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Coquille, Oregon.

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ATTORNEY-AT-LAW
WEDDERBURN - - - - - OREGON

PACIFIC REAL ESTATE CO.,
FRANK BURKHOLDER, MGR.
Farms, Timber and Coal Lands.
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ATTORNEYS-AT-LAW.
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Marshfield, Oregon.

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E. G. D. Holden,
LAWYER,
JUDGE OF THE PEACE
U. S. Commissioner, General Insurance
Agent, and Notary Public. Office
in Robinson Building.
Coquille regon.

COQUILLE RIVER STEAMBOAT CO

Str. DISPATCH
Tom White, Master
Leaves Bandon 7 A.M. Arrives Coquille 10 A.M.
Coquille 1 P.M. Bandon 4 P.M.
Connects at Coquille with train for Marshfield and steamer Echo for Myrtle Point.

Str. FAVORITE
J. C. Moomaw, Master.
Leaves Coquille 7 A.M. Arrives Bandon 10:45 A.M.
Bandon 1 P.M. Coquille 4:45 P.M.

Str. ECHO
H. Jams. Master.
Leaves Myrtle Point 7 A.M. Arrives Coquille City 9:30 A.M.
Coquille City 1 P.M. Myrtle Pt. 4:00 P.M.
Daily except Sunday.

Why is This Delay?

The following article is taken from the Roseburg Review of June 10, relative to the inaction of the Coos Bay people regarding the proposed electric line connecting Roseburg with the sea:

Roseburg is still awaiting developments at Coos Bay on railroad matter. Our people are ready and anxious to go ahead with the work toward construction of the line and are growing impatient at the unexplained delay on the part of the Coos Bay people who are in charge of the organization recently effected by the joint committees from the several towns interested. As the time goes by our people are inclined to give more credence to the rather startling statement of conditions reported from Bandon, and published in Thursday's Review. The absolute silence of the Coos Bay papers regarding the line to Roseburg indicates that the movement is meeting with no active support there. If such be the case our people will in all probability take up the Bandon proposition at an early date, as the feeling to have a direct outlet to the sea, and just as soon as it is possible to get it. If Coos Bay desires to remain isolated, no one is going to hinder them. Neither will Douglas county people put their money into a railroad for the personal benefit of a few individuals. Possibly the Coos Bay sentiment is reflected in the following from the Marshfield Times of June 5th:

"Every additional detail which tends to throw light upon the Southern Pacific line to Coos Bay will be received gladly by Coos Bay people, for all realize the inestimable good that will result to the country as a result of the roads coming. Rich dairy, timber, and agriculture lands that have hitherto suffered because of lack of transportation will be thrown open and the growth and development of the country will receive a wonderful impetus.

There is still, however, a certain amount of wonder as just where this line is going in relation to Coos Bay. The location of the route seems wrapped in deep impenetrable mystery after it leaves the Umpqua river above Gardiner. It is certain that the cities on the bay will have connection with the road. It is also obvious that the strategic point between Portland and San Francisco is Coos Bay because of its deep water facilities. It is practically assured that the bay will not be bridged. Therefore the Southern Pacific must long before this have purchased its route, which it appears must parallel the eastern side of the bay. There could be no better plan followed than for that road to pass down that side of the bay.

"It is admittedly a freight road. It has for its chief aim the handling of the enormous volume of freight which its coming will nurture. Freight roads are not wanted on the peninsula of Coos Bay. They should all run down the mainland across the bay. We have a very small peninsula here and cannot afford to let it be taken up by more than our terminal tracks and local electric railroad."

While the line from Roseburg is not mentioned in the foregoing, it virtually gives notice that the bay towns have "no room" for any terminal ground for this line. Or is it possible that the Times' article was inspired by the fine Machiavellian manipulations of some S. P. representative, who is thus endeavoring to block the movement for another line almost in its infancy? The spirit that occasioned the subscribing of over \$100,000 here in less than 24 hours is already beginning to grow restive under the apparently needless delay and if Coos Bay does not want this road, the Bandon proposition will be given early consideration.

