

BILL CAN'T PASS

Statehood Matter Must
go Over

Extra Session of Sen-
ate Probable

Washington, Feb. 24.—The result of a careful canvass of the Senate, made by the polling committee, has developed that not enough Republican votes can be obtained to put the statehood bill rider upon one of the appropriation bills. The rider, which is now attached to both the agricultural and postoffice appropriation bills will therefore not be withdrawn. It is now believed that no statehood legislation can be had at this session. Some leaders predict that an extra session of the Senate is now unavoidable.

The Senate, after the usual attempt to fix a time for the vote on the statehood bill, today considered the agricultural appropriation bill with the exception of the statehood rider, which was passed over.

Aldrich called up the bill providing for the acceptance of certain bonds to insure government deposits.

The House by a party vote this afternoon adopted the senate substitute for the Philippine coinage bill providing a special currency for the islands with American gold dollars as the standard unit. The House voted down the Senate amendment for an international money conference.

Democratic senators of a conference this morning unanimously decided to reject the compromise statehood bill proposed by the Republicans and will consult with statehood Republicans to the postoffice committee, to see whether they will vote to put the original statehood bill on the postoffice appropriation bill; if not they will abandon the program of conference.

They also instructed Blackburn of Kentucky to call the earliest possible moment for the anti trust bill recently reported by Hoar, to secure early consideration.

Another New Industry

CORPORATION ORGANIZED
AT NORTH BEND

To Put in a Large Sash and Door
Factory and Shingle
Mill

North Bend will have a sash and door factory and shingle mill, combined, and it will have them right away. This was settled at a meeting held at that place Monday, when the North Bend Manufacturing Company was organized.

This corporation will have a capital stock of \$50,000, of which \$25,000 was subscribed on the spot. The incorporators are L. J. Simpson, Peter Loggie, C. M. Byler, L. F. Falkenstein, Victor Anderson, W. M. Lawlor Jr., T. W. Rennie, J. W. Flanagan and W. Vaughan. It must be understood that this

sum of \$25,000 is not only promised but raised, and is available at any moment. And \$10,000 more is on tap, if required.

In this connection, it may be stated that Mr. Simpson has been in correspondence with San Francisco parties about the establishment of such a plant and made liberal offers, but they wanted him to guarantee them 10,000,000 feet of spruce and cedar a year. Finally it was determined to get along without the outsiders; build the plant with home capital, and make it wholly a Coos Bay institution.

A sash and door factory with machinery of the most approved design will be put in, and it will be made a complete woodworking establishment. The shingle mill will be equally complete.

The new institution will have a capacity of 50,000 shingles, 100 doors and about 500 boxes per day, a box factory being part of the project. It will be constructed with a view to enlarging its capacity to 500 doors a day.

From 100 to 150 men will be employed about the plant, besides those engaged in furnishing the raw material.

A committee of three, consisting of Messrs. Simpson, Loggie and Rennie will go to Portland on the next trip of the Alliance to select machinery for the plant. In the mean time, work will commence on the building, which will be made amply large for the purpose, and will be constructed on a site which has been donated by Mr. Simpson, just north of the old Yarrow wharf. This is the site upon which the Levee mill was to have been built. The new institution will more than take the place of the saw mill which failed to materialize, through the faintheartedness of its promoter.

A. W. Neal has been engaged with his piledriver to drive the piles, as it is not desired to take the other driver from the work on the foundation of the woolen mill.

That the new enterprise will be a success no one can have the slightest doubt. It will fill a long felt want. The fact that we, in this timbered country, have been compelled so long to import, not only doors and windows, but even shingles, and have depended on the slow and laborious and expensive processes of hand labor, for frames etc., is little short of disgrace to the community. Even with the amount of building that has been going on for the past year, there has been plenty of work for a plant of this kind; and with the construction work which will go on this year on the Bay, and probably for several years to come, the new institution will simply be swamped with orders.

This adds one more long red feather in North Bend's cap. It seems that she is bound to go prancing down the road of progress in the lead of the procession, and the other places on the bay can congratulate themselves on having such a leader. The thing for them to do is fall in line and try to keep step. They will have to wake up and get some jingle into their heels, to do it, but it will be worth the effort. We are all bound for the same goal, the bright future of Coos Bay, and if we can't all keep abreast of the front rank, we should try not to fall too far to the rear.

A NEW ENTERPRISE
WORTH TRYING HERE

Eastern Oysters Successfully Pro-
pogated on Yaquina Bay by
State Biologist.

