

GUANO ROCK WILL REMAIN

Major Morrow Reports That It Is Not Necessary to Remove Old Landmark.

PORTLAND, Ore., Jan. 15.—Guano Rock, situated at the entrance to Coos Bay, will not be removed by government engineers on the ground that it is a menace to navigation, as Major Morrow, to whom it was referred, has forwarded an adverse report to the Chief of Engineers, and the Board of Engineers has concurred in his opinion. The board in turn invited persons interested to submit their views, but as none was received it is planned to have the Bureau of Lighthouses consider a recommendation that it be marked, as the channel opposite the rock is 1,000 feet in width.

In his report on the situation Major Morrow says:

The rock is a pinnacle of soft sandstone and is situated just inside and on the south side of the entrance to the harbor, opposite Coos Head, and about 700 feet from the shore.

Rock Once Landmark

In former years it stood about ten feet above high water, with a maximum diameter above high water of about 20 feet. Between high and low water it was much eroded by wave action, its diameter lessened to about five or six feet. It formed a prominent landmark and guide to entering vessels. Between the rock and the Coos Head shore the bottom is more or less rocky, and the low-water depth does not exceed about 16 feet. On the channel side of the rock deep water approaches quite close to it, and the width of the channel to the north, between the rock and the sands of the North Spit, is nearly 1,000 feet, between the 18-foot low-water contours.

In April, 1905, the action of the waves finally cut away the soft rock between high and low water so that its top was broken off and toppled over into deep water. The rock is invisible at high water except as a submerged obstruction. Its shape under water and the cost of removal, if deemed advisable, could only be ascertained by a survey, which would be impracticable except in the summer season.

Proper Marking Urged.

The rock is believed to mark the end of a submerged reef extending to shore at or near Coos Head, and a survey of this reef would also be necessary to determine how far toward shore the rock should be removed. Any operations looking to removal of any portion of this reef would of necessity be expensive, owing to the shortness of the season during which such operations would be practicable in a situation as exposed as is this point.

It is the opinion of this office that properly marked, this rock as it now exists is not an unreasonable obstruction to navigation, that if removed the marking of the reef of which it forms the point would likely be more difficult than if the rock were used as a foundation for the danger mark.

It is believed that a spindle should be placed on the rock, an operation which would not be extremely difficult of performance nor expensive, and which might be accomplished by the lighthouse establishment from funds at its disposal. Should this be impracticable, a buoy could be placed somewhat closer to the rock than its present moorings and leave a safe channel of greater width than is now shown by the buoy. The presence of the rock in its present condition would make the channel easier to mark, either by a spindle or by a buoy, than would be the case if the rock were removed. This view is concurred in by those familiar with navigation in the bay.

BUILD PUBLIC WHARVES.

Siuslaw Port Commissioners Plan Improvements There.

The Florence West says: "The regular monthly meeting of the commissioners of the Port of Siuslaw was held here Wednesday. After disposing of the routine business the question of building a public wharf at Florence was discussed. On motion it was voted to invite the town council of Florence to be present at the next meeting of the commissioners to confer over the matter with a view to uniting in the work of building a wharf. President Cushman informs us that some time ago an offer was made by Geo. Melvill Miller to give a tract 100 feet square at the foot of Jefferson street, and extending out to the river channel if the commissioners would have a wharf built there. The commissioners want the town, to build a wharf in the adjoining street, thus making a wharf all together with a frontage of 160 feet. The port commissioners also contemplate later on building a public wharf at Acme and another at Mapleton."

BANDON GUN CLUB.

At a recent meeting of Bandon sportsmen, a Gun Club was organized, and Dr. Endicott selected as President, and F. V. Catterlin, Sec-Treas. The new organization now has 33 members, composed largely of business men of the city.—Bandon Recorder.

Libby COAL. The kind YOU have ALWAYS USED. PHONE 72 Pacific Livery & Transfer Co.

HUNT TALKS OF SUMNER LINE

Says Pacific Great Western Is Going Ahead—Developments Uphold Sumner.

Just what is happening or is going to happen in connection with the Sumner railway projects is now a much mooted question.

L. A. Sumner's announcement that work had been discontinued on the Pacific Coast Line and the Pacific Great Western has brought forth denials from Engineer Hunt and Mr. Bingham of the Pacific Great Western.

