

SHIPPING NEWS

PARAISO IS IN FROM PORTLAND

Brings Full Passenger List and Large Freight Cargo—A New Steward

The Paraiso arrived in this morning from Portland with a full passenger list and a good freight cargo. In fact they were compelled to turn passengers away in Portland.

B. C. Fricke formerly on the Adeline Smith, is the new steward on the Paraiso, succeeding A. Jorgenson. Mr. Fricke is an experienced man and an addition to the crew of this popular boat.

The passengers arriving today were:

Max Ruchlow, Fred Holm, H. G. Meyer, A. Reynolds, F. E. Levins, G. Robinson, Miss H. Ware, Mrs. Fricke, Mrs. Jacobson, Miss Jacobson, K. Thompson, R. Deskin, R. Callaghan, Scott Laidlaw, L. H. White, Geo. H. Billan, Mrs. Fred Bucher, three Bucher children, T. Griffith, A. Husting, F. Hall, C. Tomingsen, S. Peterson, E. Thompson, J. Thompson, L. Buckhalter, J. E. Ahrens, C. Steigel, W. Cole, C. McAuliffe, C. Rentrew.

The Paraiso will sail from here for San Francisco at 11 o'clock tomorrow morning.

ELDER MADE A FAST TRIP

Steamer Back on Old Schedule—Must Get More Traffic or Be Taken off Run

The George W. Elder sailed at 10:30 this morning for Portland after having completed a round trip from Coos Bay to Portland and Eureka—from Coos Bay to Portland, then back to Coos Bay, then to Eureka and then back to Coos Bay—in four days and seventeen hours. It was a fine record, one that was hardly expected, and Captain Lofsted received many compliments. However, he did not force the Elder up to her best speed even then.

The Elder continues to get a big passenger business but the freight business is light. Agent McGeorge stated today that the freight business would have to be increased if the Elder is kept on this run. In fact, he stated that Chas. P. Doe, the owner, had informed him that this showing must be made within the next thirty days. Mr. McGeorge is taking the matter up with the local business men and he expects that in appreciation of the fine service that the Elder is giving Coos Bay, the freight traffic will be routed via that boat.

Among those arriving from Eureka on the Elder were Tom Ward, F. O'Kane, Mrs. O'Kane, W. G. Eggleston, F. M. Carter and F. Clausen. The Elder will sail from Portland for Coos Bay Sunday morning at 9 o'clock.

Among those sailing for Portland on the Elder today were:

Arthur Garkin, Ed Osmundson, W. A. Garvin, Geo. A. Johnson, W. O. Syter, William Kidwell, Mrs. Dan Kidwell, E. G. Harvey, H. K. Brin, Lois Simmons, Mrs. R. E. Jones, T. E. Cook, Harry Brown, Gordon Sandberg, Mrs. P. A. Sandberg, James Whitehead, C. E. Mathson, David Oeberg, E. L. Eckerson, Oscar Bennett, G. G. McCleary, R. G. Rosentreter, P. B. Daggett, Miss Florence Rich, W. M. Pease, E. Heilburn, A. Howatt, C. R. Young, Miss R. Young, Mrs. Wm. Cooper, Mrs. Bert Dorenus, Clifford Archambeau, J. R. Bunch, Georgia Bell, Frank Ritter, Geo. Wilstet, Mrs. G. J. Kelly, J. M. Kelly, A. Scott, Mrs. W. M. Reese, M. Cham, T. E. Spary, Ed Iverson, J. C. Lewis, E. J. Peck, H. Postrand, Ren W. Smith, Stewart Barrett, Mrs. W. O. Syter, Daisy Rush, E. J. Osher, L. A. Green, Mrs. S. Simmons, R. E. Jones, E. C. Drews, Mrs. T. E. Cook, Mrs. Harry Brown, P. A. Sandberg, Ed Whitehead, Mary Whitehead, A. S. Aylf, Errell Eckerson, Mrs. E. L. Eckerson, Mrs. Oscar Bennett, Mrs. G. G. McCleary, Eric Bolt, Lella Lent, H. Goldberg, S. C. Pease, R. Howatt, Mrs. Pearl Howatt, Mrs. C. R. Young, Wm. Cooper, Bert Dorenus, Myrtle Edwards, Hirschel Bunch, Lowell Bunch, Miss J. Newton, Mrs. Frank Ritter, Mary Kelley, Mrs. G. Hamilton, G. A. Hamilton, W. M. Reese, F. Pegue, J. Powley, E. Ramos, J. C. Mihler and Mike Morick.

