in November 1909 for the main channel, when the litigation was commenced? Why didn't he have them ready in September, 1909, when the \$500,000 bond issue was made, and why wasn't the plan published, and why was it no invitation was extended to a reporter to attend a meeting of the Port Commission until after the Bennett Amendment was filed?

9. Why did not the Commission make all parties interested when they undertook to confiscate without any compensation two hundred acres of tide flats opposite Marshfield, instead of making one owner, owning a half an acre, the sole defendant and prepare all the papers on both sides of the case, so that they were filed at the same moment with a stipulation that the Court hear it immediately in Chambers, without hearing any evidence? Why didn't they offer to allow the others to intervene until after a petition for intervention had been filed? Why was it they wanted to obtain an illegal and fraudulent precedent in the courts regarding a half acre to effect the title to the two hundred acres abutting the same, and if the mud flat was removed to the present wharf line up to the foot of the hill at Bay City, have they any estimate as to how much it would cost to keep it from filling up again?

10. If the services of a doctor is needed, this is the chance of his life to dissect it.

11. Why is it the President of the Port Commission does not under-

NEWS OF LOCAL SPORTS

An excursion will be run to Bandon and Myrtle Point to-morrow by the baseball teams. The train will leave at 8 o'clock in the morning and will connect at Coquille with a boat for Bandon, and there will be a special train to return home the same evening. The North Bend team is to play Myrtle Point and the Marshfield team will play Bandon. Roy Abbott will catch for Marshfield, and Norman Johnson will pitch. Others who will play in the team are Ben Chandler, Casey, James Cowan, Jas. Merchant, Carl Johnson, Charles Keane, Stanley Briggs and Arthur McKeown. The boys expect to take a big crowd of spectators from Coos Bay and Bandon has promised a pleasant entertainment for the visitors.

Game For Band.

A week from to-morrow there will be a ball game in Marshfield for the benefit of the Coos Bay Band. The band will be present at the grounds and will give a concert. The "old" and the "young" teams will play and the line-up will be as follows:

Old	Positions	Young
Lyons	C.	Abbott
Wright	P.	N. Johnson
Nasburg	L.B.	C. Johnson
Tower	2d B.	Matson
McCutcheon	3d B.	Langworthy
Keane	SS.	Merchant
Payne	L.F.	Cowan
McKeown	C.F.	Chandler
Ferrey	Casey	

The members of the teams promise a good game and the band will have a fine musical program to entertain the spectators.

Auto Meet.

The meeting held Thursday night by the owners of automobiles created a good deal of interest. The purpose of the meeting was to arrange for an auto day at the carnival to be held on Coos Bay in August. First and second cash prizes will be offered for the best decorated autos in the parade, which will be held and a prize will be given for the car which comes the longest distance to attend the meet. An effort will be made to get together all of the cars in the county and it is believed that there will be quite a number from the Willamette Valley and from Portland. Invitations will be sent out to different parts of the State.

The road from Roseburg to Myrtle Point will be in good shape and all visitors will be entertained by the local motorists. Among the auto owners who were present at the meeting and others who are interested in the movement, were the following: C. R. Peck, I. R. Tower, Chester

Wolcott, J. E. Schilling, J. W. Bennett, Dr. Houseworth, Fred Powers, Dr. J. T. McCormac, George Cook, Charles Stauff, George T. Murch, W. U. Douglas, Dr. Schoonmaker, Otto Schetter, William Wade, John Lapp, W. H. Kennedy, E. Bargelt, Claude Nasburg, John Koontz, John S. Coke, J. T. Bridges, Tom Goodale and A. H. Stutsman.

Auto Notes.

Patrick Hennessey is one of the new autoists to join the rank of the local enthusiasts. Mr. Hennessey says he is going to buy a runabout to use in going back and forth from the Libby mine and use for pleasure.

Quite a number of local people are figuring on buying cars next year and the number in the county will be greatly increased.

Al. Hite is running two cars for passengers on the road between Myrtle Point and Roseburg, and J. E. Schilling's car is also making the trip for passengers.

Now that the road goes around the Bear Creek mountain instead of going over the severe mountain grade the road to Bandon will be a nice trip for the autos.

