

LEAVE TODAY ON REDONDO

Big Shipment of Potatoes Made to California—Good Passenger List.

The Redondo sailed this morning for San Francisco with a large list of passengers and a good cargo of freight. In the latter was a shipment of about 2600 sacks of potatoes for the California market. Some of the potatoes were brought here from the Sluslaw.

Among those sailing on the Redondo were the following:
W. S. Lakeman, Chas. Benz, M. S. Horton and wife, G. S. Doty, R. G. Armstead, J. C. Faller, Robt. Forgie, Chas. Davison, C. H. Perkins, Henry Shield, Percie Milburn, S. Swayze, Jas. King, S. C. Nelson, W. A. Jacobson, F. L. Rody, F. W. Cook, F. L. Wait, Matt Byre, Wm. Otis and wife, Roy Smith, G. W. Thornell and Patrick Wehlinger.

ALONG THE WATERFRONT

The steamer Homer sails today from San Francisco for Coos Bay.

The Alliance is due in early tomorrow from Eureka and will sail at noon for Portland.

The steamer Washington will sail from San Francisco for Coos Bay next Saturday evening.

The tug Columbia is again tied up, there being no particular business for her to handle here. Charles Rogers, who was acting engineer on her, has returned to Bandon.

Wants Divorce.—Wm. R. Hancock has instituted suit for divorce from Orice M. Hancock. He doesn't know her present whereabouts and is securing service of notice of his suit on her by publication.

Engineer Lee wishes the attention of navigators called to the fact that the present location of the dredge Oregon below the Cold Storage plant is not in easy view and that they should approach it carefully. Yesterday the Newberg in going down the Bay had to swing outside of the dredge to avoid a collision and narrowly escaped being hung up on the mudflats.

WILL GIVE PROGRAM

Marshfield Demorest Medal Contest Repeated at North Bend.

The Demorest medal contest recently held in Marshfield will be repeated at the North Bend Methodist church Friday evening. It will be under the direction of Mrs. Rebecca Luse-Stump. The following is the program:
Scripture Reading and Prayer...
Solo... Rev. Albert Hisey
Solo... Grace Williams
(Accompanied Mrs. C. H. Worrell.)
Recitation, "Why Women Want the Ballot"... Bruce Kelley
Recitation, "The Necessity for a Purified Ballot"... Alta Soule
Song—North Bend High School
Solo (Quartet)...
Recitation, "A New Year's Story"...
Solo... Agnes Sanquist
Recitation, "The Liquor Traffic"...
Solo... May Myers
(Accom. by Mrs. Geo. Gelsandorfer.)
Recitation, "Ben Hazard's Guest"...
Solo... Bessie Flanagan
Recitation, "Conscience and Prohibition"... Evelyn Langworthy
Remarks—By Mrs. A. Hisey on W. C. T. U. work.

HOWARD'S genuine MEXICAN TAMALES delivered any place in the city until 12 O'CLOCK at night. They are READY TO SERVE. Phone 835.

WANT TO KEEP OREGON HERE

Movement Started to Retain Government Dredge On Coos Bay Longer.

Active arrangements to retain the Dredge Oregon on Coos Bay and have it continue the harbor improvements here are being instituted by Dr. J. T. McCormac, president of the Chamber of Commerce. The dredge will finish the present government project early this fall and unless some other work is arranged for, she may be taken to some other harbor.

Dr. McCormac thought that perhaps if sufficient funds were guaranteed her to keep her busy for some time, that the government might be induced to promise to leave her here. However, it will take more than this and now steps will probably be taken to have Senator Bourne and Congressman Hawley hasten the plan for the new survey of the harbor with a view of enlarging the government's project.

Dr. McCormac has just received the following self-explanatory letter from Major Morrow:

"In reply to your letter of the 8th instant relative to granting permission for keeping the dredge 'Oregon' at work at Coos Bay Harbor after completion of the present project, in case the people of Coos Bay raise \$50,000 for the purpose of paying operating expenses, I will say that it is too soon to give you a definite answer on that point.

