

SHIPPING NEWS

SOME LIVE WIRES BREAKWATER HERE

COOS BAY NEEDS DISHED OUT TO CONGRESSMEN

Portland Papers Comment Persistent Methods of Local Delegation in the Northern Metropolis

"Scarcely had the members of the river and harbor commission finished breakfast at the Millers-mash Hotel this morning than there appeared a delegation from Coos Bay," says a Portland paper.

"Hugh McLain, postmaster, and Henry Sengstacken, secretary of the Port of Coos Bay, invited the party to visit the harbor, but as this was impossible, they compromised on permission to present the needs of Coos Bay to the commission."

There followed an hour's meeting with the committee, which was explained in a telegram from Mr. Sengstacken yesterday.

Busy in California The account in the Portland Telegram follows:

"A proposal was made this morning to cancel the Collio trip and take the party to Coos Bay on the torpedo boat Fox, but this plan was abandoned when it was learned that a great deal of red tape would have to be unwound before the Fox would be available, and, furthermore, that traveling on the speedy Fox was far from comfortable.

"The most energetic kind of systematic campaign is being made by Coos Bay to explain its needs to the committee. Wires were kept hot between Coos Bay and every point in California where the party stopped. Three men, C. A. Smith, the lumberman; R. M. Jennings, chairman of the executive committee of the Chamber of Commerce and Arms Mercein, superintendent of the big Smith mill, waylaid the Congressmen on top of Mount Tamalpais and Sengstacken arrived in Portland a few hours before the party, armed with statistics and photographs."

WATERFRONT NEWS

The steam schooner Hardy, which was due here day before yesterday, according to her agent, is expected to arrive in some time late today from San Francisco.

On Sunday the Relief will be due from the Siuslaw and the Yellowstone from San Francisco.

The bar dredge Micida was up this morning at the Porter mill, taking on another supply of oil.

Like a phantom ship, a Flying Dutchman, has been the steam schooner Thomas L. Wand on this trip to Coos Bay. Once she was reported in the bay; by wire this report was contradicted, and even her agent said that she would not leave San Francisco until tomorrow, yet somehow in spite of it all the Thomas L. Wand sailed from North Bend yesterday afternoon with a cargo of lumber for San Francisco.

Mr. McGeorge states that the only way he knew she was here was by going personally to find out. He said she had been expected to bring a large shipment of cement and was then switched on a rush order.

Close to four car loads of rats were brought on this trip of the steamship Breakwater from Portland. She crossed in at 10 a. m. and was detained in the lower bar, unloading, until this afternoon before coming to her dock here. She also brought a good passenger list.

MONEY TO LOAN

Arrangements have been made with the Bankers Mortgage Corporation of this state to lend several thousand dollars on improved farm lands. Only requirement is that a small percentage of the loan be invested in stock of said corporation after being satisfied such is a good investment. No Commissions charged for negotiating the loan. Quick action.

John W. Motley, Local Agent

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Market Basket Suggestions and Delivery Schedule

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Our phone No. is 97-1 and all orders received get our special attention.

Our deliveries leave as follows: Southwest and Broadway, 9 a. m., 3 p. m.; Upper and lower City, 8:20 and 10:30 a. m., and 1:30 and 4:20 p. m. Ferndale, 1:30 p. m.; Eastport, 12:30 p. m., Monday, Wednesdays and Fridays. Banker Hill, about 12:15 p. m.

Wolcott's Grocery

SELECT GOODS AT REASONABLE PRICES 398 North Front Street. Telephone 97-J.

OFFERS SITE FREE MOTOR CAR MATTER

E. L. ROBINSON HAS WIRELESS TRACT ON NORTH INLET Sengstacken Wires Would Take \$750 For Five Acres Though Might Go For \$500

Five acres as a gift for the establishment of a government wireless station here were offered this morning by E. L. Robinson. The land is located on North Inlet, two and one half miles from the bridge and is along side of the railroad and the telegraph line. The offer will at once be submitted to the special committee of the Chamber of Commerce.

