

**OUTER BOUY WENT
ADrift AND ASHORE**

Illustration of the Importance of Telephonic Communication With the Life Saving Station

Regarding the outer bar bouy, which was reported in yesterday's daily as having drifted from its position, we have received a note from Capt Norman Nelson, of the Cape Arago Life Saving station, under date of Feb. 27th saying:

"I beg to inform you of the fact that the Outer Bar Bouy, 1st class can, black and white perpendicular stripes, parted from its moorings at 8 am this morning, Feb. 27th, and is now coming in through the surf towards the beach about 1/2 mile north of North Jetty."

This note was sent up Thursday by Capt. Nelson, who is always keenly alive to the interests of the sea-going commerce of this port, but did not reach this office until the next morning.

It well illustrates the fact that telephone connectio with the station would be of immense benefit to our shipping interests

When the line from the life-saving station to the lookout at the bar is completed, the matter should be strongly put before the department and there is no doubt that a cable would be put in and connection made at Empire.

The Meneley Quartette.

This splendid company of singers will be in Marshfield, Tuesday, March 11th. The concert will be given in the Odd Fellows' Hall. Reserved seats will be on sale in a few days. Their coming will be the feat of the year. The daily Chronicle of The Dalles says of them:

"The Meneley Quartette beats all the circuses and minstrels and comedies we have ever witnessed. It was more than an entertainment, it was a sermon, and a sermon that will long be remembered."

Miller Libel Suit Settled

The libel suit of O. C. Vammen vs. the Schooner John F. Miller which has been pending in the U. S. district court at Portland was settled Friday afternoon, in favor of the plaintiff, allowing him \$119.30. on his claims of \$139.30. U. S. Marshal Humphreys was notified of the decision of the court by wire, and the claim being paid the vessel was released from custody.

**NO TROUBLE ANTICIPATED
FOR ALLIANCE AT EUREKA**

The Steamer Alliance sailed Yesterday afternoon for Eureka and San Francisco, being the only vessel to cross out or in.

There has been some doubt here as to what sort of reception she would meet with at Eureka, as the reports from that point indicate that the Eureka authorities have a smallpox scare.

It seems that they requested the Gray Steamship Co. to leave Coos Bay off the Alliance route, on pain of being forbidden to land at Eureka, and to this the Gray Steamship Co. replied, to the effect that if either Coos Bay or Eureka must be left out it wouldn't be Coos Bay. Then the Eurekaans modified their views, and on the 20th had sobered off to the point of allowing the Alliance to land anything from here except passengers.

Before the steamer left yesterday she was visited by City Health Officer Mingus, who carefully inspected passengers and crew. He gave the boat a clean bill of health and sent a letter to the Eureka authorities giving them official information of the conditions here, and it is not anticipated that the steamer or her passengers will have any trouble landing at Eureka.

There would now be fully as much reason in our quarantining against Eureka, as in their quarantining against us.

Registration of Voters.

Following is the total number by precincts of voters registered in this county up to the time of going to press: Bandon 55, Burton Prairie 13, Coaledo 2, Coos City 3, Coos River 8, North Coos River 3, Coquille 14, Deer Park 1, Dora 20, Empire 28, Enchanted 9, Four Mile 7, Lake 3, North Marshfield 20, South Marshfield 45, Missouri 9, Myrtle Point 110, Newport 3, Norway 25, Parkersburg 8, Prosper 2,

Riverton 8, Rowland 5, South Slough 0, Summer 3, Teumile 5. Total, 538.—Coquille Bulletin.

**A TRAGIC TALE
FROM EMPIRE CITY**

**Man Loses His Purse and Contents
While Seeing the Elephant**

It is reported that one of the passengers who have been waiting at Empire City for the Arcata to get to sea is a poorer and perhaps wiser man than he was day before yesterday.

As the story goes, he was drinking with a crowd in a saloon Wednesday evening when a well-known daughter of one of the First Families of Oregon came in and joined in the festivities. The hero of the story and the young female soon joined company and adjourned to more private quarters.

When the adventurer appeared again in society, clothed and in his right mind, he reported that his purse, containing \$40 in cash, his trunk keys and checks, had mysteriously disappeared.

So far as heard from his property had not been recovered.

The bar was reported to be unusually rough Thursday afternoon and had not abated last night. A man from the light house reported at Empire that the waves were breaking clear over the bridge that connects the lighthouse with the main land. Several timbers from the jetty floated up the bay as far as Empire so it is surmised that considerable damage has been done to the jetty, but just what the extent of the damage has been cannot be learned at this issue.

John Merchant of Dean & Co's store measured one of the hail stones that fell Thursday morning and found it to be 5/8 of an inch through and 7/8 of an inch long. Hail stones of this size are curiosities in Coos.

**CASTORIA
For Infants and Children.
The Kind You Have Always Bought**

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Capt. A. M. Simpson

The February number of the Puget Sound Lumberman has an excellent portrait of Capt. A. M. Simpson and a view of the Simpson Lumber Company's mill at South Bend, Wash.; also the following personal mention of the man who has been so closely identified with the industrial development of Coos Bay from the first:

Captain Simpson is one of the successful veteran lumbermen and ship builders of the Pacific Coast, a native of the state of Maine, coming to this coast in 1859. He is an original, economic, mechanical genius, and this, together with his excellent judgment in financing, is the basis of his great success. In addition to his interests at South Bend, he has mills at Knappton, Wash.; Coos Bay, Or. Crescent City, Cal., and numerous other milling and industrial interests scattered over the states of California, Oregon and Washington, besides having recently sold the North Western Lumber Co., at Hoquiam, Wash. The Captain takes great interest in building vessels, and has built on an average of one a year for the past 30 years, in order to keep pace with the development of the lumber and shipping industry of the Pacific Coast.

The Captain is a brilliant conversationalist, and one who is fortunate enough to hear some of the Captain's reminiscences, which usually have a moral in them, is fortunate indeed.

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