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TWO VIEWS OF RAILWAY PLANS

Wall Street Journal Outlines Southern Pacific Projects In Detail.

The Wall Street Journal of New York, one of the most authoritative financial publications in the United States, says:

"Up in the northwest is an inland empire capable of supporting a third of the population of the United States. Until now this empire has been left to cattle grazing and the imagination, but word has gone forth to quicken this dormant wealth.

"In this statement of the action taken by Union and Southern Pacific executive committees, President Lovett placed the emphasis of the announcement on double tracking to cost \$75,000,000. There was another item in the statement, however, which will require greater outlay and add decidedly more to the earning power of the Harriman lines. This item was approval of long contemplated plans for extensions and new lines, the expenditure to extend over a period of six years.

"While an aggregate estimated cost or even location of the lines as finally decided upon is for the time being one of the secrets of territorial conquest, the plans known to have been contemplated by the Harriman management involved construction of some 2,000 miles of new line at a cost of \$100,000,000.

"A large part of this amount will be spent in the northwest. The imminent extensions are: Bisection of Washington by completion of the North Coast from Spokane to Seattle via Lewiston; construction of numerous branches of this line to develop the state; an east and west line across Oregon from Ontario on the eastern border through Harney valley to the Pacific coast at Crescent City, Cal., via Lakeview and Klamath Falls; extension of the Northwestern Pacific along the California coast to meet the foregoing line at Crescent City; east and west line across northern Central Oregon to Lebanon on the Southern Pacific via Prineville to connect with the Ontario-Crescent City line near Burns; extension of the Deschutes line south to connect with the Weed-Natron division at Odell.

"Other probabilities are a line from Lakeview, Ore., south to the Central Pacific at Fernly, Reno an extension from the Southern Pacific at or near Bowie, Ariz., northeast to the company's coal fields at Durango, Col., finally extension of the North Platte branch of the Union Pacific in Nebraska, now terminating at Northport, across to meet the main line at or near Medicine Bow, Wyo. The last named improvement is assured. It will reduce and eliminate the hard climb from Cheyenne, Wyo., north to Medicine Bow.

"The most important part of the extensions, however, is development of the great triangle bounded by the Central Pacific, the Southern Pacific coast lines north to Portland and the navigation company and Short Line. This area contains 50,000,000 acres capable with moderate irrigation of producing a vast amount of grain and fruit. It will yield a boundless supply of timber, is already producing considerable ore, and promises oil. With the settlement of this vast region consequent upon the advent of transportation facilities, growth of

the Harriman lines is a solved problem for many years to come.

"This development of new territory is the vital point of the Harriman program. The double tracking of the main lines was unavoidable when once the opening of the north west was assured."

Commenting on the above, The Eureka Herald says:

This article, coming from the source it does and authorized by President Lovett of the Southern Pacific, sets at rest all doubts which may have been entertained as to the ultimate destination of the railroad now being constructed out of Grants Pass, Oregon, to Crescent City by the Grants Pass and Rogue River Railroad Company, long thought to be a Southern Pacific subsidiary corporation.

As related in The Eureka Herald several days ago, rails are now being laid out of Grants Pass toward Crescent City. That this railroad is the link which will ultimately connect this city with Portland by a coast line is now settled beyond question.

That secrecy is being maintained by the interests behind the activities of the Grants Pass and Rogue river railroad is not to be wondered at in view of the rivalry between the Harriman and Hill systems for the transportation mastery of the Pacific northwest.

General Manager W. S. Palmer of the Northwestern Pacific recently told General Manager MacDonald of the Pacific Lumber Company that he hoped to have the "gap" between Eureka and San Francisco filled by the first of 1913.

NEWS OF GARDINER.

GARDINER, Ore., Mar. 28.—Things seem a little dull here at present, but Reedsport is still on the boom. We understand that there are intentions of commencing actual work preparatory to putting the streets in condition and that some buildings will soon be constructed. The large wharf has already been completed.

Most of the logging camps have started up and will undoubtedly be run with full force during the summer.