From Henry Sengstacken in Portland last evening was received a wire stating that the owners of the Klahn tract on Isthmus Inlet would sell five acres to the Chamber for the station at the rate of \$750. It had been hoped the land might be secured for \$500. For three months the question has been hanging fire with never a definite answer.

The fact the land is quoted at such a high figure seems that nothing will be done towards its procural as the committee several times has stated that even \$500 could be raised only after plenty of hard work.

Has Big Ranch Mr. Robinson owns about 400 acres on North Inlet, it is said. He says that a power line could be extended very easily from North Bend and within a reasonable cost. The tract is situated a little better than two miles directly in from the ocean. The government specifications call for seven miles inland but later letters have stated some of these requirements could be waived.

Ten days ago a letter from the naval chief of radio on the Pacific said that as soon as a site has been definitely selected by the Chamber of Commerce that an officer will be sent at once from San Francisco to make an investigation.

Immediate action on the matter is being strenuously urged, the idea being that further allowance of the matter to drag will finally lead the government men into the belief that nothing is intended by Coos Bay toward bringing the Cape Blanco station here.

RECORD IS MADE

DREDGE CLATSOP BEATS MARK OF COLONEL P. S. MICHE

However Work is Done in River, Sediment is Carried and Dumping Ground is Close By

To the United States dredge Clatsop has gone the honors for the fastest dredging ever done by any craft in this district. A few days ago below Portland the dredge made fast near Walker's Island and in twelve and one-half hours had removed 23,500 cubic yards of sediment. The best record of the dredge Miche, of Coos Bay, was made in the latter part of June and was 13,700 cubic yards for the two eight-hour shifts.

A comparison of the two records is unfair by reason of the fact that the Clatsop was working in a river with a heavy sediment and had but a short distance to carry the debris. The Miche handles the firm bar sand and must carry each load far to sea before dumping.

The Portland dredge generally works with three crews, each one having an eight-hour shift.

The Columbia River bar dredge Chinook has a record of 26,000 cubic yards of sand removed in 24 hours with her three crews. However, she is a much larger dredge than the Miche and can also carry a bigger load.

Figuring the best record of the Miche on a 24-hour basis she would have removed 26,550 cubic yards, an extremely good mark for a craft her size. Until the past few months the Miche is said to have never made more than about 9,000 yards removal in any one day.

Bar is Deeper Captain Polhemus, according to reports, is accomplishing very good results on the Coos Bay bar this month.

Capt. Olson of the Adeline Smith reported that thirty-one feet was the shallowest water he got coming in Wednesday. It was not low water but he figured that there was even more than twenty-seven feet at low water. This is in a channel four hundred feet wide.

MEAT SPECIALS

Tomorrow, Saturday, we will sell meats for the following low prices FOR CASH ONLY

Table with 2 columns: Meat Item and Price. Items include: Boiling Beef (10c), Short Ribs Beef (12c), Choice Pot Roast (12 1/2c, 14c), Rump Roast (12 1/2 to 14c), Sirloin Steak (15c), T-Bone Steaks (15c), Round Steak (15c), Rib Steaks (15c), Mutton Stew (8c), Shoulder Mutton (12 1/2c), Shoulder Mutton Chops (12 1/2c), Leg Mutton (15c), Loin Mutton Chops (15c), Loin Veal Chops (15c), Loin Lamb Chops (16c), Leg of Lamb (16c), Pork Chops (15c), Shoulder Pork Roast (15c), Loin Pork (18c), Leg of Pork (16c), Corn Beef (12c), Veal Stew (10c), Shoulder Veal (12 1/2c), Shoulder Veal Chops (14c).

Some Choice Chickens for Your Sunday Dinner Enterprise Market

J. W. BENNETT TELLS OF S. P. OFFICIAL'S STATEMENT

Says That if Released from Hourly Service They Will Grant Other Concessions to City

"When Mr. Campbell, assistant Superintendent for the Southern Pacific Company and Mr. Ralph E. Moody, the Company's attorney at Portland were in Marshfield, I had a talk with them," said J. W. Bennett, "which I think is of sufficient interest to the people of Marshfield and North Bend so that I ought to bring myself into the lime light this once in giving my views in regard to the matter."

