

# A Feature Showing of Women's New Suits For Spring

## \$12.50 to \$40.00

FABRICS — Taffeta, Velour Checks, Silk Poplin, Callot Checks, Imported Serge, Gabardine.

COLORS—Black, Navy Blue, Dark Brown, Rookie, Burgundy, Reseda, Copen.

Every garment in this showing is high class. They represent the season's favored fashion. Every suit from makers who have an envied reputation to sustain. These suits are the kind that are being sold in big city exclusive stores today. There is so much diversity in the styles that description can be only superficial. You will note the Godet flare, the embroideries in gold and silver, military cape collars, the bell flare coats, the side flare skirts.

New arrivals in Fashionable Coats

New arrivals in Spring Dresses

## Hub Dry Goods Company

"SMART WEAR FOR WOMEN"

Corner Broadway and Central Avenue. Phone 361.

# CLAIM USED A GUN MAKE FIRST TRIP

### WOMAN TELLS JUDGE MAN THREATENS CHILDREN

Asks That Something Be Done—Says O. P. Noah, of Flagstaff, Scared Posing Pupils.

Claiming that Oliver P. Noah, who lives in a cabin by himself at Flagstaff, aimed a gun through a window at passing school children and at the same time made threats, a woman yesterday appeared before Judge C. L. Pennock asking him what can be done. She asked that Constable Cox be sent to the place to warn Noah that such tactics must be stopped.

According to the story told the judge, the children were passing the cabin on their way to school when Noah stuck his head out of the window with his gun in his hand.

A short time ago neighbors reported the fact that he had been shooting about his premises in the night and they were scared to go near there.

### Other Side Is Told

It is said the other side of the story is that the children worry Noah by yelling at him as they pass by and sometimes that they throw sticks and stones at his door to further torment him.

The judge told the woman that despite the fact the children may have given him cause for being provoked that nevertheless he has no lawful right to take his gun for defense, but should bring his troubles to the county officers for settlement.

### PLAY TO BE GIVEN AT ROYAL TOMORROW

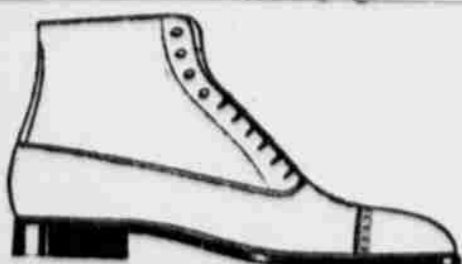
"The Obstinate Family" Will be Presented by High School Students for the Public

High school students will tomorrow night at the Royal Theatre put on the play "The Obstinate Family" or what may be called "Thank Goodness the Table Is Spread." The cast of characters will be as follows: Mr. Harwood, Harford's father-in-law . . . . . Eric Storgard Mrs. Harwood, Harford's mother-in-law . . . . . Mary McArthur Henry Harford . . . . . Albert Powers Jessy Harford (his wife) . . . . . Alice Mathison James, the butler Rudolph Hillstrom Lucy, the maid . . . . . Mary Fusonne There will be pictures and vaudeville act in conjunction with the play.

Admission: Lower Floor, 25c; Balcony, 15c.

APRIL FOOL DANCE, Finnish Hall, Sat. night. Martin's Orchestra.

dium which reaches ALL the people. They engage public attention every day—Always on the job.



—When a man leaves this store with a purchase he has in his possession the same value as when he entered our doors. The only difference is that the value is now expressed by shoes instead of dollars. No store can give greater value per dollar than we do.

## GORDON'S SHOE STORE

# COOS HIGHWAY REPORT MADE

(Continued from Page One.)

tails as to the different districts of the road as planned. The district from the Douglas County line on the north to Coos Bay the engineer says, has lacked recognition, the roads having been laid out with no particular object in view. He recommends that a ferry be established from North Bend to a point on the peninsula opposite as will best meet conditions of wind and tide, and a road thence around the shores crossing Larson Slough to a point in the vicinity of Peterson's landing, with connection leading diagonally across to the lower landing of North Slough. This North Slough connection will give temporary outlet to Lakeside and north to Eel Creek by present existing road. A definite trunk road should be made north from the junction at Peterson's landing.

