

RESULTS IN A SUIT

LITIGATION FOLLOWS PARTNERSHIP TO SECURE O. & C. LAND

Several Eugene Men Were Jointly in a Deal to Get Hold of Tracts of Property

A law suit is the result of a partnership which existed at Eugene in Lane county for the purpose of securing O. & C. lands. The suit is of interest locally for the reason that many in Coos county tried to get lands and paid fees to persons to locate them. The following account of the suit is given in the Eugene Register:

An echo of the big stir over the belief that a citizen would be able to buy the timber lands in the Oregon and California grant lands in this state by simply "squattling" upon them, is a suit filed in the circuit court by James Randle, of this city, against George W. Hunter, Mrs. Martha Hunter, Mrs. Martha Littlefield, as administratrix of the estate of Charles F. Littlefield, deceased, and George G. Gross.

Several years ago a large number of Eugene people paid "location" fees to cruisers to show them desirable tracts of timber in the grant, and these "locations" were filed with the county clerk in the belief that the United States courts would compel the railway company to sell the lands very soon and the "squatters" would get the first chance to buy them. This is the idea upon which S. A. D. Pater, of land fraud fame, is now working, and has been working for the past several years. He or his agents go among people in the east and obtain a fee, sometimes quite large for "locating" them on the lands.

Had Partnership
Randle, in his complaint, says that he, George W. Hunt, Chas. F. Littlefield and George G. Gross formed a partnership seven years ago for the purpose of conveying grant lands to the partners and for the purpose of assisting others to find suitable lands to purchase from the company. He alleges that the purpose of the partnership has been ended the partnership assets should be disposed of. He alleges that the partnership was composed of \$500 in cash, and the plaintiff is informed that George G. Gross appropriated \$300 of the sum and gave to C. F. Littlefield a note for the sum to hold as trustee for the partnership. He further alleges that Littlefield took possession of the remaining \$500 and gave a note to Gross to hold as trustee for the partnership. He states that Gross is now in Canada, and that he has turned over the \$500 note to J. M. Williams for collection.

Was Kept in Dark
Randle says that he was kept in the dark at all times about the financial condition of the partnership, and that the defendants represented to him that there were no assets and refused to allow him to examine the books. He says that by mere accident he found out about the note deal. He asks for the appointment of a receiver to collect and preserve the assets of the partnership, that the partnership be dissolved and that the defendants be made to account for the assets on hand. He further prays that the assets, after expenses have been paid, be distributed among the partners. L. M. Travis and A. K. Meck are attorneys for Randle in the case.

NEW SUITS FILED

The following are new suits filed in the circuit court:
Coos Bay Lumber Co. and Smith Powers Logging Co. vs. Mary L. Merchant, et al.
W. C. Homan vs. Robert E. Watson, County Clerk of Coos county, Ore.

Our Sulkies

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Bay.—You have your choice of a nice line of these vehicles, from \$3.00 TO \$13.00

Johnson-Gulovsen Company
A Quality Name With a Service Fame
North Front Street Marshfield

NEWS OF NEARBY TOWN

GEO. W. MOORE CO. HAS A NEW NAME

Bandon Lumber Con'cn Is Hereafter the Moore Mill and Lumber Company

The big lumber manufacturing plant of Bandon will hereafter be known under a different name as is indicated by the following from the Western World:

The Geo. W. Moore Lumber Co. is a thing of the past. The concern has compelled its reorganization and articles of incorporation have been filed with Commissioner Schullerman at Salem under the name of the Moore Mill and Lumber Company. The capital stock is \$50,000.

OFFICE IN BANDON

Southern Pacific Will Sell Tickets in That City

Arrangements for a Southern Pacific ticket office in Bandon have been made. Regarding the plan the Bandon Recorder says:

Willis P. Jenkins, traveling passenger agent for the Southern Pacific was in Bandon again making final arrangements for the establishment of an office for his company in this city and conferring with Captain Walter Panter, of the river transportation company, regarding the selling of through tickets to all points on the Southern Pacific from Bandon.

The Southern Pacific ticket office is assured and will be opened in the office formerly occupied by F. L. Greenough, at the foot of Alabama avenue. The arrangements for selling through tickets were also successfully completed and tickets will be procurable here within a short time.