Plan Water Races.

Members of the Coos Bay Motor Boat Club are taking a good deal of interest in the water races which have been planned for carnival week. The club had intended having races in September, but on account of the carnival the date was changed to carnival week. It is expected to offer some good cash prizes, so that some of the fastest boats on the coast will come here. Coos Bay has two fast boats, the General II., owned by A. H. Powers, and the Wolf II., owned by Fred Powers. The local boatmen declare that, properly handicapped, they will make a showing with the best of them. Some fine sport in this line is expected.

Sporting Notes.

Jess Day is in training for the fight he will have carnival week with Jack Gorthell. He says he is confident of winning. The preliminaries will be a match between Pud Nosler of Coquille and Sing Hosan, the Chinese boxer from Beaver Hill, who has attracted a great deal of attention.

Bobby Evans will fight in Portland Aug. 15, so it will not be possible to have a bout between Evans and O'Brien as has been considered.

Interest in baseball throughout the county is warming up and it is likely that there will be games every Sunday in at least some of the Coos county cities.

LUMBER NEWS OF THE COUNTY

The plant of the Coquille Mill and Mercantile Company will shut down the latter part of this month, the lease of Aasen Brothers having expired. E. E. Johnson of the Johnson Lumber Company has bought an interest in the company and the mill is to be thoroughly overhauled and put in good shape. Aasen Brothers had the mill under lease for nine months and during that time they cut about 6,000,000 feet of lumber, the mill averaging about 30,000 feet a day.

Look Over Property.

Several of the directors of the Brookings Lumber & Box Company of Highland, Cal., arrived in the city with their forester, William J. Ward of Gold Beach, and will make an inspection of the company's holdings in Curry county. The company has about 25,000 acres of timber in Curry and one of the very heaviest timber holders in that county. Mr. Ward has been buying timber for the company for some time past. The company will, of course, before a very long time build a mill in Curry county to cut the timber.

Lumber Notes.

The Simpson Lumber Company's logging camps are still shut down and it has not been definitely announced when they would open again.

stand that an individual may feel entirely friendly to every member of the Port Commission and still undertake to "bridle" a "plunger" or one lacking the qualifications to fill an official position on the Port Commission?

12. Why doesn't the Port Commission discover, if their President is correct, what an awful calamity would happen to the community if they should happen to resign. If the President of the Port Commission really wants the offices filled by those selected by a majority of the people at the November election, why doesn't the present commissioners take a chance and resign. If the President is correct, that there is no way to replace those who resign then their resignation would be void. Why not take a chance and resign, and show your good intentions any way. Please do!

J. W. BENNETT.

The company's mill, in the meantime, is running and is cutting what logs are on hand. Probably some announcement of the resumption of the camps will be made during the coming week when members of the company are expected back from San Francisco.

The forest fire between North Bend and Empire, while it burned quite fiercely for a time, did not do any damage to the timber. It only burned the brush and went through the green timber where it could not hurt much. The fire at the Cody Lumber Company's camp on the Coquille River recently, however, did considerable damage to the timber.

The tug Columbia, which is owned by the Simpson Lumber Company, and which was taken to San Francisco by Capt. Edgar Simpson, will be overhauled. She was condemned some months ago, but she will be repaired and put in good shape.

All of the steamboats on the Bay passed inspection last week by the representatives of Edwards and Fuller of Portland, who were here to inspect hulls and boilers.

R. A. Wernich, manager of the sash and door factory at North Bend will make a business trip to Portland.

L. J. Cody, of the Cody Lumber Company of Bandon, visited in the city during the week.

Edgar Dalzell, manager of the C. A. Smith mill at Minneapolis, who has been in the city on a visit, has returned home.

A new sawmill is to be erected on Elk River in Curry county. The machinery and engine for the plant was delivered by the Fifield at Port Orford, and it is expected to have the mill running by the first part of August.

Col. R. H. Rosa has started up his mill below Bandon. It was closed down for a time.

The new waste burner at the C. A. Smith mill, which was built at a cost of about \$20,000 is now in full operation. The low land around the mill has all been filled in with the ground up waste wood and now all of the waste is consumed in the burner.

EASTSIDE IS A WINNER.