**Route Suggested**  
The engineer states that if this road is built from county funds it should go up Haynes Slough, crossing the divide in the vicinity of the Cole ranch, thence to Schutter's landing, thence along the east shore of the arm of the lake to Lakeside, thence north approximately along the present road to Eel Lake to the Douglas County line, following westerly along the shore of said lake over into the watershed of Winchester Creek, connecting with the road leading from Winchester Bay east to Reedsport in Douglas County. It is shown how this road would give an outlet for the watersheds of Haynes and North Sloughs and other creeks. The engineer states that if the road was built by the state it might be preferable to build north from the terminus at Saunders Lake paralleling the railroad.

**Most Important Road**  
The district between Marshfield and Coquille the engineer regarded as the most important, as it is the connection between Coos Bay and the entire section south and east. From Coos Bay to Coaledo the new highway is either constructed or arranged for. From that point south the road should be rebuilt most of the way to the macadam road at the foot of the grade over Cedar Point. It is recommended that before any hard surfacing is done, the road should be relocated and rebuilt leading into Coquille from the west, extending from Spruce Hill northwesterly to the opposite side of the slough.

**Coquille to Bandon**  
As to the district from Coquille to Bandon the report recommends that there be a bridge over the Coquille River, Cedar Point being the natural point, and that the road should be set back from the river from Coquille to the bluffs to avoid bulkheading. From the bluffs west of Coquille to a half mile west of Lampa Creek, the road will require re-construction; from the last named point to junction of road to Parkersburg, the road has been rebuilt to a reasonable grade and fair alignment, and from the junction to Bandon with the exception of the top of one hill, the road will answer for several years.

**Bandon to Curry County**  
In the district from Bandon south to the Curry County line, the engineer states that the new highway on the township line has been nearly completed for four miles and two miles more have been graded. The remaining portions should be re-located and graded.

**Routes to the East**  
With a few exceptions the road from Coquille to Myrtle Point is regarded as first class and answering for the present. The road from Myrtle Point east to the Douglas County line the engineer reports, has been in places well located and well built. When it is determined what Douglas County will do it would be desirable to re-locate the road around Sugarloaf and west of Fettershed.

In addition to these recommendations for the main trunk line the secondary roads are taken up and recommendations made. Among these is the suggestion that at Myrtle Point the bridge over the Coquille be built so as to eliminate the grade crossing on the road to Langlois.

**Material Available**  
The engineer goes into details regarding the material available in this locality. The gravel taken out of the South Fork near Powers is pronounced excellent road material. Bank deposits of gravel about one-half mile east of Bandon have the appearance of being suitable. The gravel from the creeks in Curry County have given good service. The rock deposits east of Myrtle Point are suitable for macadam. Other croppings to the north should be investigated. The

# MAY HAVE NO HOME MANY BOATS COME MAKES QUICK TRIP

### CYCLONE BLOWS THROUGH THE HOME TOWN OF R. O. GRAVES

### Took Away Houses, Roofs and Cattle—Attorney Wonders Today if His Home Place Still Stands

Despite the fact that George Ade lives in Indiana the cyclones of that section make it a none too desirable place to live in, believes R. O. Graves, who prides himself on being a former Hoosier, and a native son at that.

Today he received in the mail a copy of the paper printed in his home town of Morocco, Indiana, telling of a cyclone that ambled down the main street of the village a few days ago, taking off roofs, breaking out windows and playing shuttlecock with the horses and cows.

Inasmuch as the said cyclone traveled through town in a direct westerly manner Mr. Graves is wondering today whether or not his old home place is still standing. It lies, he believes, within the track of the recent cyclone.