TROUBLE OVER EASTSIDE WORK

Hagquist & Bjorquist Want City to Guarantee Payment on McKay Street Job

A new question has been raised about the construction of McKay street, the new thoroughfare from Eastside to connect up with the proposed change in the ferry landing in Marshfield. Hagquist & Bjorquist, the low bidders for the work, refused to sign up the contract for the work unless the City of Eastside would guarantee their payment. The Council refused to do this, claiming that the abutting property was responsible and would be sold unless the assessments were paid. It seems, according to the understanding which the Eastside Council has, that J. W. Bennett, who represents the Chadwick estate, fears that the proposed tide land measure to be voted on this fall might affect their title to it.

Councilman Whitty of Eastside, who was here today, stated that some action would be taken on the matter soon. Mr. Whitty was unable to attend the last Council meeting, being ill of mumps. He was out today for the first time.

NEWS FROM ROSEBURG

Coos County Events There as Told By the Review.

Mrs. A. M. Bacon, of Marshfield, arrived here by stage this afternoon en route to Portland to visit with friends.

Mrs. Sagaberd, of Scottsburg, is spending a few days in Roseburg visiting with Mr. and Mrs. W. B. Hammitte.

Al Perkins, of Gardiner, passed through Roseburg Monday en route to Astoria in quest of Chinamen to assume charge of his salmon packing plant on the Umpqua River.

Mrs. Arthur Sprague, of Portland, arrived here Monday evening and left today for Marshfield and Bacon, where she will spend a few days.

Robert F. and Merril Thorne, of Ashland, who spent the past few days in Roseburg visiting with their uncle, John Thorne, left for the Southern Oregon city Sunday. Merril Thorne passed a few days at Marshfield prior to coming to Roseburg.

NOTICE

The monthly meeting of the Marshfield Chamber of Commerce will be held in its office next Friday evening, September the 4th, at 8 o'clock. The Chamber is anxious to get the preparatory work for the World's Fair started and all members are requested to attend.

GET YOUR SHOES at GORDON'S FRIDAY and SATURDAY. 50-cent box of STATIONERY WITH each PAIR.

DR. HORSEFALL HAS MOVED TO ROOMS 112-14-15, IRVING BLOCK.

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SAFETY BUNK FOR LOGGING

Oregon State Labor Commissioner Will Make It Compulsory—Avoid Accidents

SALEM, Or., Sept. 3.—Another move to render less exciting the time-worn Oregon pastime of turning logs into lumber has been decided upon by Labor Commissioner O. P. Hoff. After an investigation of various devices on the market, the Labor Commissioner has determined to make compulsory the use of a safety logging bunk.

The Oregon conception of a logging bunk for logs, these many years, has been four stakes driven in opposite sides of a flatear. The ability to chop these stakes in two and get out of the way before the logs dropped—in case the chain happened to be a little weak—is one of the things which has long distinguished the lumberjack from the bay-hand and track-layer. If one can't do these kind of things one doesn't stay a lumberjack. One goes in for laying asphalt or playing a golden harp. The safety logging bunk does away with the four stakes. It also permits the lumberjack to live to a good old age, in case he doesn't go to sleep upon a falling tree or try to sharpen his corks on a buzzaw. It holds in the logs, and, when it is time to unload, may be knocked out of place from the safe side of the car. Thus the workman is in no danger whatever.

"So many accidents have been reported from the use of stakes," said Commissioner Hoff today, "that I have decided to make the safety logging bunk compulsory. There are six or seven kinds on the market, and the lumber man may take his choice."

It costs from \$55 to \$100 to equip a car with safety bunks. The manufacturers say they soon pay for themselves, by prolonging the life of the car and by saving stakes. A demonstration for the benefit of lumbermen will be held in Portland about November 1. The Labor Commissioner is empowered to order the use of the device through the section of the employers' liability act of 1910, which compels the use of any safety contrivance which is calculated to lessen danger and protect life.

PLEASED WITH TRIP TO BAY

C. C. Chapman Tells Portlanders of Their Experiences in Coos and Curry

A Portland paper says: Portland business men returned today from their excursion to Coos and Curry counties, having spent over a week discovering that Portland is little known in a business or any other way in southwestern Oregon.

"We found they knew little about us and we less about them," said C. C. Chapman, manager of the Commercial Club, who was a member of the excursion.

"It was, too, one of the most interesting trips I have ever made. I do not believe there could be a region more undeveloped than Curry county. The roads were good, but you couldn't get off the roads any distance because of the semi-tropical tangle of growth under giant trees. Forest fires have greatly damaged the timber in Curry. The valleys are well developed so far as there are valleys, but most of the country seems to be on edge. There were sheep ranches, like eastern Oregon, of 2000 and 6000 acres."

