

# Merchant & Kammerer's 4th Annual Clearance Sale

## Nothing Reserved---Everything Reduced

Wool Dress Materials, Waistings, Silks, Flannels, Cotton Goods of all kinds, Table Linens, Napkins, Art Squares, Toweling, Ribbons, Laces, Embroideries, trimmings of all kinds, Underwear, Gloves, Ready-to-Wear Garments, Cloaks and Suits, etc., etc.

## Closing Out Entire Stock of Gent's and and Boys' Clothing and Furnishing Goods

WATCH PAPERS FOR PARTICULARS OF THIS GREAT MONEY-SAVING EVENT

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*Warner's*  
Rust-Proof  
Corsets

# MERCHANT & KAMMERER

## HILL COMING TO COOS BAY

(Continued from page 1.)

miles from Eugene. To avoid expensive cuts the road will cross the Sluslaw river three times on the way to Mapleton and at the summit of the mountains there will be a tunnel 1,100 feet long. Portland capital is said to be behind the movement, but in this well-informed railroad men scent a further move on the part of the great railroad enterprise of the Northwest to share in the trade that will follow the entrance of a line into the Coos Bay section.

### Line May Be Harriman's.

That this new company is a part of the Harriman system and built for the purpose of combating the latest Hill progress is believed highly probable. The construction of the road from Drain to Coos Bay as originally planned is no longer included in the calculations for the work of the immediate future.

With so much activity on the part of railroad officials having Coos Bay as their objective point the construction of a road into that territory is no longer a remote idea. The theory, so often advanced in the past, that as soon as one of the two rival concerns obtains an entrance the other, too, will be found on the ground, seems likely to be vindicated.

But two separate lines will not be built into Coos Bay at the outset. One set of rails will suffice for the two roads. In recent years the competing railroad interests have adopted the plan of combining their strength in construction and opposing each other in service and accommodations after the roads are completed.

Coos Bay, therefore, will find itself possessed of all the advantages of two railroads with none of the inconveniences of two separate systems of tracks if the developments of the last few days are any criterion of what may be expected in the pro-

## NO DECISION IN PORT CASE

(Continued from page 1.)

be entered into and he said that he openly offered to make the stipulation to the Port Commission so that they could be economical with the people's money.

Mr. Bennett says it is his understanding that the case was decided immediately after the argument but the opinion was not written before Justices King and Slater retired. If this is correct, he says he will apply to the court to have the clerk enter the decision as it was rendered when Justices King and Slater were on the bench.

### No Statement by Peck.

C. R. Peck, attorney for the Port Commission, said that he had no information concerning the case other than that the three old judges on the supreme bench were unable to agree and wished it reargued on January 31. He did not have any statement to make.

### C. F. McKnight Referee.

C. F. McKnight of Marshfield has bankruptcy in the Coos Bay Rapid Transit Company's bankruptcy cases. He has called the first meeting of creditors to be held in his office in the Coke building February 10 at 10 o'clock a. m.

### Uses Foreign Money.

With \$200,000,000 of new foreign capital at his command, James J. Hill will be in a position financially to carry on a railroad development which it is believed will include plans more far-reaching in character than heretofore undertaken by the builder of empires.

Although local representatives of the Hill lines profess ignorance of the railroad's plans on the Pacific coast, advices received in Portland from apparently reliable sources indicate that the next territory to be exploited is Southern Oregon and the entire State of California.

## North Bend News

Mrs. Holmes, who has been ill for some time, is now improving.

Geo. Beale of South Coos River visited friends here yesterday.

Eugene Holmes, who has been quite ill with fever, is now improving.

The W. C. T. U. will meet at the Presbyterian church at 2:30 Tuesday afternoon.

Miss Pauline DeFreese in coasting down Sherman avenue Saturday, broke a couple of ribs.

J. J. Clinkenbeard of Daniels Creek, who visited relatives here yesterday, returned home today.

The schooner Encore arrived in yesterday from San Pedro and is now taking on lumber at the Simpson mill.

The Young People's society of the United Brethren church will give a social at the church tomorrow evening.

F. W. Hodson of South Coos River was down Saturday to attend the meeting of the Fruit Growers' association.

Miss Edith Horn of Sherman avenue, who fainted on the steps of Eckhoff hall, and broke two ribs, is improving.

Capt. J. J. Reynolds of Astoria is spending a few days here and was the guest yesterday of Mrs. E. T. Wagner of Sherman avenue.

The marriage of John Cattel of Millington and Miss Rose Libbe of Ross' Inlet will be solemnized at the home of the bride's parents Wednesday.

Mrs. W. S. Denning and daughter, Alice of the lighthouse, visited relatives here yesterday and will spend a few days with relatives in Marshfield before returning home.

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