Today he was picturing to himself a mass of ruins, such as he has seen in three other cyclones that blew into town before he got scared and flew away from there.

# WILLING TO CLOSE

### MANY BUSINESS MEN PROMISE TO OBSERVE CLEAN-UP DAY

### Canvass Being Made of Business Houses of City—Men Already are Reporting for Duty

Starting down Central avenue shortly after noon today Earl Powell, secretary of the Business Men's Association, met 11 successive business men who agreed, without a moment's hesitation, to close their places of business on next Wednesday, Clean-up day. At last reports he was still going and there had not been a turn down.

This is the enthusiastic manner in which the business men of the city are meeting the plan of the City Beautiful campaign. They agreed to spend that day and to allow their employees to spend that day in putting forth the best physical efforts toward cleaning up the city.

**Many Will Help**  
J. Albert Matson, chairman of the Civic Improvement Committee, also reported today that responses are coming in from the appeal of yesterday that everyone aid next Wednesday.

There has been the appointment of a few sub-captains for the five clean-up divisions outlined and these will be announced as soon as the list is complete.

Further, Mr. Matson asks again that everyone willing to aid next Wednesday immediately phone their name to him or to some member of the committee so that it will be known how many workers are to be available on that day.

**To Fill Drain Ditch**  
As their part of the work the Port Commission has awarded to William Centers the contract for filling in the Mill Slough drain box ditch. Work has already commenced on this project. The dirt, piled in mounds here and there, has been one of the "eye-sores" of the entire filled area and its going will add considerably to improving the looks of this district.

rock from the quarry between Coquille and Myrtle Point is not suitable for a wearing surface, but answers for foundation work. For the Lakeside district Umpqua River gravel deposits are recommended.

It is recommended that where it is necessary to meet the demands of traffic all fills be planned for several years until finally settled when more expensive material can be put down.

**Recommends Estimate**  
It is recommended that surveys and estimates of cost be made dividing the roads into convenient districts for the purpose, and that no money be spent on roads leading to Douglas County until it has been determined just what that county will do. It is recommended that Curry and Coos County together confer with Douglas County and also that the counties confer with the state commission.

**About Spending Money**  
It is recommended that no money be spent on passable roads until the worst places or important sections are improved; that expenditures be confined to preparation of roadbed to line and grade as an initial undertaking; that the section from Marshfield to Cedar Point Hill (two miles west of Coquille) be first completed; that the trunk line be built 20 feet wide excepting from Marshfield to Coquille, and that the latter be 24 feet wide as it will receive the concentration of traffic.

The report was accompanied by a map showing the plan as outlined.

Times want ads bring results.

### COOS BAY SHIPPING NOW LIVELIEST FOR MONTHS.

### Shipping Seems to Be On Increase—Off Shore Boats Take Cargo in Cabins and Social Halls.

Careful watch of the late shipping news shows the fact that there are more boats coming into Coos Bay now than there have been in months a note that is most encouraging.

On Monday there were four arrivals of ships and two departures; on Tuesday three boats in and four out, and yesterday four ships arrived and five departed.

**Will Not Stop Boats.**  
Steamboat men state their belief that the coming of the railroad will not materially affect the shipping of Coos Bay. The lumber shipments to the south will continue and the boats returning will bring back their cargoes.

Despite the fact the Nann Smith is going off the run for three months there will be one or more steam schooners in to take her place for the time being.

Only the largest of the steam schooners are being sent off shore in these times of enormous charter rates, this, because of the fact that these essentially coastwise vessels have not the carrying capacity to make them paying propositions on long runs, for their daily expenses sometimes are very high.

**Carry Excess Freight.**  
It is astonishing to note the manner in which the freight capacity of erstwhile passenger vessels now being chartered off shore is increased. The Roanoke, of the North Pacific line, for instance, on the coast carried only about 1,700 tons of freight, whereas on her trip to Japan she had something like 2,500 tons aboard.