ROGUE RIVER NOTES

News of Curry County Told in The Gold Beach Reporter

Messrs. Beagle and Van Horn, two mining men from up river, have been in this vicinity the past week, looking up mines.

Several small bunches of mohair have been marketed in town lately at 35 cents a pound. Prices for mohair and wool are high this year.

Registration of voters ceased on the 15th. The returns so far received at the clerk's office, show a total of 980 registered, of which 620 are republicans, 320 democrats, 22 socialists and the balance otherwise named.

EARTHQUAKE REPORT

Whether the people of the Rogue River district felt an earthquake or not seems to be a question. The Gold Beach Reporter prints the following regarding the supposed shock:

A shock of earthquake was reported by one or two persons on Thursday afternoon last about four o'clock which was said to have been quite distinctly felt at Wedderburn. Inquiry fails to disclose any general notice of the phenomenon.

FOUND THINGS RIGHT

In regard to the inspection of the free saving station at the Umpqua the Courier prints the following:

Capt. Crip, inspector of the 13th district of the Coast Guard Stations, inspected the Umpqua station last Sunday and Monday. He found everything connected with the station in first class order, and complimented Capt. Joe Henderson very highly for his efficiency, and conditions in which he found things. Capt. Crip goes from here to Coos Bay and Bandon for the purpose of inspecting those stations.

MAKES NEW RECORD

Parkersburg Cheese Factory Has a Big Output

BANDON Ore, May 2.—The Parkersburg cheese factory, during last month manufactured 168 cases of cheese, paying 47 cents net for buttermilk. This is about twice as much cheese as has been made by that institution during the same month of any previous year. The growth of the factory is due to the success of Manager H. T. Miller, who is operating there for the fifth year. The factory is now receiving 7000 pounds of milk per day and has 27 patrons delivering the raw product. M. Handelman is conducting a milk boat which carries about 60 cans of milk a day to the factory.

OFFERS BIG PRIZE

The Associated Press to Coos Bay Times: LONDON, May 2.—A London theatrical man has offered prizes aggregating over \$5,000 for designs for a Shakespeare National Theatre to be erected in London.

Libby Coal, \$5.00 ton. Phone 72

POOR ROADS IN EVERY COUNTY

Only 150,000 Miles of First Class Highways in America.

COACH TRAVEL IN ENGLAND

Conditions in England of Two Centuries Ago Can Be Duplicated in Certain Sections of This Land of Progress—Large Percentage of Unimproved Roads.

It has been estimated by careful government experts, says the New York Evening Post, that only about 150,000 miles of really first rate modern highways are to be found in the United States. The total mileage of public roads in January, 1915, was 2,273,131. The total mileage of all "surfaced roads" was 247,400, and it has been very nearly 300 years since our first American parents began to appropriate the lands of the aborigines so that they might redeem this land and make it the habitation of civilized peoples.

There are many striking parallels between the United States now and England in the time of which Macaulay wrote, something over two centuries ago. The most of the public roads here are little if any better than were the roads when Charles was king. In his time the people objected to the laying of taxes for the construction of good roads. They do now in this country. They protested against working the roads then. They do now in this new land of light and liberty. When what were called "flying coaches"—a style of carriage which under favorable conditions of wind and weather and with ample relays of horses could go fifty miles the day—were first invented, there was much objection among the "special interests" because this innovation would interfere with their "vested rights," the keeping of inns where entertainment was furnished for man and beast; the untimely schedules of the coaches, which arrived too late for supper and departed too early for breakfast; the destructive effect the new business would have on the breeding of horses, and the general disturbance of settled conditions.

It was gravely recommended that no public carriage should be permitted to have more than four horses, to start oftener than once a week or to go more than thirty miles a day, and the king was solemnly petitioned to this end. Before the reformers of 1835 could get what they wanted in the way of good roads they had to fight for it. They got it, so that within a comparatively brief time after the conditions had become so bad they could not get any worse the building of highways began, and 30,000 miles of turnpike roads made life all the more worth living in England.

