

We are Busy

Today rearranging the odds and ends of our Clothing, Shoes and Men's Furnishings stock left over from our great closing-out sale. This is being done to further slash the prices preparatory to a final grand clearance sale of all that is left of these stocks. We are absolutely and finally going out of this line of business and will make prices that will move the goods. Cost no longer cuts any figure. You can get goods at practically your own price. Do not wait for announcement of clearance sale, as goods will be sold every day at sale prices.

COME IN AND SEE.

THE BAZAR

The House of Quality
Phone 32.

Marshfield-North Bend Automobile Lines

OUR PATRONS:—
Automobile tickets are now good on both lines between Marshfield and North Bend.

GORST & KING TWIN CITY AUTO LINE

FAST AND COMMODIOUS

Steamer Redondo

Equipped with wireless and submarine bell

SAILS FROM SAN FRANCISCO FOR MARSHFIELD
WEDNESDAY, MAY 7, AT 3 P. M.

All Passenger Reservations From San Francisco Must Be Made at
805 Fife Building, or Lombard street Pier 27. All reservations
must be taken up 24 hours before sailing.

INTER-OCEAN TRANSPORTATION CO.
C. F. McGEORGE, Agent.

EQUIPPED WITH WIRELESS

Steamship Breakwater

ALWAYS ON TIME.

SAILING FROM PORTLAND, APRIL 16, 23, 30, MAY 5, 10, 15, 20,
25 AND 30 AT 8 A. M.

SAILING FROM COOS BAY, APRIL 12, 19, 26, MAY 2, 7, 12, 17,
22 AND 27.

Tickets on sale to all Eastern points and information as to routes
and rates cheerfully furnished.

Phone Main 35-L. P. C. STERLING, Agent.

S. S. ALLIANCE

EQUIPPED WITH WIRELESS

SAILS FROM MARSHFIELD FOR PORTLAND
SUNDAY, MAY 4, AT 9 A. M.

ROUND TRIP, \$18.50

CONNECTING WITH THE NORTH BANK ROAD AT PORTLAND
NORTH PACIFIC STEAMSHIP COMPANY.

Phone 44 C. F. McGEORGE, Agent.

THE NEW Steamer SPEEDWELL

CAPT. K. ROSENBLATT, Master.

Sails for San Francisco from Coos Bay
About May 14.

THE SPEEDWELL is speedy and has excellent passenger accommodations,
large clean and airy rooms and electric lights and wireless.

For freight and passage, apply,
F. Estabrook Co., Title Guarantee and Abstract Co.,
613-617 Santa Marina Bldg., San Francisco, Marshfield.

THE RECORD PHOTOGRAPHING ABSTRACT COMPANY—

Have photographic copies of all records of Coos County to date,
abstracts of titles, present owners, or any other information relating
to real estate furnished on short notice.

BUSINESS OFFICE: 117 North Front St., Marshfield. Phone 151J
W. J. RUST, Manager

Electric Irons

We have a few second-hand
in good working condition
\$1.75.

New Irons, \$3.50 up.

Coos Bay Wiring Co.

Phone 237-J 153 N. Broadway

RECEIVED:
large shipment of Electric Cut
Shades.

See our stock of glass-
We also have some of the
designs in shower fixtures,
two light to five. Everything
electrical supplies.

Edward & Langworthy

You have anything to sell, rent,
or want help, try a Want Ad.

W. S. BROWN & A. H. HODGINS Marshfield Paint & Decorating Co.

Estimates Furnished.
Phone 187-L. Marshfield, Ore.

Baby Shoes!

See the new line of Baby Shoes
at the
The Electric Shoe Shop
at 180 South Broadway.

Gray Auto Service

Fisher & Tucker, Proprietors,
Phone orders to Blanco Hotel, 46.
After 12, 260L, Right Cafe,
Marshfield, Oregon.

Have your job printing done at
The Times office.

STATUES WITH A STORY

"LEARN ONE THING EVERY DAY"

NO. 1. THE "LAOCOON" GROUP.