How Brookings Was Built. At the mouth of the Chetco River, in Curry county, very near the California line, the party found the town of Brookings and a railroad they had never heard of before. They were impressed with the methods used in building. The Brookings interests of St. Louis had sent a boat into the estuary. From the boat cables were connected with the rocks and a donkey engine was hoisted ashore. The engine, in turn, was used in getting ties and rails to the rocks and a railroad was put down toward the mainland. Then a locomotive was produced from the ship and some cars; the railroad was built to the mainland and there the town of Brookings was constructed and now one of the best sawmills in the United States is being completed.

"It was one of the most unusual exhibitions of enterprise I have ever seen," said Mr. Chapman. Partisans of California and San Francisco are in the majority in Marshfield and Bandon on Coos Bay, reported the commercial club manager.

Reception Was Cordial. A cordial reception was accorded the visitors in North Bend and a banquet given in their honor. The agricultural communities were very hospitable and seemed prosperous. Generous entertainment was provided in Myrtle Point and Coquille, two of the agricultural communities.

Mr. Chapman was much impressed by the Southern Pacific's Coos Bay extension. "It is a road built well enough for a trunk line, with cement culverts and steel bridges and big tunnels and a grade made nearly level at evidently great expense," he said. "The Southern Pacific will go on to Coos Bay. It has spent too much money so far. The completion of the road to Coos Bay will give us a trade opportunity that should be valuable. But for that matter it would not be surprising if the Southern Pacific extended this line down the California coast to connect with its main line farther south."

WILSEY IS OPTIMISTIC

Mr. and Mrs. W. J. Wilsey were here today en route from Coos Bay to Portland. Mr. Wilsey is the representative of the McArthur-Perka Construction Co., who are the contractors building the Willamette-Pacific Railroad from Eugene to Coos Bay. Mr. Wilsey thinks that while the present European war will temporarily unsettle investment matters in this country it will eventually cause a great impetus to business in general in this country. Investments in American securities will also doubtless be in great demand as soon as the war is over.—Roseburg Review.

New Fall Suits Exclusive Styles The many women who are ready and eager to see the Fall Tailored Suits will be delighted with this new collection. Suits of fine Broadcloth, Serges, New Rough Weaves, Gabardines, Fancy Worsted and Novelties, in fashionable Autumn shades, exhibiting the new Russian long tunic skirts, and smart, handsomely tailored jackets in Redingote, Coat-cape and chic short styles. Some quite plainly tailored, but smart with their new lines; others with attractive trimming touches of velvet and clever placing of buttons. Very Reasonably Priced at \$15, \$18, \$20, \$25 and up to \$50.00 Fall Coats - New At no time has fashion presented a more elegant or wider collection of styles. Smart Redingote models, seven-eighths length and modish three-quarter length styles, in Broadcloths, Wide Wale Serges, Chinchillas, Cheviots, Plaids and Mixed Cloths. New belted, rippled and tailored models with broad flat collars or military collars which button tight at the throat. Exceptional Values at \$10, \$12.50, \$15, \$18 and up to \$50.00 Newly Arrived Shipments--Wool Dresses--Dress Skirts. These women who contemplate purchasing a new Fall Dress or Dress Skirt will do well to see this newly arrived collection. Showing the very latest in style and shades and at very tempting prices. New Trimming Silks in Roman Stripes and Plaids. \$1.25 to \$3.00 per yd. 40-inch Chepe-de-Chine in white and colors. \$1.65 pr. yd. Large new shipment of Laces and Veilings. A special collection of Val. laces at 5c per yard. D. M. C. COTTONS All Colors. Exclusive Agents "Derby Gloves" Denton Sleeping Garments for Children 50c and 75c. Hub Dry Goods Company "Smart Wear for Women" Corner Broadway and Central Avenue Phone 361

ROB RAILROAD MEN Holdup Artists Reported Operating Along Coos Bay Line. A number of laboring men who had just arrived in the city from the railroad work on the Coos Bay line are reported to have been held up in the "jungles" across the river two or three afternoons ago. The report is that eight or ten of them were held up at the point of pistols in the hands of two men and each one gave up a small sum of money which they were able to save from their wages after having paid their fare to Eugene. It is said that \$45 or \$46 was given up to the robbers. The police say they know nothing of the affair, but several of the men claimed to have been robbed declare that the holdup occurred as described and that it was almost in broad daylight.—Eugene Register.

New Victor Records FOR SEPTEMBER NOW HERE Including all the late song hits and DANCE RECORDS Wilely B. Allen Company L. L. THOMAS, Mgr. Marshfield, Oregon

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