State Biologist F. L. Washburn, of the University of Oregon, sprung an agreeable surprise upon the members of the press at the State House recently in treating them to a feast upon genuine Eastern oysters or (*Ostrea virginiana*), which were propagated in Yaquina Bay. As an experiment, about five years ago Prof. Washburn imported some oysters from Chesapeake Bay and plant-

ed them in Yaquina Bay. The propagation process has proven quite satisfactory to Prof. Washburn and eminently successful, and it will not be many years before Oregon will be supplied with oysters equal, if not superior, to those raised in the East and will have added another valuable industry to her already long and enviable list.

The bivalves, as sent to the State House yesterday, were on the average, much larger than those grown in Chesapeake Bay and are equal, if not superior for flavor. The entire credit for the experiment and success of this venture rests with Prof. Washburn, and the day will come when the people of Oregon will praise him for it. The oysters were sent to Salem through the courtesy of Hon. B. F. Jones, of Lincoln county, a member of the House of Representatives.

GRIMPS BETTER LIE LOW Federal Judge Issues Injunction

Special to the Mail.

Portland, Feb. 24.—Federal Judge Bellinger has issued an injunction restraining crimps from interfering with vessels or crews. This is the outcome of the outrage on the ship Riverdale.

ADVENTURES IN THE WOODS
Two Marshfield Men Escape a
Wild Animal

L. R. Robertson and Frank Ferrin had a thrilling adventure yesterday up above Allegany. They were returning from their claims in the Tioga country by way of the Jordan trail. They had their guns and a dog for protection from wild animals, and they felt tolerably safe, but suddenly they missed their dog, and that made them a little nervous. Presently they heard some wild animal crashing through the brush in their direction. Ferrin's instinct told him that it was a bear with long white teeth and forming jaws, and as he hadn't had a good look at an animal of that kind for quite a while, he lost no time in swarming up a big stump close by, to get a better view. Robertson, who, was several lengths ahead, saw the move and supposed that Ferrin had seen the bear. There was no stumps handy, so he used all due diligence in getting up a tree. Then the object of their apprehension broke from the brush and went sailing by. It was a deer with their dog in hot pursuit. The guns were on the ground and the men were helpless, but fortunately the deer did not try to climb either the stump or the tree, and the two returned unscathed to the arms of their friends.

BOWEN
SUBMITS
DRAFT

Of Venezuelan Proto-
col to Allies

Washington Feb. 24.—Bowen has prepared the draft of the proposed protocol, referring the matter of preferential treatment of the claims of the allied powers in the Venezuela affair to the Hague. He submitted it this morning to the representatives of the allies. Later they will be given to the peace powers for their approval.

GREAT STEEL DEAL

Trust Absorbs Big Out-
side Plant

Last Months Dividends
Largest Yet

Pittsburg, Pa., Feb. 24.—A great deal is pending whereby the U. S. Steel Corporation will absorb every plant of the Jones, McLaughlin Steel Company, the largest independent iron manufacturing concern in the world. This will be the largest business transaction since the formation of the steel trust. The steel trust paid the largest dividends the past month of any month since it was organized, and the prices of iron and labor in the iron trade have been better maintained than any time since five years ago, when trust movement began.

GOBBLED
DOWN BY
MORGAN
Nearly Complete Line
to This Coast

St. Louis, Feb. 24.—J. Pierpont Morgan has gained control of the St. Louis and San Francisco lines and the Southern railway system. This will give Morgan a franchise and partially complete system to the Pacific coast, and puts him on an equal footing with the Harriman-Hill syndicates.

It is expected that the company will spend \$50,000,000 to build a double track line to the Pacific coast.

Professional Cards

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Will practice in all courts.
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Practical Watchmaker and Jeweler.
All kinds of watches and clocks cleaned
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All work guaranteed 12 months.
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Both in Good Condition
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FRESH FRUITS, VEGETA-
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THE BEST QUALITY.
PRICES REASONABLE.
FROZEN OYSTERS
EVERY DAY.

A Street, Marshfield, Ore

CENTRAL HOTEL

Corner of Front and A streets,
MARSHFIELD, OREGON.

JOHN SNYDER, Proprietor

THIS WELL-KNOWN AND FAVORITE
HOTEL has just been entirely refitted and
refurnished throughout and is again open to
the public for patronage.
New beds and spring mattresses have been
placed in almost every sleeping room of the
house and neither trouble nor expense has been
incurred to put everything in first-class order.

—TERMS—
Board and lodging, per week..... \$5.00
Board, per week..... 4.00
Single Me..... 25

Coos Bay Wholesale Liquor House.

