

THE CHAMBER OF COMMERCE PROCEEDINGS

LETTER SENT TO OREGONIAN

Aim Was To Correct False Impressions Which Have Been Circulated.

C. C. WANTS RAILROADS

But Believes Its Duty Is to Guard Zealously Coos Bay's Interests.

As announced in a recent issue, the Marshfield Chamber of Commerce submitted a letter to the Oregonian in correction of the erroneous impressions which have been allowed access into the columns of the outside press. Following is the letter:

Marshfield, Or.—(To the Editor.)—Largely through newspaper communications, an impression has gone forth that Coos Bay people, particularly those represented by the Marshfield Chamber of Commerce, are opposing the entrance of the Southern Pacific Railroad into this territory. Such impression is hardly fair or just to the Marshfield Chamber of Commerce, a commercial body that is endeavoring to do everything that in its power lies to advance every interest of the Coos Bay country. The Chamber of Commerce did protest against the proposed construction of a railroad bridge across Coos Bay harbor. This action, unintentionally but wrongly construed, is probably the basis of the erroneous impression concerning the attitude of the Marshfield commercial body.

"In protesting against the bridging of Coos Bay no unfriendliness whatever is directed toward the Southern Pacific or any other railroad. The purpose of the Marshfield Chamber of Commerce was to establish the rule that Coos Bay harbor be not bridged. The protest, voiced by the Chamber, applies to the Northern Pacific, the Santa Fe, the Northwestern or any railroad that may be headed this way. We have the harbor, we have always had it and are jealous of having the shipping facilities it affords in any way interfered with. The Marshfield Chamber has and does favor every project that will improve the harbor, and protests against any and all projects that may in any way hamper it.

"It is impossible to bridge the bay without interfering with the inflow and the outflow of the tides and obstructing the passage of vessels. San Francisco realized this when she refused to permit the railroads to bridge her harbor, leaving them to make their terminals on the Oakland side. Such arrangement did not prevent the Golden Gate city nor the railroads from thriving. It will be recalled how Portland was aroused only a few months ago when the Northern Pacific asked permission to bridge the Willamette near that city's limits. It was not because Portland citizens were opposed to the entrance of the Northern Pacific into their city, for they wanted the road, but they were jealous of interference with the shipping facilities by water. One road had already bridged the river, and conditions were such that another could not be denied the same privilege without unjust discrimination. At Coos Bay, it is not necessary that a road bridge the bay to get into this territory. At least the exigencies of the situation do not require bridging near the mouth of the harbor. That is the position of the Marshfield Chamber of Commerce and as indicating that body's loyalty to the best interests of the harbor and fairness to all parts of the bay, its members have and do yet favor a belt line road around the bay, connecting all points on the shore.

"In welcoming the advent of the Southern Pacific and all other roads into this territory, and protesting against any and all of them bridging the harbor to interfere with marine commerce, the Chamber does so in the most courteous and positive spirit, believing that the time has passed when privileges and franchises should be given for the asking to private corporations, without due consideration to the interests of the people affected.

"The Marshfield Chamber of Commerce, made up of business men of Marshfield and vicinity, have, like the business men of San Francisco and Portland, protested against what they consider unnecessary obstruction to their harbor. It would be a reflection upon their alertness, if not intelligence, to do less. They regard the preservation of the Coos Bay harbor, unobstructed, as a non-for-

MANY ATTEND C. C. MEETING

Important Matters Disposed of By Marshfield's Commercial Body.

DISCUSS PROPOSED HOTEL

Monorail Representative Makes Talk—Possibility of Securing Price Shipbuilding Yard.

The Chamber of Commerce meeting held last evening was attended by the usual large assemblage which has marked the meetings of late. Routine business occupied the early part of the session. Among the resolutions, or orders, was that of declaring all who have paid initiation fee at any time be enrolled as members, and that dues date from the first of June. On suggestion of J. M. Blake, an amendment was tacked on the order providing for crediting certain men who lately subscribed money to settle an overdue bill with credit in dues. This brought up another point; and it was ordered that all those having subscribed as members and who refuse to pay the initiation fee be stricken from the roll.

The secretary read the resolutions regarding the necessity of protection of Coos Bay by the United States which were adopted by the body.

