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PERRY & NICHOLSON

MARSHFIELD WILL HAVE AN AIRSHIP FLIGHT SOON

Christofferson, One of Greatest Aviators in World, Is Coming.

WILL FLY ON COOS BAY, TWO DAYS, OCT. 26-27.

First Man in the World to Fly from Roof of a Big Hotel.

Through the efforts and enterprise of The Times the people of South-west Oregon are to be given the first view of a great airship flight. The Times has secured Silas Christofferson, the world famous aviator for a two days' exhibition at the racetrack in Marshfield Saturday and Sunday Oct. 26 and 27. Mr. Christofferson is the birdman who during the rose carnival successfully piloted his airship from the top of the Multnomah hotel to Vancouver, Washington. He flew the eight miles crossing the Willamette and Columbia rivers, in twelve minutes. He is the first and only aviator in the world ever making such a daring and successful flight. This event places Christofferson among the greatest aviators of the world.

The Portland Oregonian published the following concerning this great event:

"Aviation science took another stride toward perfection yesterday afternoon when Silas Christofferson, the youthful Portland bird-man, successfully piloted his biplane from the top of the Multnomah hotel building to Vancouver, Wash. He flew the eight miles, crossing the Willamette and Columbia rivers, in 12 minutes.

Other aviators have made speedier journeys, but it remained for the unlicensed ex-automobile racer to be the pioneer in a start from the midst of the business section of a great city. A crowd of 50,000, scattered along half a dozen streets, lining the roofs of dozens of office buildings, and perched precariously at every available point of vantage, witnessed the splendid start of the daring young aviator.

Crowd Cheers Aviator.
A mighty roar from the tens of thousand throats went upward to

greet the bird-man, as, after a run of 150-feet across an elevated platform on the roof of the 150-foot hotel building, the machine gracefully and surely left its board footing and soared forth on its journey to Vancouver. The day was ideal for a perfect flight. Atmospheric conditions, which are studied so closely by the artists of the air, were unexcelled, except that the air was slightly hazy. The drizzling weather had apparently forced the cold strata of air to the streets and the cross currents of cold and warm ozone, so feared in the maze of streets and office structures, were absent.

Only once from the time the aeroplane glided from the roof into the air until it loomed in the distance as a small bird, did the machine display signs of uncertainty, and that came when it crossed the Willamette, at a height of approximately 900 feet. Then it was only a slight tremble. It soon recovered perfect equilibrium and soared majestically on its way.

Crowds Gather Early.
It was expected that the biplane would leave the board 100 feet from the start and reach an altitude of 20 feet above the roof at the end of the 170-foot runway. Instead it skimmed along the surface until 25 feet from the "jumping-off" place, and raised only three feet to glide above the place of safety.

At 1:30, one-half hour before the scheduled start, the crowds commenced to gather in Third and Fourth streets for several blocks, while every building within a radius of a dozen blocks was packed with curious, and, to be frank, rather morbid sightseers. The feat of starting from the roof of a building had never been tried before, much less successfully accomplished, and many expected to be on hand to witness another of the many death tolls exacted by the new transportation science.

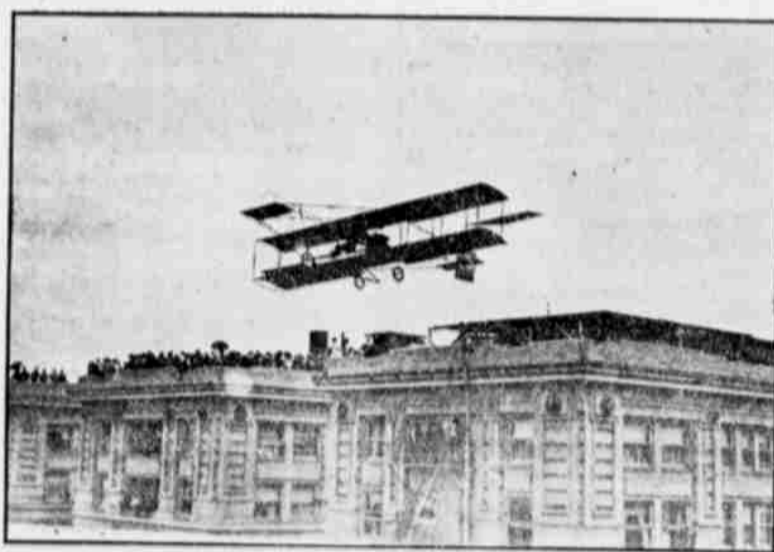
The flight did not take place until 2:35 o'clock, Christofferson and his assistants making a careful inspection of the starting runway and heating the engine until it was in perfect condition.