"As you know, the 'Oregon' was built for use at the harbors of Oregon and Washington, and it is possible that there may be a demand for the use of the dredge at some other harbor after the approved project is completed. If there should not be, and the dredge should be idle at Coos Bay, I would take pleasure in recommending its use on public improvement at the expense of the citizens."

RAILWAY NEWS OF COOS BAY

GRADE THREE MILES

Fuller & Co., sub-contractors on the Southern Pacific company's Coos Bay line, have moved their camp, which has been located just west of the city since last fall, to a point farther west. The grade for a distance of about three miles out of Eugene is practically finished.—Eugene Guard.

DOYLE LINE PLANS

Northern Promoters of Line to Coos Bay at Roseburg.

The Roseburg Review says: Officers of the Oregon & Southern railway, "the electric way," arrived here from Portland Sunday night, and announce that Roseburg will henceforth be their headquarters. The party includes President J. A. Doyle and wife; H. M. Farren and wife; Treasurer Geo. Godfrey and wife; and Chief Engineer J. R. Mitchell. General Manager C. R. Akers, of Spokane, is expected here this week, and E. L. C. Farrin, of Marshfield, is to arrive tomorrow. Other attorneys for the company are Geo. N. Farrin and J. M. Upton, of Marshfield, and Judge W. H. Leet, with office in the Chamber of Commerce building, Portland. They have taken offices here in the Perkins building—rooms 209 and 210. The lease sold to be for one year with a privilege of three. All were busy today seeking houses for themselves and families, but say that important announcements regarding a railroad to the coast will be forthcoming as soon as their offices are opened, two or three days hence.

UMPQUA PORT HARD FOUGHT

Hot Campaign Waged Over Proposed Plan for Improving Gardiner Harbor.

The Roseburg Review says:

Strongly opposed by the taxpayers of Oakland and Yoncalla, if the attitude of the newspapers of those towns is indicative of the community sentiments, and with the Southern Pacific company, through its land department, waging a vigorous campaign against it, the outcome of the plan to create the Port of Umpqua, which will be submitted to a vote of the people whose property is directly involved, is very much in doubt. The election will be held next Saturday, May 4.

North of Yoncalla, within the county boundary from Drain to the coast and especially along the route of the Umpqua river, the property owners are reported to be practically a unit for the establishment of the port. The boundaries of the proposed port extend as far south as the corporate limits of Oakland and embrace a total area of 1460 square miles, containing taxable property of the assessed value of \$10,897,000.

North Against South End.

The movement for the creation of the port was initiated by the City of Gardiner, headed by two of its wealthiest and most influential residents, Warren P. Reed and ex-County Judge Joseph Lyons. The immediate purpose is the improvement of the harbor at the mouth of the Umpqua, by the flotation of bonds to increase local maritime commerce, through which it is hoped to ultimately invite the construction of a railroad. Approximately 1100 citizens will vote on the proposition, which appears to have resolved itself into the question of whether the territory north of Yoncalla will yield enough affirmative votes to overcome the negative votes that will be polled in the section south of it and including Yoncalla.

S. P. Co. Would Defeat Plan.

The campaign of opposition to the project is being waged from the offices of E. G. Young & Company, of Oakland, chiefly in the form of a circular letter drafted, it is not denied, by the land department of the Southern Pacific railroad, which owns many thousand acres of land in the area affected. This letter is adequate number of copies has been sent to all of the voters of the proposed port district and was reprinted in full in the Yoncalla Times of last Friday. It occasioned a big mass meeting at Gardiner last Thursday, at which steps were taken to combat the effects of it. After the adjournment of the meeting, Warren Reed, in a telegram to the Drain Nonpareil, which is a strong champion of the port project, announced that a committee would visit all of the settlements between Gardiner and Drain and "show up the misleading and malicious statement" of the circular.

