

THE LIFE
 ...
REGON AGRICULTURE
 ...
SEPTEMBER
 ...
Cameroon
 ...
Kins, D. S. T.
 ...
J. N. BAYLOR
 ...
AND REPAIRER
 ...
A. Shaw
 ...
Chandler
 ...
S. Turpen
 ...
Riley Ballinger
 ...

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NEWS OF NEARBY TOWNS

BRIEFS OF BANDON.
 News of City-by-the-Sea As Told by the Bandon Recorder.
 Albert Dyer has just received a new steam shovel and is using the same to ditch his Twomile ranch. Mr. Dyer will dig about three miles of ditch around his bottom land and will drain the water into Twomile creek. This will stop the overflow of the land and will make it possible to cultivate the entire ranch.
 Dr. D. E. Biggs, of Bellingham, Wash., is expected here in a few days to join his wife, who is visiting her mother, Mrs. F. E. Dyer. Dr. Biggs and Gus Buckingham are figuring on building on the Dyer corner which was destroyed by the recent fire and plans for the building will soon be drawn.
 The lighthouse tender Manzanita returned Wednesday from her trip to Cape Blanco, and Captain H. L. Beck stopped off at Bandon and inspected the local lighthouse, finding everything in fine shape and was well pleased. Captain Johnson of the life saving crew went out in the power boat and brought Captain Beck in and took him out again.
 Miss Clara Johnson came over from Coquille Wednesday for a few days' outing on the beach.
 Mrs. A. Seelig of Marshfield came over yesterday to enjoy an outing on the beach.

GARDINER GLEANINGS.
 Interesting Items of News From the Umpqua Courier.
 The farmers from all the neighboring districts in this section report large crops, far in excess of last year's crop. There will be a good yield of fruit and garden products are exceptionally good.
 Chief Engineer Myrick, of the Gardner Mill Co., inspected the boilers of the Co-Operative Cannery last Sunday. The cannery is all prepared for the fishing season.
 M. M. Marsh, Southern Pacific Inspector, was in Gardiner this week, on business connected with the railroad. He left for Glenada Sunday by the way of the Lakes.
 The San Gabriel came in Monday, making the trip from here to San Pedro and return in a little over eight days, which is considered very good time.
 E. N. Caldwell, who has been stationed at the lighthouse for the past fourteen months, has been transferred to Puget Sound, Wash. Mr. Caldwell intends to leave in about two weeks for the Sound.
 Mr. and Mrs. James Hughes are spending the week in Marshfield and vicinity, visiting friends.
 The fishermen of the Umpqua are at present organizing a Fishermen's Union at this place. They have postponed out calling for a meeting on the 22nd of this month. They tried the same thing last year, but for some cause or another it was a failure.
 Two whales were cast up on the south beach last week. One was of medium size and the other quite large. No one seems to know what caused them to die. A good many can be seen off the bar any day. They do not appear to be very much afraid of the vessels, coming up and blowing quite near. Those on the beach may have been shot or killed with bombs by some one on board of some vessel.
 At Scottsburg the air is filled with smoke caused by forest fires which have been raging around the Gardner Mill Company's camp on South Creek. Everyone should be careful of fire this time of the year and take no chances.

FLORENCE NEWS.
 Items Gleaned from the Columns of The West.
 Captain Julius Larsen and daughter of Marshfield were in Florence yesterday, having just arrived from the south.
 F. E. Allen, of Marshfield, was calling on the business men of Florence yesterday. This is his first trip here for about six months.
 A meeting was held at Mapleton Tuesday by the people of Mapleton and along the river to confer in regard to the road proposition. We understand that they were unanimously in favor of having the road rebuilt.
 G. A. Anderson, of the Johnson-Anderson Company, arrived here from Portland the first of this week to look after business matters. Mrs. Anderson accompanied him.
 Thomas James of Marshfield was transacting business on the Siuslaw several days this week.
 The Florence and Glenada baseball teams crossed bats on the Florence grounds last Sunday and the result was a victory for the Glenada boys. The score stood 11 to 5. Frank Butzke was the umpire.
 Willis Brown returned Wednesday from a visit of several weeks with friends in the Coos Bay country.
 The Patsy put in at Newport on Saturday on her way from the Umpqua to Portland, having lost one of her propellers and part of her shaft off the Alsea River. The boat went on to the Columbia from Newport with one propeller.
 Paul Goodwin has given up his place at the jetty work and gone to his home on Sweet Creek to spend a day or two with his parents. He expects to go to Coos Bay in a few days.