The landing was made at Vancouver exactly 12 minutes after the start, a crowd gathering in the Wash-

ington city to witness the end of the spectacular voyage.

Aviator Not Frightened.
Ideal atmospheric conditions did not necessitate a rise to a high altitude until the Columbia river was reached. Mr. Christofferson hovering about the 1500-foot elevation until out of sight of the Portland spectators, when he rose several hundred feet higher.

The 23-year-old aviator was smilingly confident as he posed before the photographers, but did not permit his optimism to overshadow his judgment. He tested machine and planning carefully, shook hands with a few friends and well-wishers, said: "I'll see you again in a day or two."



SILAS CHRISTOFFERSON FLYING FROM THE TOP OF THE MULTNOMAH HOTEL IN PORTLAND.

and then loosed the brakes for the flight.

At 2:47 o'clock Christofferson landed gracefully on the artillery drill grounds.

Experience Is Related.
"I was lost for several minutes," said Christofferson, after he had asked how long it had taken him to make the flight. "The air was very hazy and I did not know where I was. I had ascended about a mile, so that

in case my engine went wrong I could glide across the Columbia River. Looking down I saw a little object on the water; it did not look more than a foot long, and there was black smoke coming out. That must be the ferry boat from Vancouver to Hayden Island, thought I, and then I knew where I was.

"I glided most of the way across the river, as I was so high. I was going up the river when I chanced to see the ferry. When I left the Hotel Multnomah roof I went out towards St. Johns to gain height, then I started up the south bank of the river until I was lost in the fog. The air was calm and steady and flying was easy. I had no trouble and came down in good form."

Aviator Is Elated.
With the assistance of several bystanders, Christofferson put the machine into the hangar, as he had landed within 200 feet of it. At 3:25 o'clock Harry Christofferson, his brother, arrived in an automobile to see if he was safe.

The young aviator is elated over his successful flight. Christofferson is associated with Fred A. Bennett the Portland automobile man, in his aviation venture. He piloted Bennett's cars in Portland automobile races before taking up aerial work. Two years ago, he and Bennett made a monoplane, but turned to the biplane when it was impossible to secure as much information on the type of machine used more generally in Europe. The engine of the biplane which made the trip yesterday was used by Glenn H. Curtiss in his Hudson river flights in New York.

GENERAL GETS PLACE.

Will Be Honored by a Seat in French Academy.
(By Associated Press to The Coos Bay Times.)

PARIS, Oct. 15.—A hitherto inviolable tradition in connection with the election of an "Immortal" or Member of the French Academy, will be violated in the case of General Lyautey, the successor of Henri Houssaye. Owing to his absence at the head of the French army in Morocco, he will not be able to call formally on the other thirty-nine members of the academy before his election on October 31.

Of the three candidates for the seat left vacant, two have formally withdrawn, leaving General Lyautey as the sole candidate. That eminent soldier's inevitable election is a matter for popular rejoicing, since recent deeds in Morocco have made him a national hero.

In connection with the election somebody has unearthed from the constitution of the academy a legally enacted article which expressly forbids solicitation of votes for election, the purpose, naturally, of the thirty-nine voters. Older academicians say that the discovery of the "curious" article will render life desolate for them, as the calls of distinguished seekers after one of France's highest honors have been always delightful.

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MONTENEGRO WINS VICTORY; 10,000 TURKS ARE CAPTURED

News Received in Telegram Sent to Germany by Prince Peter.

ARTILLERY ALSO TAKEN BY SOLDIERS

Message States That Little Balkan State Had Glorious Victory.

(By Associated Press to The Coos Bay Times.)

HEIDELBERG, Germany, Oct. 15.—A great Montenegrin victory over the Turkish troops, is announced by Prince Peter of Montenegro, in a telegram to his former tutor here. The dispatch is worded as follows:

"Glorious victory. Ten thousand Turks with artillery captured."