William Grimes, chairman of the Hotel Committee, reported what progress had been made, the situation being as follows: the committee is now dealing with Mr. Gibson, of Seattle; Mr. Gibson proposes to place \$20,000 in the fund for building the hotel and desires the citizens of Coos Bay to subscribe the remaining \$30,000 necessary for such a hotel as is needed; the citizens to take 7 per cent. first mortgage bonds and stock to the same amount, both stock and bonds to be turned back to Gibson as paid off by him. The bonds will not be payable until the expiration of three years, in order to give the enterprise opportunity for getting started away auspiciously. Hon. S. B. Howard, of New York city, who was present, was given opportunity to address the meeting. He had nothing to offer, yet he was representing the Monorail railroad system, which is attracting some attention at this time throughout the country, and which was described at length in a recent issue of the Times. A committee of three was appointed to keep in touch with Mr. Howard through correspondence, since it developed that his company might consider a proposition of building a road on Coos Bay. This committee is as follows: F. B. Waite, J. W. McNeil, I. S. Kaufman.

The president stated that Mr. Guyton reported progress on the pamphlets now in the printer's hands.

Mr. Grimes obtained a hearing and asked the hotel committee to meet this morning at 9:30.

James Flanagan reported poor success in securing subscriptions for the electric railroad. It developed that the subscriptions on this matter stand about like this: Marshfield, \$20,000; North Bend and outside subscriptions through North Bend, \$60,000; Myrtle Point and Coquille, \$10,000. Mr. Sengstacken said the proportion which Marshfield should place to its credit is \$40,000.

Mr. Beloate called attention to the great need for apartment houses, and said he had the names of seventeen people who wished such quarters, and most of these are living in tents. A committee consisting of Messrs. Beloate, Kaufman and McNeil were looking into the matter. It was stated by Dr. McCormack that a Marshfield man stands ready to build such a structure.

The matter of fire limit came up and Messrs. Sweetman, Grimes and Sengstacken were appointed to confer with the city council with a view of securing the establishment of such. This committee was backed by a resolution making it the sense of the

(Continued on page 6.)

feltable right of the people of today and a priceless heritage to hand down to posterity. The Marshfield Chamber of Commerce is ready to meet, with assurance of unreserved co-operation, all incoming roads half way, making only the condition that they be met on shore, and not in the middle of the bay."

WALTER LYON, Secretary of Marshfield Chamber of Commerce.

PETITION THE GOVERNMENT

Send Resolutions to Roosevelt and War and Navy Departments.

COOS BAY LACKS DEFENSE

Would Be First Objective Point In Case of War With Asiatic Nations.

The following resolutions were unanimously passed by the Marshfield Chamber of Commerce last night:

Whereas, the awakening and the warlike and commercial rehabilitation of Asiatic nations, and the marvelous and startling increase of population of the Pacific coast of the United States, have brought the Caucasian and Asiatic races face to face in a great struggle for commercial supremacy, whereby, in all human probability, acute conditions will develop involving the security of this country, thus making this coast the frontier of the Caucasian race in its relations with other races and rendering it the most inviting and vulnerable line for foreign assault, and

Whereas, the entire western coast of the United States between the mouth of the Columbia river and the mouth of San Francisco bay, a distance of approximately six hundred miles, is absolutely devoid of coast defense of any description and entirely without protection, thus exposing to hostile attack and ruin, in case of war, a great and fruitful country, whose resources are vast and varied, whose population is increasing daily and whose cities are rising into affluence and fame, and

Whereas, the harbor of Coos Bay, two hundred miles south of the mouth of the Columbia river and four hundred miles north of San Francisco bay, in southwestern Oregon, is the most important seaport between the mouth of the Columbia river and San Francisco bay, having a rich tributary country containing vast forests, great areas of fertile land, numberless herds of cattle, extensive and varied fruit orchards, mines of coal and precious minerals and other resources unbounded, having also large commercial and shipping interests and capable of receiving ships which draw twenty feet of water, and

Whereas, said harbor is large and capacious and has no rock bottom and can be cheaply dredged to any desirable depth and the apex of the bar at the mouth thereof is only three hundred feet across and can be easily reduced, thus making one of the best harbors in the world and the only open harbor along the coast between said points, and

Whereas, on the shores of said Coos Bay and along the banks of its navigable tributaries, are practically inexhaustible veins of coal, and many rich producing coal mines, said veins and mines being the only coal measures and producers along said coast in the United States, and are so located that ships are able to receive their products almost at the mine's mouth, and