L. A. Sumner was expected to return here last week from Gardiner to take his wife south. He has not arrived yet.

Developments so far have substantiated L. A. Sumner's statement. Despite the denials of Messrs. Hunt and Bingham of activities not being stopped on the Pacific Great Western, Archie Johnson and H. W. Painter, two well known Marshfield traveling men, who returned last week from Florence and Mapleton, state that all of the men on that end of the Hunt road had been let out and were going to Portland. Not only were the engineering crews let out but also the dozen or so men who had been working on the tunnel site. In view of this, Mr. Sumner still has the best of the situation in the estimates of those interested.

The following from the Eugene Register is the latest contribution to the affair:

"A grain of salt is the proper ingredient, nowadays, needed to cloy the hungry edge for railway dream diet being doled out as morsels from the railway menu of the west coast table d'hote. This was the estimate the Register placed on the article in the Coos Bay Times, recently, purporting to come from L. A. Sumner. Now, Mr. Sumner is connected with the West Coast line which, as he designates the relation, is a second cousin to the Pacific Great Western railway. He is the chief engineer of that project while Ralph Hunt is chief engineer of the Pacific Great Western. There is a marked difference in the prerogative and province of each individual. Mr. Sumner had no authority to state that the Pacific Great Western had ceased its operations at the west portal of the summit tunnel and, according to Ralph Hunt, who has just returned from a trip to Portland, such a statement was entirely unwarranted and without basis of fact. Said Mr. Hunt yesterday:

"The first intimation I received of the alleged suspension of our operations on the Pacific Great Western line was in the form of a query from the Oregonian which came to my hotel in Portland. That paper desired to know if Mr. Sumner's statement was correct insofar as it related to the Pacific Great Western railway project. Mr. Bingham answered the call and stated positively that Mr. Sumner had made these statements entirely upon his own responsibility and without authority from those in a position to know the facts. Work on the line is progressing without interruption and this fact alone should discredit any stories related to the contrary by Mr. Sumner or any other unauthorized individual.

"I don't know anything about conditions on the coast line," said Mr. Hunt. "That project is entirely out of our jurisdiction. But I do know that the Pacific Great Western is pursuing the even tenor of its way, notwithstanding reports to the contrary."

UNABLE TO REACH BODY.

Floods Prevent Funeral For Cruiser Stricken on Smith River.

The Roseburg Review says: After waiting at Gardiner for four days in the vain hope that the weather would moderate, Coroner N. T. Jewett abandoned the idea of trying to reach the body of Edward E. Everts, the Roseburg timber cruiser, who died of exhaustion and exposure December 31 in the snow-clad region near the west branch of Smith river, 48 miles northeast of Gardiner. Coroner Jewett returned to Roseburg Thursday night, as did Everts' two sons, Jason and Edward, who made an effort to get to the isolated spot where their father's remains repose, but were unsuccessful owing to high water that gave no promise of recession very soon.

Before leaving for Roseburg, the coroner and the Everts boys gave instructions for the disposal of the body to B. O. McGee, companion of Everts on the fatal trip. As soon as the wild and heavily timbered section becomes safely accessible, McGee will give the body burial, either at the place he left it or near the cabin a half mile distant, where the two cruisers spent the night preceding the day of Everts' death. McGee will be accompanied by two or three men familiar with the country.

McGee and the Everts boys went from Gardiner to the mouth of the west branch of Smith river in a launch, intent upon going to the body, but they were forced to abandon the idea. Swollen far out of its banks by the heavy rain and melting snow, the west branch had practically obliterated most of the only trail parallel to it, and to have essayed the journey would have been a hazardous risk of life. Coroner Jewett was told in Gardiner that the stream would have to be crossed no less than 12 times if the journey were undertaken.

PLAN FOR FREE MAIL DELIVERY

Postmaster Curtis Makes Arrangements—Boxes Must Be Provided.

Postmaster W. B. Curtis is completing arrangements for the installation of the free delivery service in Marshfield February 1. John B. Sneddon of Marshfield will be one of the carriers and the second regular carrier will be A. O. Haas of Cleveland, Ohio, an experienced carrier whom the Department is transferring here to get the service properly started. Fred Brooks of Marshfield has been named as substitute carrier.