WATER IS DANGEROUS.
 A man by the name of Andrew Kennedy was fined five dollars in Marshfield one day this week for holding onto a water plug. It is not stated whether he was trying to get a drink of water or not. Probably he was and that accounts for the fine. Caution: don't drink water when you go to Marshfield.—Roseburg Review.

BUILD NEW BOAT.
 Captain Robert Dollar Plans a New Vessel.
 PORTLAND, Or., July 29.—Captain Robert Dollar, at the head of the Dollar Steamship Company, and a world figure in marine affairs, stopped over in the city while en route from Puget Sound to his home in San Francisco.
 Captain Dollar said he expects to let a contract soon for the construction of another steamship which will exceed the capacity of the Robert Dollar, the largest of his fleet. The new vessel will be built in Scotland. She will be christened the Harold Dollar in honor of one of his sons, and is to be capable of carrying considerable more than 5,000,000 feet of lumber, in which trade she will engage. Like all of his other large vessels she will fly the British flag, and it will enable her to be operated more cheaply. The Harold Dollar is expected to be ready to launch in nine months. She will operate from this coast.

BIG TRACT SOLD.
 Porter Brothers Interested with Hill in Oregon Deal.
 SALEM, Or., July 29.—One of the heaviest deals in realty negotiated in recent years in the Northwest was closed when the Oregon and Western Colonization Company, with head offices at St. Paul, recently transferred to F. W. Waters, a former Salem man, with offices in the Yeon Building in the Rose City, a fraction less than 19,000 acres of land, being all the holdings west of the Cascade Mountains in what is known as the Government military wagon road grant.
 The colonization company, captained by the well known W. P. Davidson and Louis Hill, of St. Paul, and A. R. Porter, of Porter Bros., of Portland, former local real estate dealers, recently secured title to nearly 1,000,000 acres of Government land, being the entire grant of the military wagon road running east and west from Lebanon, Linn County, across the Cascades to the state line, terminating at Ontario, Miheur County.
 Porter Bros. have timber holdings contiguous to this western division of the grant amounting to over 4,000,000,000 feet in all.

BUY BRICK YARD.
 Phillips and Miller Take Over Plant Near Bandon.
 Phillips and Miller, the contractors, have taken over the Degesen brick yard and will operate the same on a large scale. They have just received a new 100-horsepower boiler which they are installing to furnish the power, and the yard will be equipped with all modern conveniences for brick making. There are thousands and perhaps millions of tons of excellent brick clay on this place and this will be an industry that will be a great benefit to the city, as it will be possible to get brick at the very lowest price, and will furnish employment for a large number of men.—Bandon Recorder.

NEW PROJECT FOR RIVER.
 J. E. Norton, of the firm of Noster & Norton, of Coquille, was in this city yesterday calling on his customers. Mr. Norton is secretary of the Port of Bandon and in conversation with a representative of The Recorder, Mr. Norton stated that the port commissioners were making preparations for a strong campaign of work on the bar and in the harbor within a short time. The \$90,000 appropriation by Congress will be available soon and it is altogether probable that the appropriation will be raised to \$250,000. In addition to this, a bill has gone through Congress for a survey for a new project in the river between Coquille and this city, with the view of deepening the channel all the way up. This is in addition to the regular appropriation, as the most of that will be used for work on the bar and jetty work, also for blasting out some more rock in the channel just inside the bar. With the formation of the port commission and the work they will do, together with the added prestige and extra appropriations from Congress, the Coquille River bar and harbor will be improved until it will be one of the very best harbors on the Pacific Coast.—Bandon Recorder.

TICKLER FATAL TO OREGON MAN

Conductor Young of Roseburg Dies at Denver From Injury Caused by Fool Device.