She was able to do this because of the fact her cabins were loaded with freight; so was the social hall, loaded to the ceiling with flour, after the furniture and carpets had been taken out.

This same procedure has been followed in regard to several boats and it is said that the Elder, too, practiced a similar stunt on her South American trips.

# NOT A ROSY BERTH

### PURSER OF BREAKWATER REFUTES "CINCH" STATEMENT

### Shows That Coastwise Life on Briny Deep is Not a Patch of Roses—Sleep Considered a Luxury

Life of officers and crew aboard coasting ships is by no means a sinecure. The hours are long with the certainty at times that they will be much longer and added to this are the dangers of frequent bar crossings, especially during heavy weather. When someone remarked to Purser A. P. Stone, of the Breakwater, the other day that they would like to have his "soft snap," the reply of the latter exhibited a thing or two in the life of a coasting purser.

**Tells of Duties**  
Stone figured a bit with his pencil and showed where in one trip from Portland to San Diego he had to make but no less than 1,500 way bills, almost an incidental event to the other duties to which he must attend.

He has a home in Portland. He arrives there once in about every two weeks and has something like one day at home before starting out again.

And it is the same way with the other officers of the Breakwater and the Kilburn, thereby indicating that a life on the briny, especially coastwise is not a path of roses.

**Skipper Has Troubles**  
The troubles of the skippers are legion. They are their own pilots on the Columbia river and the bar and thereafter cross six more bars on the way to San Diego and, returning, do the same thing over again for every round trip.

At every port the mates must be on the job to see that the cargo is discharged and more is taken aboard. Sleep to them is considered a rather expensive luxury, hence they get little of it.

The purser brought out a few of these arguments and his point was soon undisputed; he's right, it is no cinch.

**No Sunday, Either**  
Yet through this argument he made no reference to the weather conditions. Despite the heaviest of seas and winds that blow the vessel still must take aboard and discharge her cargoes, must keep as close to her schedule as is possible to do and Sunday is scratched off the seaman's calendar as being even more of a luxury than sleep.

Five-room cottage, two lots, will exchange equity for automobile or will sell cheap, on easy terms. I. S. Kaufman & Co.

### SMITH COMPANY MANAGER RETURNS HOME THIS MORNING

### C. R. Johnson While Here Sees Work in Woods and is Much Impressed

C. R. Johnson, general manager of the C. A. Smith company, who made a very short visit in the county left this morning for San Francisco, going out over the new railroad line. He came up on the Adeline Smith and expected to go back the same trip as he has to be in San Francisco (Saturday), but arrangements were made so that he could take the work train out early this morning and thus enable him to make a trip to Powers yesterday and see the logging operations in the woods. A. H. Powers accompanied Mr. Johnson as far as Eugene.

George Weir, the sales manager of the Smith company, accompanied Mr. Johnson here and will remain until the next trip of the Adeline Smith and in the meantime look over the company properties so he will be better acquainted with conditions.

**Hoped to Stay Longer**  
When he planned his trip here Mr. Johnson expected to be able to stay longer but at the last moment he found it would be necessary to make a flying trip. He will be up again soon to stay longer. However, while here Mr. Johnson had a chance to see just a little of the mills and got a pretty good idea of what was doing in the woods. With A. H. Powers and Arno Medeen he visited Powers yesterday and was much impressed with the logging work which is going on in the mountains there.

**More Equipment**  
As soon as Mr. Powers gets his new machinery and equipment in operation there will be a larger supply of logs. The mill will run six days a week just as soon as there is a sufficient supply of logs ahead. Three new logging engines for the woods were ordered recently. One arrived last trip of the Nann Smith. It came from Portland and was shipped by rail to San Francisco and from there to Coos Bay on the Nann Smith. The other two engines will arrive soon. With this additional equipment the Smith-Powers camps can turn out a much larger supply of logs.

### MILL MEN COMING

C. R. Moore, of the Geo. W. Moore Lumber Company, on his way from Toledo to Bandon, stopped at Portland.

Wm. Lind, head sawyer for the Moore company also passed through Portland on his way from Toledo to Bandon.

