

BIG WORK OF DREDGE OREGON

Averaged 4,700 Yards Per Day Part of This Month—Plans For Future.

The dredge Oregon will this week complete the dredging of the Pony Inlet Shoal and will move down the Bay and begin work on the Lone Tree shoal. It is expected that the dredging of the latter can be completed prior to June 1, when the dredge is to be taken to the Coquille and will thus give a channel from the C. A. Smith mill to the sea with a minimum depth of eighteen feet at low water.

The dredge has been doing some excellent work and removing the dirt at a record breaking rate. During the month of March, it removed 101,600 cubic yards, of which 13,695 was at the Smith mill dock and the balance opposite North Bend. During the first fourteen days of April in which there were twelve working days, the dredge removed 56,655 yards of dirt taken out between the channel and the wharf at North Bend, thirty-one per cent of it was outside the government project and the Simpson Lumber company and others paid for its removal.

Engineer Leefe and Inspector Charleston are highly pleased with this record.

Should Build Bulkheads.
At the Lone Tree shoal where the dredge has been working, no bulkhead was constructed and the dirt was thrown over on the mud flats as far south of the channel as possible. Some of this will possibly wash back in and it would have made the dredging more permanent if a bulkhead had been put in to retain it. L. J. Simpson has put in a bulkhead which will retain it, it is expected, most of the Lone Tree shoal dredging.

In this connection, Engineer Leefe suggests that it would be well for the Port Commission and interested property owners to begin arranging for bulkheads for the big cut the Oregon is to make from the Smith Mill to the point below North Bend after its return from the Coquille.

From the Smith mill to the Kinney dock at Plat B, a cut varying from fifty to one hundred and fifty feet wide is to be made. From Porter to Washington street at North Bend, another 150 feet cut is to be made and also from California to Florida street, a 150-foot cut is to be made. As most of this cut is on the edge of the present channel and where the water is shallow, a vast amount of dirt is to be taken out.

The dredge Oregon will probably return here the latter part of September from the Coquille and begin immediately at the Smith mill and work down the Bay. Consequently, preparations should be made now for bulkheading and taking care of the dredgings.

With the present government appropriations available, the Oregon has sufficient funds to pay for her operations here until about January 1, 1913.

SOCIALISTS GET BUSY.

Favor Mexican Rebels and Petition Withdrawal of Troops.

(By Associated Press to Coos Bay Times.)

WASHINGTON, D. C., April 24.—Ninety thousand citizens of the United States have petitioned congress to withdraw the troops from the Mexican border.

It required three men to carry it to the speakers' platform when the House convened the huge bundles of petitions submitted by Victor Berger the socialist member from Wisconsin. Berger explained the petitions were received from residents of every state except Delaware and every territory except Alaska. They declared the presence of troops was aiding in the suppression of what the petitioners believe is a just struggle for liberty.

NOTICE.

All parties holding contracts on Kinney properties on which payments are past due, are requested to call at Title Guarantee and Abstract Company's office in Coke Building, to arrange settlements for same. A clear unincumbered title can be delivered by paying balance due on the lots, as any bankruptcy proceedings do not interfere with these land contracts.

DELT LINE RAILWAY COMPANY.
By L. D. KINNEY.

RAILROADS LOSE IN LAND CASE

(Continued from page 1.)

road north and south over what is now the Southern Pacific's Oregon division of the Shasta Route.

The grant of 1866 contained no requirement that the lands included in it should be sold in any specific quantity nor at any specific price per acre.

In 1868, however, the company appeared before Congress petitioning an extension of time in which to construct the road, also asking that it be granted some twenty thousand additional acres of land.

The Congress extended the time as petitioned and granted the additional land, but apparently realizing its omission as to manner of sale, it attempted embody as part of the entire grant, the condition that the land be sold in 160 acre tracts to bona fide settlers at a consideration not to exceed \$2.50 per acre.

Another extension of time was granted the road two years later under what is known as the grant of 1870. Time only was the essence of the 1870 act.

During the 70's the Oregon Central was succeeded by the Oregon & California Railroad Company, and the road was built. Until late in the 80's, or until the Southern Pacific absorbed the Oregon & California, the terms of the 1868 grant were adhered to.

After that date, however, the Southern Pacific appears to have elected to abandon the additional rights secured under the act of 1868, and to trace its title to the act of 1866 in conjunction with the extension secured under the act of 1870. In other words, it declined to sell the granted land in tracts of 160 acres, and at the rate of \$2.50 per acre.

The Government's contention is that the act of 1868 although subsequent, became an act precedent to the grant of 1866, and it denies the right of the railroad company to choose to secure rights under the original act without the restrictions incorporated in the act subsequent.

The railroad, on the other hand, contends that if it so elected, it had the right to trace its source of ownership to the original act, and if it did so choose, the Congress by subsequent act, could impose no restrictions that became precedent to the act under which it claims its grant.