DENVER, Colo., July 27.—As the result of a prank of merry-makers during the Elks' reunion, who thrust a feather tickler into the face of Norman P. Young, aged 40 years, and employed as a freight conductor at Roseburg, caused his death here. The tickler made a slight scratch and blood poisoning developed. Young was an Elk. His body is being embalmed here preparatory to being shipped to Roseburg for interment. Mrs. Young, who accompanied him here, is almost prostrated and is being cared for by a committee of Elks' wives.

ROSEBURG, Or., July 29.—Norman Young was one of the best known freight conductors in Roseburg and had a host of close friends here who regret to learn of his sudden demise. Young only left here about two weeks ago for Denver to join his wife, who had been visiting several months there with friends. At the time he left Roseburg he appeared to be in good health. He had planned to go farther East before returning to Roseburg.
 Mr. Young was prominent in lodge circles here, being a member of the local lodge of Elks, a Mason and active member of the Brotherhood of Railway Trainmen. He was 40 years of age, and other than a wife, leaves no family. Arrangements are being made by local trainmen to have the body shipped at once, where it will be interred.

LAQUA NOW TUG.

Former Coos Bay Vessel to Tow Huge Caisson to Panama.

SAN FRANCISCO, July 29.—When the tide is at full a strange bulky shape of steel, smeared with red paint, the upper part resembling the roof of a Chinese laundry, will flop from a launching stage at the Union Iron Works and, if everything works right, immerse itself upright in forty feet of water.

This is the caisson that is to be used in the locks of the Panama canal and is the largest ever constructed in the world. It will not be like sending a long, gracefully shaped ship down the ways when the trigger that releases the caisson is pulled. The huge structure of steel is almost as high as it is long, and the drive will probably be something like the "billy flops" that "Pat" used to make in the old swimming hole.

Every precaution possible has been taken by the Union Iron Works officials to make the "launching" successful, and it is hoped that all the caisson will do in the way of spectacular stuff will be to cause a big splash. The caisson, which cost the Government \$350,000, has been under construction for eight months and was specially designed by Government engineers in conference with the staff of the Union Iron Works.
 The huge steel bulk is to be towed to the canal zone by the Union Iron Works' salvage steamer laqua, which has sufficient oil-carrying capacity, it is said, to make the trip in eighteen days without putting in anywhere en route.

BAR SURVEY SHOWS A GOOD CHANNEL

F. E. Leefe, government engineer in charge of the harbor improvement work on the Siuslaw River, has received the blueprints showing the condition of the bar at the mouth of the river as ascertained by the survey recently made by C. R. Wright of the government engineer corps. The survey shows the channel out across the bar has a width of 500 feet and a depth of not less than 10 feet at mean lower low water for that distance. This would give about sixteen feet of water at high tide for the channel 500 feet wide.
 When the last survey was made, in 1909, the result showed a channel less than 200 feet wide with a depth of seven feet at mean lower low water.

This shows that the jetties are producing the desired effect in improving the channel for the passage of vessels.—Florence West.

ADVERTISED LETTERS.

- List of unclaimed letters remaining in the Marshfield, Or., postoffice for the week ending July 28, 1914. Persons calling for the same will please say advertised and pay one cent for each letter called for.
 Anderson, Mgr. Porter Bros. Construction Co.
 Blunk, H. J.
 Brown, George.
 Blissett, Fred S.
 Clark, Sam T.—3.
 Corbin, A. J.
 Feese, Ernest L.
 Gavey, Mrs. Wm.
 Grimes, F. B.
 Gentry, Ben.
 Hall, Chas.
 Hand, S. A.
 Holden, D. W.
 Hodney, I. G.
 Jeshnig, Geo.
 Japlin, Mrs. Cora.
 Johnson, C. W.
 Lushie, Kosta.
 Lawson, Edward.
 Meyer, Mrs. Hattie.
 Messner, Ed.
 Newman, Mr.
 Pellanc, Joe.
 Perkins, Albert H.—3.
 Randall, Laroni.
 Radcliff, Joe.
 Storey, J.
 Smith, Mrs. Lara.
 Taggart, Jim.
 Walker, R. H.
 Wright, A.
 Washington, Cathrine.
 Wilson, Miss Eva.
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