Isn't it strange that with the history and experience of all the countries of the old world to guide and warn, the United States should have chosen to make the same old mistakes on its own account and that, with all its unexampled growth and wealth, there should be at this day over 2,000,000 miles of unimproved roads in this country? The poorest states in assessing values are not by any means the slowest states in public spirit. There is the state of Illinois, for example, with property assessed for taxation at \$2,455,366,245, with less than 10 per cent of its public highways improved; Texas, with property assessed for taxation at \$2,744,265,347 and less than 8 per cent of improved highways; Colorado, with \$1,309,559,205 of assessed values and barely 2 per cent of improved public roads; Nebraska, with assessed values of \$480,844,001, 80,238 miles of public roads and only three-tenths of 1 per cent of these roads in an improved condition.

If the people who lived in England three or four hundred years ago could come back from the land of shades and make a trip to the United States they would find the going in great regions of this country precisely as it was when they fumed and swore and sweated in the days of Charles.

Concrete Roads Are the Cheapest.
Concrete roads built in the United States during 1914 cost on the average \$11,221 a mile of sixteen foot width. One hundred and forty-four concrete roads built during the twenty years previous to 1914 cost \$12,700 a mile of sixteen foot width. Most concrete roads are sixteen feet wide. Upkeep and repair charges have been less than \$25 a year for a concrete road built in Bethelmaine, O., more than twenty years ago. The yearly maintenance of the fifty-one miles of concrete roads in Wayne county, Mich., costs \$38,42 a mile. It costs \$11,92 a year to keep up a concrete road at Spencer, Mass. Concrete roads are not affected by the weather, traffic or mud or frost tracked upon them, as in the case with some improved roads. Freezing and thawing have no effect on them if properly constructed. Heat does not soften them nor cold make them brittle. Concrete increases in strength with age. Wayne county, Mich., has the most remarkable system of concrete roads in the United States. This system was begun seven years ago. The value of the adjoining farm land has been doubled in some instances, and all land has increased in value because of concrete roads.—Farm and Plover.

SCHOONER TILLAMOOK
PORTLAND AND COOS BAY
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So He Would.
The keeper was feeding the pythons. Several live rabbits were tossed into the cage and were immediately and greedily seized by the reptiles. The struggling rabbits, although seemingly almost as large as the snakes, were swallowed whole one after another. The ghastly sight prompted the scholarly looking man to exclaim, "Grewsome, eh, keeper?" The keeper turned a glance of scorn upon the professor. "Yes, and you'd 'a' grew some, too, if you'd eat all that live stock, I guess."

Minerals Sensitive to Light.
The element selenium has long attracted attention because of the peculiar effect light exerts on its electrical conductivity. Scientists have now discovered that copper oxide has properties similar to selenium, says Popular Mechanics. Another mineral recently put in the same class is stibnite, an antimony mineral. Other materials, such as sulphur, shellac, paraffin and anthracene, a coal tar product, will also exhibit odd conductivity effects under the influence of light, but to a lesser degree.

Very Considerate.
One rather cool evening the good minister of a certain church was eloquently addressing his congregation on the beauty of leading an upright life, when he suddenly paused, glanced round the building and beckoned to the sexton. "Jones," said he as the sexton approached the pulpit, "open a couple of windows on each side of the church, please." "Beg your pardon, sir," returned the sexton, with a look of surprise. "Did I understand you to say open the windows?" "Yes," was the cold, hard rejoinder of the minister. "It is not healthy to sleep with the windows shut!"

Japan's Gulf Stream.
The sea currents which flow along both coasts of Japan consist of a warmer current coming from the south and a colder one from the north. The former is the Kuroshio, or Black current, which takes its rise near the equator, being produced by the Pacific trade wind. It is so called from its color, which is deep indigo in fine weather, though ashy pale on cloudy days. The colder currents are the Oyashio and the Okhotsk, the former of which originates in the vicinity of the peninsula of Kamchatka and the latter near the mouth of the Amur river. The predominance of the one or the other of these currents causes a great difference in temperature.

Splendor of Venus.
Venus is the most brilliant of all the planets. When east of the sun she appears in the west after sunset, but when near the western elongation she gives only matinee performances before sunrise. Through the telescope she presents much the appearance of burnished silver without spot or blemish. So dazzling is she that astronomers have been able to discover little concerning our neighbor, except that she is surrounded by an atmosphere filled with clouds, making it doubtful whether any view of the solid body of the planet can ever be obtained. Even through that veil she is sometimes so bright as to cast a distinct shadow.—London Telegraph.