Copyright, 1913, by The Associated Newspaper School, Inc.

NO statue in the world has profoundly moved so many people as the "Laocoon." Millions gazed upon it during the centuries when the "Venus of Milo" was lying buried and unknown on the island whence the perfect marble woman takes her name. These sculptures, with the "Appollo Belvedere," are the most prized statues in the world. But the difficulties of reproduction make the "Laocoon" less familiar than the two single figures.



While the "Venus of Milo" and the Appollo are works of sheer beauty, the "Laocoon" has the majesty of terror. You may see a very wonderful picture of the sculpture in "The Mentor" for this week, and read also the brilliant and authoritative comment by Prof. J. C. Van Dyke, of Rutgers College.

No one knows who modeled the group; but, out of the mists that clouded human activity before history began, has come the story it perpetuates. It belongs to the time when Greek gods ruled the world in joyous nakedness, with occasional diversion in the form of bloody vengeance.

Laocoon played a part in about the best known incident in the Homeric epic, the drawing into Troy of the wooden horse. Laocoon was a priest of Appollo and an important man in Troy; but he didn't have influence enough to prevent his fellow citizens from bringing in that wooden horse, which was filled with soldiers, as you remember, and resulted in the downfall of Troy, after a siege of ten years.

The legends all seem to agree that Laocoon turned from Appollo to Neptune, even going so far as to offer a bullock in sacrifice to the sea god.

When he was preparing the sacrifice two fearful serpents were seen swimming toward the Trojan coast from Tenedos. The monstrous reptiles rushed straight toward Laocoon and his two sons. The people took flight in terror; but the priest and the youths remained standing by the altar of their god.

The serpents first coiled round the two boys and then round their father. In the statue you will see the younger son, thinking only of himself, fighting for his life, while the head of the serpent is already fastened in his side. The older son shows in his face the emotions that rend his soul, the paralysis of fear and his awe at the awful fate of his father. The mighty old man is struggling with all his magnificent strength, splendidly, hopelessly.

Most of us associate Appollo with an ideal of manly beauty, with art, with music. He is known as the patron of art, of healing. He was the father of Aesculapius, who was the father of medicine. Indeed, about seven different activities were attributed to this son of Jupiter, but first of all he was known as the god who punishes. That is what his name really means.

Laocoon was undoubtedly a priest of Appollo, and it was the act of a traitor for him to turn to Neptune. One tale declares that Laocoon had defied the expressed will of Appollo by marrying and begetting children.

Other delvers into mythology maintain that Laocoon and his two sons were not victims of Appollo but of Neptune. They hold that Neptune, being bitterly opposed to the Trojans, wanted to show them, in the persons of Laocoon and his sons, the fate that all of them deserved. The fact that the serpents were under the control of Neptune and not Appollo is cited to support this version of the tale.

Every day a different human interest story will appear in The Times. You can get a beautiful intaglio reproduction of this picture, with five others, equally attractive, 7 by 9 1/4 inches in size, with this week's "Mentor." In "The Mentor" a well known authority covers the subject of the pictures and stories of the week. Readers of The Times and "The Mentor" will know Art, Literature, History, Science, and Travel, and own exquisite pictures. On sale at The Times office. Price ten cents. Write today to The Times for booklet explaining The Associated Newspaper School plan.

BRADSHAW HAS FINE ENGINE

Invention of Marshfield Man Attracts Much Attention at Portland Now.

The Portland Telegram prints the following concerning a remarkable gas engine which T. F. Bradshaw, of the firm of Bradshaw & Kimball, of Marshfield, has perfected:

"Thomas F. Bradshaw, machinist, of Marshfield, has invented a gasoline engine, which is a departure from the present type and which can be adapted to the automobile or any form of vehicle propelled by motor power. The feature of the new engine is a rotary valve, which will eliminate 40 parts in a four-cylinder engine.