In order to make clear the conditions of free mail delivery, Postmaster Curtis today issued the following statement:

There seems to be some misunderstanding as to the provisions of boxes for the reception of mail to be delivered by carriers. Business houses as well as residences will have to provide boxes in order to have their mail delivered. The following from the first assistant postmaster general's instructions is self explanatory:

It is the policy of the department to make the establishment of city delivery service at new offices and its extension to new territory at old offices contingent upon the provision of private mail boxes or receptacles at all residences and places of business. If a patron prefers he may cut a slot in the door which will serve the purpose of facilitating the work of the carrier. Please take measure at once to notify all prospective patrons of the mail receptacle requirement and advise this office not later than fifteen days prior to the establishment of city delivery what progress has been made towards supplying them. It is to be distinctly understood that no patron will be served unless he provides some means for disposing of his mail by the carrier.

The carrier should not deliver mail at the side or rear doors of residences, to separate suites or rooms in apartment houses, or above the second floor of office buildings not provided with elevators.

COOS COUNTY SEAT NEWS.

Events at Coquille as Told by The Herald.

J. H. Ordling is building a two story 42x60 feet addition to his plant on the river near the ferry. New machinery will be installed for the manufacture of cement brick and blocks and also for the making of wooden boxes of various kinds.

Ira B. Wheeler, associated with other enterprising boosters of the Bay, has formed a company capitalized at \$25,000 to buy the Coos Bay Condensary at North Bend. Mr. Wheeler was in Coquille a short time ago to interest local parties here in a like project.

Stewart Lylo Leep, the infant son of Dr. and Mrs. K. A. Leep, died January 10. The funeral will be held from the Christian church Friday, January 12, at 2 p. m. Mrs. Leep is a sister of Dr. C. W. Endicott of this city.

Justice E. D. G. Holden from July 14, 1902, to December 31, 1911, married 122 couples, none of whom has sought divorce. Evidently the Justice knows how to administer the knot that binds.

Robinson Rock of Prosper, who was stricken with paralysis about five days ago, is now being cared for at the home of Mr. Hersey. Mr. Rock and Mr. Hersey are old-time friends and when this affliction overtook the former his only request was that Mr. Hersey be sent for. Mr. Hersey at once responded to the call and is now proving himself the "friend in need" to the aged sufferer.

A telephone was received Sunday morning from Mr. Frank Warren, whose ranch is at Cedar Point, to the effect that three of his children had been poisoned by eating some corn which had been left uncovered. Medical aid was at once secured and we are glad to state that the little folks are recovering from what might have been very serious. The parents also suffered from ptomaine poisoning.

CULLINGS OF COQUILLE.

Coos County Seat News as Told by The Sentinel.

Word was received this week to the effect that Miss Ada Smith, sister of John Smith of this city, who went to California recently, was married at Ventura, December 23, to William McCully.

J. W. Leneve has been appointed assignee of the Golden Rule in the place of W. H. Martin whose business in Portland prevented him from returning to this city.

THE DANGER OF LA GRIPPE

Is its fatal tendency of pneumonia. To cure your la grippe coughs take Foley's Honey and Tar Compound. R. E. Fisher, Washington, Kas., says: "I was troubled with a severe attack of la grippe that threatened pneumonia. A friend advised Foley's Honey and Tar Compound and I got relief after taking the first few doses. I took three bottles and my la grippe was cured." Get the genuine, in the yellow package. RED CROSS DRUG COMPANY.

BAD WEATHER DELAYS WORK

Heavy Rains Makes Railroad Construction on Coos Bay Line Very Difficult.

EUGENE, Ore., Jan. 15.—The Guard says "H. P. Hoey, engineer in charge of the Coos Bay branch of the Southern Pacific, came in this morning from San Francisco, where he has been since the holidays. He declared that construction work was going ahead as rapidly as the weather would permit, but said that this was bad weather for working on the grades. A party of workmen who came in from near the tunnel yesterday, said this morning that the mud was so bad that it was almost impossible to work outside the tunnel. They said that the bosses did not push the men and allowed them to take their time, but the depth of the mud made work an almost impossible task.

Several wagon loads of supplies for the construction camp at the S. P. tunnel have gone out during the past two days. The wagons have to be loaded very lightly and then it takes four horses to pull each. A shipment of iron rods for reinforcing concrete work, was among the articles sent out today.

LATE SOCIAL NEWS

Mrs. Eugene O'Connell is entertaining this afternoon complimentary to Mrs. J. T. McCormac and Mrs. Henry Sengstacken, who will leave shortly for Los Angeles, New Orleans and other southern points.