Italian Staff of Life.
To those who know the Italian staff of life only in one or two forms it will come as a surprise that there are some forty-four varieties, all carefully differentiated. Neapolitan macaroni is usually made simply of household flour, well mixed, rolled flat and then shaped by various machines, but the paste may be mixed with other ingredients. Thus tagliatelli is produced by the addition of eggs, and into the composition of gnocchi potatoes, butter and cheese enter. Italian children may learn their letters and numerals from edible copies, and leaves and shells are some of the many forms which macaroni takes as biscuits do with us.—London Chronicle.

Delicate Instruments.
Though the man in the street might easily mistake a slight seismic disturbance for the rumbling of a traction engine or an explosion, the marvelously delicate instruments which record earthquake shocks are immune from such deceptions. Buried in the earth on solid foundations, the recording pen of the seismometer ignores any local tremblings which have not a seismic origin, but the faintest real earth quakes, though they have traveled thousands of miles through the earth, set the pen tracing the telltale graph by means of which the seismologist calculates the place, time and magnitude of the happening.—London Chronicle.

JUDGING A MAN.
If you meet a man whose character is unknown to you consider him a good man rather than bad. There is little harm in mistaking a bad man for a good. Nay, a bad man may become a good man through a false estimation of his fellows. But if a good man is mistaken for a wicked he will be lost to his friends, to his community and to his country.—Fukusawa.

MILLER'S THE MAN
for District Attorney
Watch for his name on Republican ballot May 19th.
HE WILL BE ELECTED
(Paid Adv.)

WARM ONE UP AND SEE!

OLD JIM SPINKS SAYS YOU CAN'T ALWAYS PICK THE WINNER BY WATCHING A "TRY OUT." MAYBE YOU CAN'T PICK THE PONIES THAT WAY— BUT HOW ABOUT

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SYNOPSIS OF THE ANNUAL STATEMENT OF THE Orient Insurance Company

of Hartford, in the State of Connecticut, on the 31st day of December, 1915, made to the Insurance Commissioner of the State of Oregon, pursuant to law:

CAPITAL	
Amount of capital paid up	\$1,000,000.00
INCOME	
Net premiums received during the year	\$1,666,490.42
Interest, dividends, and rents received during the year	151,251.18
Income from other sources received during the year	4,377.30
Total income	\$1,822,118.90
DISBURSEMENTS	
Net losses paid during the year	\$ 810,293.61
Dividends paid on capital stock during the year	100,000.00
Commissions and salaries paid during the year	452,937.50
Taxes, licenses, and fees paid during the year	44,786.26
Amount of all other expenditures	212,508.52
Total expenditures	\$1,620,525.92
ASSETS	
Value of real estate owned (market value)	\$ 173,186.23
Value of stocks and bonds owned, (market value)	2,796,386.00
Loans on mortgages and collateral, etc.	100,000.00
Cash in banks and on hand	588,556.45
Due for reinsurance on paid losses	42,459.10
Premiums in course of collection written since September 30, 1915.	
Bills receivable	311,150.88
Interest and rents due and accrued	770.68
Interest and rents due and accrued	40,508.61
Total assets	\$3,012,219.10
Less Special deposits in any State (if any there be)	45,501.47
Total assets admitted in Oregon	\$3,067,667.63
LIABILITIES	
Gross claims for losses unpaid	\$ 127,790.43
Amount of unearned premiums on all outstanding risks	\$1,587,509.15
Due for commission and brokerage	2,400.00
All other liabilities	35,226.67
Total liabilities, exclusive of capital stock of	
\$1,000,000	\$1,753,226.45
Total liabilities in force December 31, 1915	\$3,028,503.65

BUSINESS IN OREGON FOR THE YEAR

Total insurance written during the year	\$9,751,567.00
Gross premiums received during the year	49,064.22
Premiums returned during the year	9,205.40
Losses paid during the year	11,133.50
Losses incurred during the year	14,096.40
Total amount of insurance outstanding in Oregon December 31, 1915	2,738,421.00

ORIENT INSURANCE COMPANY
By (Signed) A. G. McILVAINE, Jr., President.
Statutory resident general agent and attorney for service:
G. E. GOODELL, Room 226, Chamber of Commerce Building Portland, Oregon.

E. I. CHANDLER
Resident Agent
Marshfield, Oregon

Going & Harvey Company

North Front St., Phone 196

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