"My engine will be as noiseless as the electric motor," says Mr. Bradshaw. "It borders on the general results of the Silent Knight motor, which runs through the head of the cylinder in a chamber that is reamed out with clearance enough to allow for lubricating.

"With practically eight moving parts to the valve, as compared with 150 to 200 parts of the poppet valve type, the simplicity in manufacture and maintenance will be noticeable.

"For marine purpose is incorporated an absolute positive reversing engine, the starting of which may be performed by air or electricity. Under action brake test my engine shows 25 per cent greater efficiency than the present types, the rotary valve eliminating many of the complications."

Mr. Bradshaw says this new engine will eliminate 25 per cent of unnecessary weight without destroying efficiency, and can be produced for 50 per cent less than the general type.

While the engine was being modeled, someone broke into his shop and smashed it. However, he succeeded in getting the parts together and has applied for patents; others are pending.

Mr. Bradshaw has been working to produce such an engine for some time, and is very optimistic over his new invention. He says his ambition is to perfect an engine that will be adaptable to ocean liners and to that end he will direct his energies.

This new type of engine is being displayed at the Mitchell, Lewis & Staver garage, East Morrison street.

How It Happened.

"Fuel be mine," said the coal man to the lady toward whom he entertained a very warm friendship, and she, being tender hearted, the two of them struck up a match.

LIONS AND TIGERS ONCE ROAMED IN UNITED STATES

SAN FRANCISCO, May 2. — Dr. John Campbell Merriam, professor of paleontology in the University of California, delivered the first lecture of the Spring session of the Pacific Association of Scientific Bodies at the San Francisco Institute of art and for the first time gave the public the results of remarkable excavations which the university is carrying on in the tar pools near Los Angeles.

Skeletons of species of animals long extinct have been brought to light. Remains have been found which show that America was once the home of the camel; that the lion, elephant and tiger roamed over California long before the time of man.

Between 40,000 and 50,000 bird remains have been recovered and of this vast number more than 75 are of species hitherto unknown. Plants, seeds, vegetables and speci-

mens of beetles, worms and insects have also been found.

The commonest remains uncovered are those of the ancient giant wolf. In one space of four cubic yards 40 of the skulls were recovered.

Dr. Merriam considers as the most remarkable of all the discoveries the recovery of skeletons of camels. Several of these have been found.

Numerous skeletons of the mastodon and elephants have been found, as well as remains of a horse similar to the present animal. Another remarkable find was that of a bear which was two and a half times longer than the biggest of the present grizzly bears.

Another remarkable find was a lion which bears a resemblance to both the African and the Californian.

BOOSTS COOS BAY.

Captain Macgenn Tells of Great Prospects of This Section.

The Portland Telegram prints an interview with Captain Macgenn, in which he states that the reconstruction of the north jetty here should be underway within a month or so on the funds derived from the sale of the \$3,000,000 bond issue of the Port of Coos Bay and also that the widening and deepening of the inner harbor channel and the starting of the bar dredge P. S. Michie on the bar will soon be realized.

"When these improvements are well underway," says Captain Macgenn. "It is believed that Coos Bay will be as accessible to deepwater vessels as any other port on the coast. As a consequence every line of industry down that way is booming."

"The C. A. Smith Lumber company's mill is turning out \$20,000,000 feet of lumber a month. Ten years ago coal was about the only product shipped from Coos Bay, but it has been supplanted by lumber as an article of export. About four years ago the mines gave out and the steamers were diverted to the lumber trade. New coal mines there have been developed by the Southern Pacific and colliers will again be in demand by next winter."

"Do you believe it's better to have loved and lost than never to have loved at all?"

"No. When I was in love I lost time, I lost my heart, later lost my head, then I lost my job and then the girl shook me."

Times' Want Ads bring results.
Have your job printing done at
The Times office.