Newspapers Reflect Sentiment.

To summarize the argument of the circular, it says that the taxpayers have been misled in the estimate as to the full amount of indebtedness with which they would be called upon to encumber their holdings and that the port, if created, would benefit only the extreme coast end of the county, at the expense, even into the next generation, of the remaining territory. The appearance of the circular in full in the Yoncalla Times is accepted as evidence that the paper opposes the port project, and it doubtless reflects the sentiments of that community. The Oakland Advertiser is outspoken editorially against the proposition. The Drain Nonpareil has made an elaborate journalistic battle for the port from the very inception of the project and its campaign has been taking on increased vigor as the day of election has drawn nearer.

Short Jetty Now, Long One Later.

In their campaign propaganda, the publicity agents of the port project say that the immediate plans call for the construction of a portion of a north jetty—"short north jetty" they call it—to protect the bar channel at the mouth of the Umpqua, from Gardiner to the sea, from the sands that are washed into it from across the north spit. These shifting sands often reduce the depth of the channel to a minimum of seven feet, and during those periods vessels are harbored. By checking such sands with a jetty, it is pointed out, the bar channel will have a minimum depth of 13 feet the year around and thus permit of uninterrupted maritime traffic.

But a partial jetty is not the final object of the promoters. Ultimately, they desire the jetty extended to a distance—a mile it is estimated—to provide for a permanent deep water harbor at Gardiner. The expense of building a long jetty to save the investment in the construction of the short one is the particular phase of the whole matter around which the fight is being made.

Estimates of Cost.

The construction of a short jetty, according to the estimate of United States engineers in 1903, would cost \$250,000. Of that sum, the government would pay one-half in the event of a battle and the port district the other half.

The district would meet its share of the sum, it is set forth, by issuing 20-year bonds bearing 6 per cent interest to be paid by an annual tax levy sufficient to meet the interest and principal interest would meet the principal at maturity. For the first year, a one mill tax on the assessable property of the district would raise \$10,856. In the succeeding years, it is figured the levy required would be less by reason of increased valuations, larger population and development of new industries.

As to the probable cost of con-

COAST LEAGUE BALL SCORES

Portland Drops First Game of New Series to Vernon 7 to 5.

STANDING OF TEAMS			
	W.	L.	P. C.
Oakland	18	6	.750
Vernon	14	11	.560
San Francisco	12	12	.500
Sacramento	11	14	.440
Portland	6	16	.273

PORTLAND, Ore., May 1.—Portland continues its losing streak and yesterday dropped the first game of the new series to Vernon by a score of 7 to 5. The Coast League scores were as follows:
At Portland— R. H. E.
Portland 5 7 2
Vernon 7 10 4

At San Francisco— R. H. E.
San Francisco 3 10 2
Sacramento 1 3 1
Oakland will open a new series at Los Angeles today.

structing a long jetty to provide for a deep water harbor the figures of the opposing factions differ. Proponents of the port plan cite a government engineer's estimate of \$503,000. The opponents place in argument a contradictory figure of \$621,400, with a possible addition of \$271,000. To pay its self-estimated share of the first figure, which would be \$251,570, the port promoters advocate the same procedure as that for the short jetty project. They estimate that the first year's tax levy would be 2.16 mills, raising \$23,542, with smaller levies in after years, reckoning on towage, dockage and warpage falls to relieve the district taxpayers of a large share of the burden of their indebtedness.

SNAP

Three nice high dry lots in Bank addition to North Bend. All clear and level. Best lots in the addition; can be had now for \$600. E. S. GEAR, room 22, First National Bank.

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

Jas. C. Dahlmann, serving his third term as mayor, Omaha, Neb., again was successful in receiving the overwhelming support of the voters in the primary election. He also successfully rid himself of a bad case of kidney trouble by the aid of Foley Kidney Pills, and writes: "I have taken Foley Kidney Pills and they have given me a great deal of relief, so I cheerfully recommend them." What Foley Kidney Pills have done for Mayor Dahlmann they will do for any other person bothered with backache, rheumatism, or any other form of kidney or bladder trouble. Just try them for quick and permanent results. For sale by Red Cross Drug Co.