The land at present held by the company amounts to over 2,000,000 acres and the value is estimated at somewhere between \$50,000,000 and \$75,000,000.

JAS. J. CULBERTSON IS DEAD AT NORTH BEND

Succumbs Suddenly to Typhoid Fever and Gathering in Head—Wife and Children Survive.

Jas. J. Culbertson died at his home in Bangor, a suburb of North Bend, yesterday of typhoid fever and a gathering in his head. Death came very sudden as he had been bed-ridden but a short time.

Mr. Culbertson had resided at North Bend for about two years, coming there from Coquille. He formerly lived in Kentucky. He was forty-six years old. He is survived by a wife and three daughters at home, a daughter at Coquille, Mrs. Maude Griffin, and a daughter in Astoria, Mrs. Tennessee Hutson.

The date of the funeral will be announced when word is received from Mrs. Hutson.

BOURNE WINS OUT.

Oregon Senator Will Get His Chairmanship.

(By Associated Press to the Coos Bay Times.)

WASHINGTON, D. C., April 24.—Senator Jonathan Bourne, Jr., one of the progressive republicans of the Senate Committee on Committees, will be chairman of the Committee on Postoffices and Post Roads.

JOLT TO PROGRESSIVE.

Will Not Be Recognized As Organization In the Senate.

(By Associated Press to Coos Bay Times.)

WASHINGTON, D. C., April 24.—"Progressive republicanism" in the Senate was given a serious setback by a vote of 7 to 4 when the Republican Committee on Committees decided not to recognize the progressive republicans formally as an organization.

The action was taken on a resolution by LaFollette giving the progressives one-fourth of the republican membership of all regular committees and empowering the progressives on a special committee to designate the progressive membership.

REWARD IS \$25,000.

(By Associated Press to Coos Bay Times.)

LOS ANGELES, Cal., April 24.—The total bona fide reward for the Times' dynamiters probably will not exceed \$25,000 although it is generally reported to have exceeded \$100,000 but various withdrawals and stipulations reduced the amount to the smaller figure.

OREGON GAME CONGRESSMAN.

WASHINGTON, D. C., April 24.—The House Census Committee reported the bill re-apportioning the House membership of 423, but no state will lose a member. Oregon, Idaho and Montana are among the state gaining one member, while Washington will gain two.

FOUR PIGS NET \$1,630 FAST.

MONTESANO, April 23.—Starting with four Berkshire brood sows, Norman McDonald has made \$1,630 on them in 18 months. He sold \$1,000 worth of pigs in 12 months and still has 63 animals for which he has refused an average of \$19 each. The animals were allowed to run at large and lived off roots and cabbage.

Remember a **TURKISH BATH** will do you good. Phone 214-J.

Hotel Baxter

COQUILLE

Reopened Under New Management

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J. F. STEINMAN,

Manager.

Good Livery Service

Fancy new rigs, good horses and careful drivers are now at the disposal of the Coos Bay public at **REASONABLE RATES.**

Rigs or rigs with drivers ready for any trip anywhere any time. Horses boarded and rigs cared for.

New hearse and special accommodations provided for funeral parties.

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LIVERY AND FEED STABLES
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For bargain in City, Bunker Hill and Farm Property. See

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French Dry and Steam Cleaning of ladies and gents' suits. Goods called for and delivered. Prices reasonable. **ROSE CITY DYE AND CLEANING WORKS**—R. E. PINEGOR, Prop. Foot of Market Ave.—Phone 163. Try my vacuum carpet cleaner.

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work is most desirable to anyone wishing their linen to possess that particular finish so necessary to good taste in dress.

WE DO THAT CLASS OF WORK One Trial will convince.

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PHONE MAIN 57-J

Patronize Home Merchants

Stop

Buy in Marshfield Coos Bay

And Think

Every time you buy your goods away from Coos Bay you are knocking the props out from under your property. If Marshfield is a good business town you are the one to reap the benefit. The merchants of Marshfield are pushing for the good of the town. The result is that business is better and property increases in value. They are doing their share. It's strictly up to the people of this city as a whole. If they will get together and buy at home, property values will go up. If they do not care or if each one shifts the responsibility to some one else, there is no way on earth for the town to grow. Just stop before you buy that suit, coat, dress, hat or piece of furniture or stationery away from home, and think. If you do that you will hardly go ahead and deliberately injure Marshfield.

Buy Your Goods

AT

Home

Patronize Those Who Pay the Taxes and Keep Up the City

Don't Kick About Business in Your Line if You Buy Away from Home



We Want Your Business

As long as we can sell you **BETTER CLOTHING** for the **SAME MONEY** you pay elsewhere, we know why.

"Money Talks"

That explains the proposition in few words.

We are ready to prove this to you.

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MARSHFIELD

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 attention.

12-in. *Stove Wood* \$2.00 per dump load.

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We can furnish you a man to split and pile it if desired.

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L. H. KEATING, AGENT

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