Ministers Recalled.
CONSTANTINOPLE, Oct. 15.—The Ottoman government decided today to recall the Turkish minister from Athens, Sofia and Belgrade.

SCHOONER IN TROUBLE.

The lumber schooner Daisy Freeman which is known in this port, was in trouble at Columbia river. The following press telegram from Astoria in the Portland Sunday papers tells the story:

"Waterlogged and with more than half her cargo of lumber, 750,000 feet in all gone from her decks, the well known schooner Daisy Freeman, Captain J. H. Wilson, is berthed at the Clatsop mill dock, waiting for a tow to Portland, for dry-docking and general repair.

"The steamer came down from Portland fully laden for San Francisco, Friday noon, and crossed out about 5:30, an hour and a half before low water. The bar was rough and on her way out she struck heavily at a point nearly north of the jetty and her rudder and rudder post were jerked out and her garboard strakes were torn out on the starboard side. The port lifeboat was smashed, and her cargo chains snapped, one after another. The deck load went over the side and drifted with every roll of the sea. The water soon reached her fires, the engines were silenced and her power force was driven to the upper deck.

"The Freeman hangs so low in the water aft and is so sharply listed to starboard as to hide all traces of the damage, the extent of which cannot be known until she is drydocked."

MARTHA WASHINGTON ASKS DIVORCE FROM GEORGE WASHINGTON.

REDWOOD CITY, Oct. 15.—Shakespeare's query, "What's in a name?" was a byword in San Mateo county court circles when a divorce suit was filed in which the defendant bears the name of the father of the country and the complaining witness signs her name with that of the first lady of the White House.

On grounds of cruelty, Mrs. C. Martha Washington seeks to have her wedding to George Washington annulled. The case has not come into court yet.

The Washingtons were married in San Francisco March 23, 1903. The complaint is sealed and the nature of the cruelty charge has not been made public.

WOULD OUTWIT THE HILL LINES

It Is Said That Southern Pacific Will Try to Outdo Rival.

The railroad story from Eureka printed in The Times yesterday is also told in the Portland newspapers. In the Oregonian is an extended article reciting the fact that the Southern Pacific intends to build from Eureka to Coos Bay and thus connect Portland and San Francisco with a coast road. The following additional feature of interest is given in the Oregonian in a telegram from San Francisco:

"When the Eugene-Coos Bay line reaches Eureka and meets the Northwestern Pacific, the value of such projected lines as the Fernley-Lassen branch may become more apparent than now. There is believed to be no question that the Southern Pacific's construction work in North and Northeastern California is promoted in part by a desire to head off the Hill interests, which are already working toward this city and which are generally credited with having gained access to this city over the Northern Electric's newly acquired line from Sacramento to Vallejo and from Vallejo by ferry to this city.

"That the northern part of the state will be the scene of an intense railroad rivalry within a short time, when more of Mr. Hill's plans are revealed, is accepted as beyond question.

"The Northwestern Pacific, which is owned jointly by the Southern Pacific and Santa Fe, and which would undoubtedly be used by both roads as an important factor with which to combat the Hill lines, is making rapid progress with its construction work. It is now carrying passengers to McCann's Mills, 60 miles south of Eureka. The rails are laid ten miles south of McCann's Mills and within six miles of Fort Seward.

"It is expected to reach Fort Seward in December. The Island Mountain tunnel, requiring a bore of 4,000 feet, is two-thirds completed and will probably be finished in March. The entire road is expected to be open in 1914. Altogether, it has been an unusually expensive road, but it is declared to be one of the best constructed in the state."

MADE HIS SPEECH.

MILWAUKEE, Oct. 14.—Roosevelt was shot in the breast and the extent of the injury is unknown. With a bullet in his body the Colonel went to the auditorium to make a speech. He refused to permit physicians to examine the wound until he had finished his address. At nine ten he was still speaking, though weak from the loss of blood.

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Little Talks on the High Cost of Living

By W. A. REID.

False weight and measure enter materially into the high cost of living. Your grocer may be perfectly honest, but we buy so many things by the package that we often cheat ourselves. So also in our larger deals we are often "handed a package" and get false measure. This is particularly true in real estate, there are so many things to be taken into consideration. The man who buys in PERHAM PARK gets full weight and measure. Perham Park is close in and the building restrictions insure your investment for all time. Any view desired. Easy terms.

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