W. T. Dewar, purchased the gasoline launch formerly owned by Joe Hunt.

Work has commenced driving piling for the erection of the new hotel at Gardiner. It is to be a large building with all the modern equipments of a first class hotel; and will be located on Front street.

The Gardiner Mill Company's mill was closed one day last week for the purpose of inspecting the boilers.

Married—At this place, March 18, 1911, Ray Chambers, to Miss Ella Schillings. Mr. Chambers is in the employ of The Townsend Creamery Co., a creamery man at this place, and is well and favorably known, while his estimable bride is a daughter of Mr. and Mrs. Schillings, of Five Mile Lake. The happy couple will make their home near the creamery.

C. A. Perkins and C. F. Bergman returned from a business trip to Portland.

There seems to be a good run of perch in the river this spring. Fine sport for the anglers.

Fred Assenheimer has purchased the confectionery store formerly owned by Joe Butler.

Al Perkins is erecting a nice new residence at this place.

Do you know that fully nine out of every ten cases of rheumatism are simply rheumatism of the muscles due to cold or damp, or chronic rheumatism, and require no internal treatment whatever? Apply Chamberlain's Liniment freely and see how quickly it gives relief. For sale by all dealers.

Advertisement for The Senate Shoe, featuring an illustration of a shoe and text describing its quality and availability at Clausen's Shoe Store.

Advertisement for Pacific Monumental and Building Works, listing H. H. Wilson as proprietor in Marshfield, Ore., and offering various construction services.

RAINFALL IS BELOW NORMAL

Five Inches Less Than Average This Season—Not As Much As Expected.

The total rainfall from September 1, 1910, to March 28, 1911, on Coos Bay is 51.06 inches or 5.24 inches less than the average for the same period for the last eight years. The average rainfall for the period for eight years has been 51.06 inches.

Many thought that the rainfall for this year was further below the average, just guessing at it. However, the official records as kept by Mrs. E. Mingus, government weather observer, show otherwise. Consequently, Coos Bay is not unlikely to have an unbroken continuation of fine weather and the average rainfall be made up from time to time during the summer months when it will be more beneficial than if it came now.

Table showing rainfall records for Coos Bay from 1902-09 to 1909-10, with a total of 51.06 inches for the period Sept. 1-19 to Mar. 28, 1911.

Deficit, 5.23 Average yearly rainfall for eight years—67.5 inches.

540,785 ACRES ARE LEFT

Revised List of State Lands Unsold Given Out by Board.

SALEM, Ore., Mar. 28.—George C. Brown, clerk of the State Land Board, has just prepared a revised list showing the acreage of unsold state lands, the total acreage being 540,785. This does not include a few thousand acres of swamp and school lands scattered in small tracts.

The unsold state lands are divided among the counties as follows:

Table listing state lands unsold by county, including Baker, Benton, Clackamas, Clatsop, Columbia, Coos, Curry, Crook, Douglas, Gilliam, Grant, Harney, Jackson, Josephine, Klamath, Lake, Lane, Linn, Lincoln, Malheur, Marion, Morrow, Multnomah, Polk, Sherman, Tillamook, Yamhill, and Union.

Don't forget the Turkish Baths. PHONE 214-J.

Advertisement for Stetson Hat, featuring an illustration of a man in a hat and text promoting the latest spring and summer styles.

Advertisement for C.A. Smith Lumber & M'f'g. Co., featuring the text 'DO IT NOW' and promoting wood products like Stove Wood and Fire Place Blocks.

Advertisement for Steamer Redondo, operated by the Inter-Ocean Transportation Company, listing routes and schedules.

Advertisement for Steamer Breakwater, operated by the Inter-Ocean Transportation Company, listing routes and schedules.

Advertisement for S. S. Alliance, listing shipping routes and schedules, including a trip to Portland on Sunday, March 26.

Advertisement for Corthell, offering roof fixing services, and another for R.L. Polk & Co. listing cleaning and repair services.

Legal notice regarding a foreclosure sale of a vessel, including details of the debt and the terms of the sale.

Advertisement for Polk's Oregon and Washington State Gazetteer and Business Directory, listing its contents and availability.