Large stock of grass seed at Knowlton Drug Store.
Oyster shells and grit for chickens at O. Wilson & Co's.
O. Wilson & Co. have received their full line of spring and summer goods.

Attention Dairymen, Knowlton has a large stock of fodder corn, best seed, carrot seed, and Vetches.

List of New Text Books.

Following is a list of the text books as chosen by the Text Book Commission for use in the Oregon public schools after the first of the year:

BRADERS.		
Wheeler's Graded Primer	.10	.25
" " 1st Reader	.10	.25
" " 2d " "	.15	.35
" " 3d " "	.20	.45
Oyr's Fourth Reader	.25	.50
" Fifth Reader	.30	.60
GEOGRAPHIES.		
Natural Introductory Geography	.27	.54
Natural School Geography	.57	1.13
ARITHMETICS.		
Smith's Primary Arithmetic	.18	.35
" Practical Arithmetic	.33	.65
MENTAL ARITHMETIC.		
No separate book adopted; will use written arithmetic.		
HISTORY.		
Thomas' Elementary History	.60	.60
History of U. S. by Doub	.70	1.00
GRAMMAR.		
Buehler & Hotchkis' Modern English Lessons	.30	.40
Buehler & Hotchkis' English Grammar	.30	.55
CIVIL GOVERNMENT.		
No separate book adopted—history to be used.		

PHYSIOLOGY
First Book in Hygiene (Krohn) 18 .35
Graded Lessons in Physiology and Hygiene (Krohn) 30 .50

NATURE STUDY
Agriculture for Beginners (Burkett, Stevens & Hill) 38 .75

WRITING
Outlook Writing Books, 1 to 705
Outlook Copy Slips, 1 to 605
Outlook Practice Books, A, B, C, D05

SPELLING.
Empire Writing Speller05
Read's Word Lessons 12 .22

MUSIC.
New Educational course:
First Book 15 .30
Second Book 15 .30
Third Book 18 .35
Fourth Book 20 .40
Fifth Book 25 .50

DRAWING.
Art Education Drawing Books, 1 to 8, first three books, 15 cents; last five, 20 cents.

High Honor For Coos Bay.

Coos Bay now enjoys the distinctive honor of being the headquarters for the Oregon Order of the Eastern Star. A telegram received yesterday stated that Mrs. Florence Bargelt was elected to the chair of Worthy Grand Matron of this State. It is the highest office in the State order, and is undoubtedly a great compliment to the ability of Mrs. S. E. Bargelt, who has been a Grand Officer for the past four years, having received the appointment of Grand Elgeta from Mrs. Gatch, of Salem, four years ago.

This will make Mrs. Bargelt's fifth year in offices of the Grand Lodge of the State.

The Grand Chapter of Oregon opened Thursday in Portland at 8.30 A. M., and will continue until Saturday evening, soon after which Mrs. Bargelt will return home.

Mrs. Bargelt joined the local chapter of the Eastern star seven years ago and since that time has held all of the five highest positions in the local order, in addition to the five since held in the Grand Lodge of the State. The position of Worthy Grand Matron is an important one, and entails the necessity of a great deal of traveling, as all of the chapters in the State, of which there are over a hundred, have to be visited and their work passed upon by Mrs. Bargelt. It is needless to say that Mrs. Bargelt is an able woman in lodge work, being especially proficient as a critic of the work done by the chapters. Mrs. Bargelt is the wife of the well known Marshfield jeweler, Times

Nice line of silks just arrived at Mrs. Nosler's.
"White River" Flour is the best Robinson has it.

For Sale, one work horse six years old, weight over 1300 pounds. Apply to Frank Nelson, Norway.

Marshfield Races.

The date of the opening of the Marshfield races will be on July 3. Entries are now open with Secretary F. P. Norton, of the Racing Association, and will remain open until June 22. Four purses of \$100 each are up and it is believed that all of the different classes will be filled. The purses and rules governing the race meet as follow.

FIRST RACE.
For two and three-year-olds. Half mile. Purse \$100 Entry fee, \$20.

SECOND RACE.
For four-year-olds and upward. Half mile. Purse \$100. Entry fee \$20.

THIRD RACE.
For two-year-olds. Three-eighths of a mile. Purse \$100 Entry free, \$20.