The O. & C. Land Grant Case

THE decision of Federal Judge T. Wolverson at Portland Tuesday whereby the Government won its contention regarding the O. & C. land grant that has been in controversy for the past five years, presages a complete ultimate victory for the people. The development of Oregon has been retarded by the tying up of these thousands of acres in the various counties in which the granted lands are located, and the speedy termination of the suit is a matter to be hoped for by the general public. Following this decision on the part of the Federal Court, the attorneys for the defeated railroad company will appeal to the United States Court of Appeals, and whatever the verdict there, the case will undoubtedly find its way to the Supreme Court of the United States. The action of the attorneys in waiving argument would indicate that the railroad company has concluded not to unnecessarily delay matters, but to run the gamut of the courts as speedily as possible. It is expected that the Court of Appeals will take action not later than October, and while the Supreme Court moves with a good deal of deliberation, the case should be finally disposed of a year later.

In directing that a decree be entered forfeiting the lands to the United States, Judge Wolverson said:

"The railroad company has submitted this case without argument. The vital question in the case is in reference to the conditions that were imposed by the Government at the time the grant was made."

"That condition was that the land should be sold to actual settlers at \$2.50 an acre. At the time the demurrer was taken up it was argued ably and exhaustively. At that time I proceeded to consider all the questions presented.

"I understood that the attorneys are not questioning the soundness of the decision at that time and that the only considerations at this time are questions of fact."

"I do not believe that it is now necessary for the court to enter into an extended investigation of the testimony that has been taken."

"The vital question now is as to the conditions of the grant. Counsel on both sides have stipulated as to these facts:

"That from 1895 to 1903, the Oregon & California Railroad Company sold and disposed of some of its lands to persons not actual settlers in quantities exceeding 160 acres. In several instances the company sold lands in quantities from 1000 to 20,000 acres at prices of from \$5 to \$20 per acre. In one instance \$35 an acre was paid, and in another instance 45,000 acres was sold at \$7 an acre."

"It was further stipulated by attorneys for both sides as to the fact that January 1, 1903, the railroad withdrew from sale all lands of the grant. Since January 1, 1903, persons exceeding 4000 in number applied to the railroad company to purchase unsold lands, such claimants to be homesteaders. They were willing to pay \$2.50 an acre. After January 1, 1903, the company refused and still refuses to sell those lands, claiming that all of them are essentially timber lands not suited to settlers."

"If the company violated these conditions of the grant, that land should be forfeited. These stipulations show that the company did violate those conditions by selling at a higher rate than \$2.50 an acre and in quantities larger than 160 acres to one purchaser. It was also a violation in the withdrawal."

"These show a clear violation of the law and the company put itself in a position where the Government should declare that the land is forfeited."

"Other questions that have arisen in this matter are subsidiary. The court has determined these questions on the demurrer and the issues have not changed in the least."

"So far as the Union Trust Company is concerned, it seems to the court that the grant of the company carries on its fact what it is. People in dealing with the grant must notice what its terms are. The Union Trust Company knew of these conditions when it assumed the mortgage."

Since 1908, a great many applications have been filed for purchase of these lands remaining unsold, the applicants basing their action upon the expectation of a decision adverse to the railroad company, and the hope that the Government would order the original terms of the grant complied with. In this event the applicant would purchase the land in tracts of not more than 160 acres at a price of \$2.50 per acre, sale to be made to bona fide settlers only. The hopes of these applicants are dashed, however, under the Wolverson decision, as he orders that the cases of the intervenors, (the applicants for purchase), be dismissed.

What disposition the Government will finally make of the lands when the case is finally decided is not known, but more than likely they will be opened to purchase or settlement as the later Indian reservations have been opened, either through purchase at a fixed price or by lottery. The method is not so essential as the putting of the lands to productive uses. There are large tracts of these lands in Coos and adjoining counties.

Throughout the country great tracts have been held and development retarded. The putting of these acres into the hands of settlers will be the greatest boon that can come to Southern Oregon.

"It takes my wife three days to go to a picnic."
"How's that?"
"She takes a day to get ready, a day to go, and a day to get over it."