M. J. McKenna, treasurer of the Moore company, arrived in Portland from Duluth, Minn., a few days ago, and was registered at the Hotel St. Paul. He left for Toledo, Ore., where the company has a mill, and will go from there to Bandon.

### RAISE AUTO FARES NORTH BEND TO MARSHFIELD

### Price Goes Back to Old Schedule of Fifteen Cents One Way; or Round Trip for 25 Cents

Mr. King of the firm of Gorat & King announced today that beginning April first the fare between Marshfield and North Bend which has been ten cents each way will be raised to 15 cents one way and 25 cents for the round trip. Books containing tickets will be sold for \$2 a book for full fares and \$1.25 for half fares. The reasons given for the raise are the new Marshfield jitney tax and the increase in the cost of gasoline and tires greatly increasing. Mr. King stated that he regretted the necessity of advancing the price of rides but the heavy increase in their overhead charges left no alternative.

**Dance at Goo's** will start, eve, Apr. 1st. Good orchestra; good cuts; good time. Alice H. leaves Marshfield 6:45 p. m. Sunrise leaves Summer 6:30 p. m. Telephone leaves Allegany 7 p. m.

Libby Coal, \$5.00 ton. Phone 72.

S. S. Jennings—NORTH BEND, OREGON.

# Specials

## Men's Wear

—The well-known CASTLE brand hat, regular \$2.25 and \$3. Sp. \$1.00

—Heavy Wool Sox, reg. 35c, special . . . . . 25c

—Silver brand shirts, reg. \$1.25; special . . . . . \$1

Men's full cut work shirts, made of Chambray, Special . . . . . 49c

—Men's two-thread Union Suits, \$1.25 value. Special . . . . . \$1

—Summer weight shirts and drawers, per garment. Special . . . . . 25c

# NOT YET REAL DRY

### EACH BOAT FROM SOUTH GENERALLY BRINGS "JOYWATER"

Consignees Watch Steamship Schedules Carefully and Watch Import When Delays Occur  
Every boat from the south these days brings booze shipments to Coos county. Sometimes there are better than 50 orders on a boat; at other times the number drops down "staggeringly" low, according to the steamer boat men.

Over at the North Pacific Steamship Company's office the agent has notified there is a regular routine unconsciously followed by consignees who come to claim their little packages of joy. Generally it goes like this:

"Say, is there any freight for me?" in a rather unconcerned tone.

Generally they are asked to expedite a trifle further.

"It's marked 'Glas'—a package, you know."

This brings the agent and the consignee then to a mutual understanding and the "booze book" is brought out for scrutiny and the "package" is delivered over.

Several times women have come for their shipments. They are generally a bit more slip in their descriptions and it takes some time to finally a bit more shy in their descriptions exercising their equal rights under the prohibition requirements.

Chief Carter is keeping a strict watch on the receipts and says that consignees must be absolutely accurate in their counting of the 28 cans between shipments and not get too much in a rush or there will be trouble.

However, not all of the shipments received on Coos Bay are for local consumption. It is said that the boats running into Bandon from the south have refused to carry the packages, a fact that throws the responsibility onto the local steamship.

**SCHOONER TILLAMOOK** PORTLAND AND COOS BAY. SAILS FROM ALBERTS DOCK NO. 3 FRIDAY, MARCH 31. FOR INFORMATION PHONE 278. TOM JAMES, Agt., Ocean Dock

Dr. D. C. Vaughan, Dentist, Room 29, First National Bank building.

**The National Cream Separator**

**GETS ALL THE CREAM**

With the "VORTESPOON"

The wonderful "Vortespoon," the one-piece Solid Nickel Silver skimming device—smooth, unbreakable—never wears out.

Many "Nationals" now in daily use after 20 years of service.

**Sold with an unlimited Guarantee**

**PORTLAND SEED CO.** PORTLAND, OREGON