Whereas, it is believed on evidence which is within the knowledge of all residents on the shores of said bay, that emissaries of certain foreign and alien governments have been particularly active in gathering detailed information with regard to said bay, and more particularly its coal resources, and that the said bay and its resources are as well known and valued in certain Asiatic capitals as in the capital of the United States, and

Whereas, said Coos Bay is the only harbor in the world which nature has so supplied with coal that ships can load it direct from the mines, which coal is adapted for steam purposes and can be rendered, by the briquetting process, equal to the best steam coal in use, thus making said harbor a natural coaling station, and especially attractive to hostile navies or a valuable auxiliary to American naval operations at all times, and

Whereas, said harbor is as devoid of defensive fortifications as is the vast stretch of coast line described, and no resistance could be offered, so far as such defenses are concerned, to the occupation of said harbor and the seizure of said resources by foreign and hostile warships, now be it

Resolved, that it is the sense of the Chamber of Commerce of the

(Continued on page 6.)

Help -- Help

WE MUST HAVE MORE ROOM

IN ORDER TO ACCOMMODATE THE IMMENSE STOCK OF GOODS ORDERED, WE ARE COMPELLED TO MAKE SACRIFICES IN THE WAY OF BIG REDUCTIONS ON ALL LIGHT-WEIGHT DRESS GOODS, WAISTINGS, SHIRT WAISTS, KIMONOS AND MUSLIN UNDER-GARMENTS; ALSO MEN'S, LADIES', MISSES' AND CHILDREN'S TAN SHOES IN HIGH OR LOW CUTS, INCLUDING CANVAS WHITES. NO RESERVATIONS DURING THIS SALE, EVERYTHING UNDER THE ABOVE HEAD LINES GOES.

Dress Goods Department

We have a few exclusive Dress Patterns left in this department, quite an assortment of patterns in poplins, silk mulls, silk organdies, mercerized lawns and dimities, which will be closed out as follows:

12 yard	Cuts formerly	\$10	on sale	\$7.50
12	"	"	8.50	6.37½
12	"	"	7.50	5.45
11	"	"	5.00	3.75

On account of the late deliveries, we have left a line of light weight silk and wool mixed suitings in very beautiful designs. There is only one suit of a kind to be had on the bay and not a bad pattern in the whole lot. In order to dispose of them quickly we have marked them at a loss.

Fancy striped or checked silk and wool mixed mohairs in light blue, gray or tan; sold for \$12.50. Sale price	8.35
Fancy striped or checked silk and wool mixed suitings in blue, tan or gray mixtures; sold for \$10.00. Sale price	6.65
Fancy wool suitings in various colors, comes in stripes or plaids and exclusive patterns; sold for \$7.50. Sale price	5.00
Silk and wool mixed waistings; sold for 75c. Sale price, per yard	57½ <sup>y</sup> <sub>d</sub>
Silk and wool mixed waistings; sold for 60c. Sale price, per yard	45 <sup>y</sup> <sub>d</sub>
Silk and wool mixed waistings; sold for 50c. Sale price, per yard	37½ <sup>y</sup> <sub>d</sub>
Mercerized gingham, lawns, schallies, organdies, etc., retailing for 35c to 40c. Sale price, per yard	27 <sup>y</sup> <sub>d</sub>
Beautiful shimmery figured organdies and lawns, retailing at 25c and 30c. Sale price, per yard	18 <sup>y</sup> <sub>d</sub>
Lawns and organdies, sold for 20c. Sale price, per yard	12 <sup>y</sup> <sub>d</sub>
Figured lawns and organdies; regular 15c quality. Sale price, per yard	10

We have gone through our stock and find a good many short ends; these will be closed out at big reductions. There is enough yardage in a good many of these pieces to make a dress; so come early and make your selection before they are all picked over.

A GENERAL REDUCTION OF 25 Per cent will be made on our entire line of SHIRT WAISTS, KIMONOS and MUSLIN UNDER-GARMENTS. A big stock to select from.

Shoes Shoes

We have a few tan shoes still remaining and in order to close them out quickly we have marked them far below factory prices. We have a complete line of sizes, so you are sure of not being disappointed.

Ladies' low and high cut Tan Shoes; regular \$3.50 quality. Sale price	2.65
Ladies' low and high cut Tan Shoes; regular \$3.00 quality. Sale price	2.25

A GENERAL REDUCTION OF 25 Per cent on ALL GENTS', MISSES' and CHILDREN'S TAN AND CANVAS SHOES and OXFORDS.

Any goods bought during the sale cannot be exchanged.

Merchant Bros. DRY GOODS