FOURTH RACE.
Free for all ages. Half mile. Purse \$100. Entry fee, \$20.

Entries for the above races close with the secretary June 22, 1907, at which time \$10 is payable, and on June 29 the balance, \$10, is payable. All purses are guaranteed and divided as follows: 70 per cent to the winner and 30 per cent to the second horse. Four or more horses to enter and three or more to start. Owner's colors must be named at the time of the second entry, June 29, and horses must be run under such colors. Catch weights will be the rules.

F. P. Norton, Secretary.

After July first, the United States will tip the humble waiter in dining cars of railroad trains, whenever a Government official travels. This has just been decided by all departments, after many complaints from the colored dining car waiters had poured into the various secretaries and assistants. The custom for years has been to allow traveling officials 25 cents a day as proper sum to appease the dignity of the porter on sleeping cars but heretofore the dining car waiter seems to have been overlooked in the appropriation bills. The matter was then taken up with the result that hereafter he will receive more than even the lordly individual of the whisk broom, his fee being set at 40 cents a day. There are 4766 dining cars operated daily, according to the Interstate Commerce reports, and it is estimated that there are on the road for the Government daily 725 officials. Should they each contribute 40 cents to the colored waiter, the total daily amount would be \$290, or the real tidy sum of \$102,850 a year.

For more than a month some of the logging outfits have been unable to sell their logs. The sawmills at Portland and other points are only running in the daytime, instead of being operated day and night as was formerly the case. There is a general stagnation in the lumber industry all along the line, caused by the falling off in demand at San Francisco. Logs enough to cut several million feet of lumber are held on the lower river. The owners are unable to get any kind of an offer for them.—Telegram.

New line of ladies' belts at Robinson's.

Vetch and fodder corn seed at Knowlton's.

PLASTERMAN WANTED.—A first-class plasterman is wanted immediately by Riverton Lumber Co.

Garden seeds garden seeds at Knowlton's Drug store, a full supply of garden seeds. Both in bulk and in packages.

FOR SALE. New 8 Room Home; central location; lot 100 x 108; garded and barn; excellent condition. address. P.O. Box 186 Coquille Oregon.

Notice

Any persons who want excellent pasture for horses and cattle should call on the undersigned. Pasture is about nine miles from Coquille. HANSEN BROS.

Residence for Sale.

Nice residence, Eight Rooms and bath large pantry. Hot and cold water up-stairs and down, modern conveniences. Nice lawn and fruit trees. For price and terms call on V. R. WILSON Coquille, Oregon.

SUNSET CITY

Two miles below Bandon.

A beautiful seaside residence plat fronting onto the Pacific Ocean with full view of the big water and the most westerly city in the U. S.

Lots on sale by the
Bandon Co-Opea tive Realty Company
Come Early and get First Choice.

Under New Management.
Livery Feed and Sale Stable
Opposite I. O. O. F. Hall.

Geo. Conger, Prop.

Best of Turnouts

STRICTLY FIRST-CLASS.

Hay, Grain, Feed.

Successor to J. T. Litt's

Josh's Place,

T. H. MEHL, Proprietor.

Billiard

and

Pool Tables

Card rooms

and

Soft Drins

Fruits, Nuts, Candies, Cigars and Tobacco.
City News Stand.

ROSEBURG-MYRTLE POINT-STAGE LINE

B. FENTON Prop

Saddle Horses of best quality always on hand. Good Rigs in readiness for special trips. In fact, a general Stage and Livery business. Accommodations for Traveling men a specialty. Leave Coquille at 6 a. m., arriving at Roseburg at 10 p. m. Fare \$5.50

North Coquille Store

MRS. M. C. BOYRIE, Proprietress.

Fancy and Staple Groceries.

Nuts, Candies, Tobacco and Cigars.

North End of Henry Street Bridge.

S. H. McADAMS W. L. McADAMS

McADAMS BROS.

EXPERT BLACKSMITHS and Horse Shoers

CARRIAGE AND WAGON WORK

LOGGERS' SUPPLIES AND OUTFITS

Coquille Oregon

ANOUS G. MACRAY.