Miss Mabel Mathison entertained a few girl friends at luncheon at her home in Bunker Hill, Wednesday afternoon from two until five o'clock. Those present were Misses Laura Dubay, Coreane Talbot, Blanche and Elizabeth Tellefson and Alice Mathison.

The Young People's Society of the Norwegian Lutheran church met at the church Wednesday evening. Following the election of officers, lunch was served by Miss Tora Lund and Mr. Nelson. A piano solo was given by Miss Mabel Mathison and a violin selection by Christian Lee. Those present were Rev. J. A. Lind; Misses Mabel, Cora and Alice Mathison, Elizabeth, Genevieve and Blanche Tellefson, Borkhild Olson, Elsie Larson, Edna and Jennie Johnson, Tora Lund, Ingborg Larson and John King, Albert King, Andrew Anderson, Christian Lee, Edwin Erickson, Ed. Johanson, C. Nelson, John Larson, Oliver Larson, Emil Gabrielson, Arthur Kolstad and Jim Martison. Miss Dina Jell and Arthur Kolstad will have charge of the next meeting, January 24.

FOR DYSPEPSIA

You Risk no Money if You Try This Remedy

We want every one troubled with indigestion and dyspepsia to come to our store and obtain a box of Rexall Dyspepsia Tablets. They contain Bismuth-Subnitrate and Pepsin carefully combined so as to develop their greatest power to overcome digestive disturbance.

Rexall Dyspepsia Tablets are very pleasant to take. They tend to soothe the irritable, weak stomach, to strengthen and invigorate the digestive organs, to relieve nausea and indigestion, thus promoting nutrition and bringing about a feeling of comfort.

If you give Rexall Dyspepsia Tablets a reasonable trial we will return your money if you are not satisfied with the result. Three sizes, 25 cents, 50 cents, and \$1.00. Remember, you can obtain Rexall Remedies only at our store—The Rexall Store, Lockhart-Parsons Drug Co., "The Busy Corner"

STADDEN

All kinds of photograph work, bromide enlarging and kodak finishing.

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Foot of Market Ave., on Dock FRESH FISH, CLAMS AND CRABS. Fair Prices, Honest Weight and a first-class article. You can all afford to eat fish at our prices. Try them. SMITH & BALCH, Proprietors. —PHONE 269J—

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We wash these garments cleaner and better than the work can be done elsewhere, and they are not worn so much. We do not shrink them, even woolen garments are returned the same size as when sent us. We iron the garments nicely, make ordinary repairs free of charge—and you have fresh clean, sweet underwear ready for each week's change. Bundle yours up with next week's laundry bundle. Marshfield-Hand & Steam Laundry PHONE 220-J

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Our stages leave Marshfield for Roseburg at 6 o'clock every evening and afford quickest connections with Southern Pacific Railway. Fare \$6.00. COOS BAY ROSEBURG STAGE LINE. OTTO SCHEITLER, Agent, 120 MARKET AV., Marshfield. C. P. BARNARD, Agent, ROSEBURG, Ore. PHONE 11

"THE FRIEND OF COOS BAY" S. S. ALLIANCE

EQUIPPED WITH WIRELESS DATE OF SAILING FROM PORTLAND FOR COOS BAY TO BE ANNOUNCED LATER. CONNECTING WITH THE NORTH BANK ROAD AT PORTLAND NORTH PACIFIC STEAMSHIP COMPANY. PHONE 44 C. F. McGEORGE, Agent

FAST AND COMMODIOUS Steamer Redondo

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Steamer Homer

Sails for San Francisco from Coos Bay, Friday, Jan. 12, 2 P.M. F. S. Dow, Agent

EQUIPPED WITH WIRELESS Steamer Breakwater

ALWAYS ON TIME SAILS FROM PORTLAND AT 8 P. M. ON JANUARY 9, 16, 23, 30 SAILS FROM COOS BAY AT SERVICE OF THE TIDE ON JANUARY 6, 13, 20, 27. L. H. KEATING, AGENT PHONE MAIN 45-4

Blanchard's Livery

We have secured the livery business of L. H. Heisner and are prepared to render excellent service to the people of Coos Bay. Careful drivers, good rigs and everything that will mean satisfactory service to the public. Phone us for a driving horse, a rig or anything needed in the livery line. We also do trucking business of all kinds. BLANCHARD BROTHERS Phone 138-J Livery, Feed and Sales Service, 141 First and Alder Streets

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