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TWO VIEWS OF RAILWAY PLANS

Southern Pacific Projects In Detail.

The Wall Street Journal of New first of 1913..... 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 Things seem a little dull here at preof the population of the United forth to quicken this dormant streets in condition and that some wealth.

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

"While an aggregate estimated be located on Front street. at or even location of the lines as finally decided upon is for the time being one of the secrets of territo- purpose of inspecting the boilers. rial conquest, the plans known to have been contemplated by the Harriman management involved con- Schillings. Mr. Chambers is in the struction of some 2,000 miles of new employ of The Townsend Creamery 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 nu- creamery. merous 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 sport for the anglers. Klamath Falls; extension of the Northwestern Pacific along the California coast to meet the foregoing ed by Joe Butler. line at Crescent City; east and west line across northern Central Oregon to Lebanon on the Southern Pacific via Prineville to connect with the o' every ten cases of rheumat'sm are Ontario-Crescent City line near amply rheumatism of the muscles Burns: extension of the Deschutes line south to connect with the Weed rhenmatism, and require no interna-Natron division at Odell.

from Lakeview, Ore., south to the bow autokly it gives relief. For Central Pacific at Fernly, Reno an sale by all dealers. 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 Eureits. Herald says:

This article, coming from the source it does and authorized by President Loyett 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 corpora-

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 Wall Street Journal Outlines 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

............. NEWS OF GARDINER.

GARDINER, Ore., Mar. 28 .sent, but Reedsport is still on the States. Until now this empire has boom. We understand that there years-67.5 inches. been left to cattle grazing and the are intentions of commencing actual imagination, but word has gone work preparatory to putting the buildings will soon be constructed. The large wharf has already been completed.

Most of the logging camps have ett placed the emphasis of the an- started up and will undoubtedly be nouncement on double tracking to run with full force during the sum-

> W. T. Dewar, purchased the gasoline launch formerly owned by Joe few thousand acres of swamp and

Work has commenced driving piling for the crection 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 Bake

The Gardiner Mill Company's mill was closed one day last week for the

Married-At this place, March 18 1911, Ray Chambers, to Miss Ella 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

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

Fred Assenheimer has purchased the confectionery store formerly own-

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

Do you know that fully nine out the to cold or damp, or chronic treatment whatever? Apply Cham-"Other probabilities are a line berlain's Liniment freely and see

Five Inches Less Than Average This Saason-Not As Much As Expected.

The total rainfall from September 1, 1916, 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.

The following table from the records of Mrs. Mingus shows the rainfall each season from September 1 to March 28 for the past eight years:

wint.																				Inches.
1902-0	9.	¥	*				×			×	4	*			14				æ	58.56
1903-0	14	*			×				×	æ	000	000								72.63
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1907-0	18	×.	4		*	×				Ų	¥	*			ý	,				47.88
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1909-1											(6)									
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Doff	.14																			5 00

Average yearly rainfall for eight

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 lands scattered in small

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

Асгая

	Baker	19,840
	Benton	200
1	Clackamas	
0	Clatsop	. None
	Columbia	none
	COMP BAR AND SAN AND SAN	120
	Curry	
œ.	Crook	40,200
V	Douglas	905
٠	Gilliam	3,520
	Grant	21,840
۴	Harney	
ť	Jackson	
,	Josephine	
,	Klamath	
	Lake	
١	Lane	
)	Linn	
l	Lincoln	
ľ	Malheur	
,	Marion	None
	Morrow	1,960
ŀ	Multnomah	
•	Polk	
	Sherman	
ř.	Tillamook	160
í	Umatilla	4.360
	Union	5.120
	Wallowa	3.320
	Wasco	
	Washington	None
	Wheeler	8.160
	Yambill	None

Don't forget the Turkish Baths.





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DO IT NOW

Lay in your supply of wood now and avoid the usual summer rush. We have plenty of wood and just at present can deliver it promptly. A little later, when orders begin to pile in, we will not be able to give you our undivided atten-

12-in. Stove Wood \$2.00 per dump load. Fire Place Blocks \$2.50 per dump load

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INTER-OCEAN TRANSPORTATION COMPANY,

OLD RELIABLE

STEAMER BREAKWATER

Sails from Ainsworth Dock, Portland, at 8 P. M., every Tuesday. Sails from Coos Bay every Saturday at service of tide. Reservations will not be held later than Friday noon, unless tickets are purchased L. H. KEATING, AGENT PHONE MAIN 35-L

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gan & Bennett Bank, a corporate

under the laws of Oregon, owners

secure the repayment in sinety of from said date of \$1,000,00 and terest at rate of eight per cent p annum, no part of which has b paid except \$100.00 on principal \$80.00 on interest account, lear now due thereon \$900.00 print and interest from November 1910, at said rate, which m gage was recorded in the College Office, District of Southern Orego Port of Coos Bay, in the Case House, Empire City, Oregon, en Y vember 26, 1909, in Book I, Pe 21, Records of Mortgages of lice vessels in said office, describing gas launch or vessel called "Fish," substantially of the fol ing dimensions, to-wit: Length in breadth 11 feet, depth 4.2 feet, deck, net tonnage nine tons; h at Empire City, Oregon, in 1962, wood; to which mortgage, and a record thereof for a more comple description of said launch, referen is hereby made; including all man bowssprit, boats, anchors, cabi chains, rigging, tackle, apparel for niture and all the necessities there appertaining and belonging, gasel engine, fixtures and connections said launch, by reason of the dela of sald mortgagor, John S. Anderes in the payment of said note a mortgage, has this day forede said mortgage by taking pomes of the launch "Fish" and proper aforesald; and said mortgage be in possession thereof, on Thunds the 6th day of April, 1911, at f hour of one o'clock in the aften of that day at the wharf at fost Market Avenue in the City of Mar field, Coos County, Oregon, will r hibit, offer for sale and sell iaunch and property aforesaid, at much thereof as may be nece to satisfy said debt, interest and a sonable expenses, to the highest best bidder for cash, at public; tion and outery; and will retain apply the proceeds of such sale the payment of the amount now on said note and mortgage aform and reasonable expenses of mortgage in connection with the lie closure of said mortgage inch taking and keeping possession said launch, and the payment sums which may be necessary to isfy any lien or claim against a launch having priority to said a gage; and any surplus to the John S. Anderson, his heirs a signs. Dated March 23, 1911, March Oregon.

FLANAGAN & BENNETT BU By J. W. BENNETT, President

Polks Oregon and Washingto

State Gazetteer and Business

Just issued for 1911-12 is the complete work of the kind public It contains an accurate business rectory of every city, town and lage in Oregon and Washington,

the names and addresses of merchants and professional lumbermen, etc., who are located jacent to villages; also lists of ernment and county officers, of sioners of deeds, state boards a tory provisions, terms of names of the postmasters, post express, telephone and telegraph fices, justices of the peace, h daily and weekly newspapers; sides much other information to all classes of business and sional men. A descriptive she each place is given, embracios ous items of interest, such as 28 cation, population, distances to ferent points, the most coast shipping stations, the product are marketed, stage commission trade statistics, the nearest best cation, mineral interests, schools, libraries and societies important feature is the class rectory, giving every business ged under its special headiss enabling subscribers to obtain glance a list of all houses made turing or dealing is any par line of goods. The work st is compiled to deserve their patronage.

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