HEADQUARTERS FOR HIGH
GRADE LIQUORS
CHOICE WINES AND PURE
BRANDIES.

LEADING BRANDS OF BOTTLED BEER
Family Orders Solicited.

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Family orders for Pops, pints and
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Capital, \$50,000.

MARSHFIELD, OREGON

STEEL TRACK ROADS

EXPERIMENTING WITH THEM IN NEW
YORK CITY.

How These Highways of Steel Are
Built and What They Cost—The Im-
mense Saving in Haulage on This
Style of Roadway.

The rural, commercial and industrial
interests of this country have been so
much accustomed to depend upon can-
als and railroads to transport their
products to market that they have ha-
bitually neglected the arteries over
which nearly all traffic originates—viz,
the common highway. Farmers and
other people living in the country are
more interested than other citizens in
the construction and maintenance of
good highways, yet until a few years
ago they displayed obstinate antipathy
to help any movement in favor of im-
proving the country's highways.

The first systematic movement made
to improve the country's highways was
originated by bicyclists when that
form of amusement was an active liv-
ing force, says a writer in the Auto-
mobile Magazine. The bicycle fantasy
has passed, but it has been succeeded
by even a stronger movement—that of
automobiling—and the people interest-
ed in horseless carriages are agitating
strenuously in favor of improved high-
ways, and the influence they exercise
as a class promises to produce im-
portant results. All they need is the
co-operation of farmers and others in-
terested in having good roads to haul
their produce over.

The Automobile Club of America has
inaugurated a movement which is cal-
culated to effect a revolution in inland
transportation if it meets with the sup-
port it deserves. A few months ago
General Roy Stone, who has made a
special study of roadmaking, in an ad-
dress before the Automobile Club of
America strongly advocated the use of
steel plates for making highways. His
arguments were so convincing that
Mr. Charles M. Schwab, president of
the United States Steel corporation, of-
fered to provide at his own expense
steel sufficient to lay a mile of the
roadway recommended by General
Stone. One block of that steel has
been laid in Murray street, New York,
a street noted for its heavy traffic, and
tests of the road were recently made.
The results were a remarkable demon-
stration of the value of the system.
It was found by actual experiment
that a tractive force 60 per cent greater
was required to draw a load upon the
rough stone pavement than upon
the track or that, taking the power nec-
essary to draw the load upon the pave-
ment as the standard, exactly 37 1/2 per
cent of it was saved by using the rails.
In starting the load the advantage in
favor of the rails was even greater, as
but one-half or one-third of the usual
force was required.

The steel rails used in building these
highways are forty feet in length and
a foot in width. The upper surface is
not polished. It is a rough finish, but
not corrugated nor especially rough-
ened in any way. The section of the
rails is like that of an ordinary chan-
nel bar, the turned down portions at
either side being about one and a half
inches in depth. Coarse broken stone
laid in a trench about fifteen inches
deep and of the same width constitutes
the bed upon which the rails rest. A
drain tile at the outer edge of the bot-
tom of each trench insures sufficient
drainage.

On top of the broken stone a layer
of gravel or very fine stone and stone
dust is laid, in which the rails imbed
themselves firmly. Joints, consisting
of flat plates of steel riveted to each
rail under the wide tread and heavy
fish plates, bolted to the turned down
portions of the rails on each side, af-
ford a continuous and smooth surface.
To prevent spreading of the rails there
are inserted in the roadbed at intervals
steel ties bent so as to clamp the rails
and hold them securely in place.

Every person familiar with teaming
is aware of the great reduction of wheel
resistance that results from the wheels
of a wagon being run on the plates at-
tached to street car rails. If the day
ever comes that the country roads are
laid with steel runways, the saving to
people who have to haul freight over
the roads will be immense. Experi-
ments made by engineers of high rep-
utation have shown that a horse can
haul on an iron or steel track fifty-four
times the load it can haul in sand, thirty-
six times as much as on an earth
road, thirty-three times as much as on
a stone trackway, twenty-five times as
much as on a plank road in good order,
and nine times as much as on a good
macadam road. Most of the roads that
farmers have to haul their produce over
are earth roads, so the change to steel
would increase the haulage eighteen
times. The introduction of such an im-
provement ought to draw the cordial
co-operation of every person who wishes
to see our agricultural communities
prospering as they should prosper.

General Stone says that this style of
roadway can be laid down for about
\$4,000 a mile and that this character of
road is as practicable for country as
city use and that the cost would be no
more than for ordinary stone roads.

After the wedding.
"Was it a union of hearts?"
"No, diamonds."—Lippincott's.