GOOD INVESTMENT

Three 7-room houses, rent for \$36 per month; will sell at a bargain.

AUG. FRIZEEN.

Real Estate and Insurance.
68 Central Avenue. Marshfield

T. J. SCAIFE & A. H. HODGINS

Marshfield Paint & Decorating Co.

Estimates MARSHFIELD.

Furnished Phone 146L Oregon

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.
111 First and Alder Streets.

We Have Been Successful

in buying a large stock of first class Electrical material and can give our patrons a very low price on house wiring. Get our price—you can't afford to miss it.

Coos Bay Wiring Co.

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Real Estate and Insurance

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Rates: 50 cents a Day and Upwards.

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Marshfield, Oregon.

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That's the spirit and the letter of

Handsome Comfortable Clothes for Men of Taste

BENJAMIN

Smart Clothes for \$18 to \$40

The fabrics this season are unusually attractive—English, Scotch and Irish Mixtures and domestic worsteds —with grays, browns and blues in popular favor.

"Money Talks"

Stetson Shoes Hub Clothing & Shoe Co. Stetson Hats BANDOON

Steamer Washington

Will Sail From San Francisco for Coos Bay Saturday Evening, May 4th

F. S. DOW, Agent. Ocean Dock.

EQUIPPED WITH WIRELESS

Steamship Breakwater

ALWAYS ON TIME.

SAILS FROM AINSWORTH DOCK, PORTLAND, AT 9 A. M., MAY 1st, 8th, 13th, 18th, 23rd and 28th. FROM MARSHFIELD AT THE SERVICE OF THE TIDE MAY 4th, 10th, 15th, 20th, 25th and 30th.

L. A. PARKHURST, Agent. Phone Main 85-L.

"THE FRIEND OF COOS BAY"

S. S. ALLIANCE

EQUIPPED WITH WIRELESS

Sails From Coos Bay for Portland Thursday, May 2, at 12:00 Noon

CONNECTING WITH THE NORTH BAY ROAD AT PORTLAND NORTH PACIFIC STEAMSHIP COMPANY. C. F. McGEORGE, Agent. Phone 44.

"FAST AND COMMODIOUS"

Steamer Redondo

EQUIPPED WITH WIRELESS AND SUBMARINE BELL

SAILS FOR SAN FRANCISCO FROM COOS BAY Wednesday, May 1, At 10:30 A. M.

INTER-OCEAN TRANSPORTATION COMPANY. C. F. McGEORGE, Agent. Phone 44.

Abstracts, Real Estate, Fire and Marine Insurance

Title Guarantee and Abstract Co.

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Coquille Office Phone 191 — Marshfield Office 14-J.
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General Agents "EASTSIDE"

Get Busy

AND GET AFTER THAT ROOF, BUT FIRST COME IN AND GET OUR PRICES ON SHINGLES AND ROOFING PAPER. SHINGLES \$1.50 AND UP.

ROOFING PAPER, ONE PLY, \$1.25 AND UP.

C. A. Smith Lumber & Mfg. Co.

RETAIL DEPARTMENT.

WANTED!!!

CARPETS UPHOLSTERING AND PIANOS TO CLEAN, by the Pneumatic Cleaning Company. Orders for work taken at GOING & HARVEY PHONE 196

The Electric Shoe Shop

IS WHERE THEY BUY SHOES FROM \$1 PER PAIR UP.

THE ELECTRIC SHOE SHOP 180 So. Broadway Marshfield

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MAKES HOME BAKING EASY

Light Biscuit
Delicious Cake
Dainty Pastries
Fine Puddings
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The only Baking Powder made from Royal Grape Cream of Tartar