"Mr. Campbell spoke very highly of this section of the State and said he was very much gratified, not only with the resources of the section, and its commercial importance, not only as a sea port but also in a commercial way generally and that there was a very much larger field here for investment than he anticipated."

"Mr. Campbell also said that he felt very much gratified at the feeling of the people towards the Southern Pacific in regard to its enterprise in building from Eugene to Marshfield, the cost and expense of which he said he believed the people of the community appreciated and that the feeling throughout towards the Southern Pacific was most satisfactory."

"He said that in looking over the Bay there were a great many improvements contemplated which would be done from time to time. That the schedule for connection with the local localities and the Bay would be as the business justified; in fact he said that in an enterprise of this kind, which is in its infancy, the company were entirely satisfied at the beginning to fix a schedule and operate trains in localities, even if they did not pay expenses at the start, with the view of building up the business for a road in the future and the prospects of the abutting or adjoining communities mean the prosperity of the railroad and that it was the object of the Company in coming in here to co-operate in all matters which interest the public in providing accommodations where the company was at all justified in so doing."

Motor Car Service

"The subject came up in regard to the operation of the car on the Terminal Railroad between Marshfield and North Bend. He said at the start it looked as though this car would pay expenses as soon as it commenced to operate, whereas the public preferred to ride in the automobiles, which they had a perfect right to do, and therefore the car was operated at a loss."

"He said it would be appreciated by the Company if the requirements to operate the car, according to the Marshfield franchise, every hour in the day time was abandoned for any reasonable time and that there was no question but that as soon as it would pay to operate it the company would gladly put on the car, without being asked."

"He said it was not the policy of the Company to persistently harass the City Council with propositions of this kind, but as the Council were fully aware of the facts, he believed that it would be done on their own motion, or upon an informal request from the Company and that the time would come in arranging the schedule hereafter, as business increased, when the city would be more than repaid for the disposition they showed in the matter, or any matter of this kind."

S. P. Will Reciprocate

"He said he understood the provisions of the Charter as to what kind of a passenger car could be run in order to fulfill the requirements of the charter, but the company did not want to do anything which would have the appearance of pettiness, but he did not think it was fair for the City of Marshfield to expect them to operate the car which they are now using at a loss of from eight hundred to a thousand dollars a month. He said if that expense was saved to the company until such time as the travel between the two points demanded it, it would be very much appreciated and that there would be plenty of opportunity for the Southern Pacific to do the City a good turn at some other time, and that he thought it only fair as the people were satisfied with the automobile service which was furnished and for that reason did not patronize the passenger car which they were operating."

"Now if any reasonable citizen of Marshfield, will put himself in the position of the Southern Pacific, and realize that it is not necessary for them to operate such an expensive car, and that no car outside of an automobile is desired by the public at the present time, it is natural that if this City is vindictive enough to insist upon this loss of eight hundred dollars a month, the citizen taking the place of the Southern Pacific

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Winton Auto Service DAY AND NIGHT Sixty horse power seven passenger car LYNN LAMBETH Chandler Hotel Phone 20

NOTICE OF FINAL ACCOUNT In the County Court of the State of Oregon, for the County of Coos. In the matter of the Estate of Paul Ephriam Hassell Deceased.

Notice is hereby given to whom it may concern, That George Welstead, administrator of the above named estate has filed his final account here, and the Honorable James Watson Judge of the above entitled Court has set the 23rd day of August, 1915, at 10 o'clock A. M. at the Court House at Coquille, Oregon as the time and place for hearing objections to such final account and the settlement thereof.

NOTICE OF FINAL ACCOUNT In the County Court for the State of Oregon, County of Coos. In the matter of the Estate of Ephriam O. Hall, Deceased.

may concern, that Julia Hall administratrix of the above named estate has filed her final account here, and the Honorable James Watson Judge of the above entitled Court has set the 23rd day of August, 1915 at 10 o'clock A. M. at the Court House at Coquille, Oregon as the time and place for hearing objections to such final account and for the settlement thereof.

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