

THE MYERS STORE

NORTH BEND, OREGON

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Great Price Concessions on Seasonable Merchandise

Special Reductions for Fair Week

at The Myers Store

The Greatest Bargains Are Here

This Week only

Every Economically Inclined Person should visit The Myers Store this week, to get their full share of these and hundreds of equal savings

FREE FARE ON BOATS FOR EVERYBODY

Tailored Skirts

Fine tailored skirts in panamas, serges, silk taffetas and fancy suitings. Assorted colors. Values \$12 to \$16, choice..... **\$6.87**

Short Kimonas

One lot of summer and autumn styles short kimonas. Made of floral organdie, crepene and flannellette. Values \$1 to \$1.50. Each **47c**

Crepe d'Chine

About twenty-five pieces fine Crepe d'Chine in all colors. 22 inches wide. Former price \$1 and \$1.25. Special for Fair week, yard... **63c**

Cotton Moreen

Fine grade 35c cotton moreen. 28 inches wide. Colors navy, brown, black, grey, green and red. Just the thing for petticoats. Yard..... **16c**

Long Kid Gloves

12-button fine kid gloves. White, black, tan and brown. All sizes. Former price was \$3.50. A great special now pair..... **\$2.43**

Long Silk Gloves

Regulation 16-button length. Double tips. Colors black, white and navy, Copenhagen and tan. Assorted sizes. Were \$1.75. Now pair..... **89c**

Ladies' Dress Oxfords

All women's oxfords in tan, patent colt and vici, selling regularly at \$4.00 and \$4.50, all widths and sizes, now go for Fair week, pair..... **\$2.97**

Quarterly Style Book

For Fall now ready, illustrating the new Ladies' Home Journal paper patterns. With each book goes a 15c coupon, thus actually costing..... **5c**

Men's Dress Shoes

Fine dress shoes in vici, box calf and gun metal. All sizes. Former prices up to \$4.50 of our entire stock, now pair..... **\$3.39**

Men's Underwear

Fine balbriggan underwear. Drawers have double seat. Sizes 32 to 42. Regular price 35c garment. Special for Fair week, garment..... **16c**

Bed Sheets

Ready made sheets. Full size bed. Carefully bleached and hemmed. About 25 dozen to sell at this price. Special each only..... **47c**

Table Oilcloth

Best standard grade. Comes in many fancy patterns, and plain white and marble. A wonderful special at this price of yard only..... **17c**

"GOOD BYE" TO "COFFIN NAIL"

Repres. McDonald Frames Law to Banish Cigarettes From Oregon.

PORTLAND, Ore., Aug. 24.—Cigarettes are to be banished from the state of Oregon on and after September 1, 1909,—perhaps.

Representative-elect Charles McDonald, of Multnomah County, has drafted a bill which he will introduce at the legislature next winter, having for its purpose the utter extermination of the "coffin tack" in the Beaver state. Even substitutes for cigarettes will be placed under the ban, and anyone caught giving or selling "the makings" will be subject to fine, and if the fine is not paid, then off to prison he (or she) must go.

Conservative statistics show that 500,000 cigarettes are smoked daily in Oregon. The figure may reach 800,000, for the 500,000 daily consumption is based on 40 per cent of the voters smoking only 10 of the "tacks" a day, and any cigarette smoker will confess that 10 "cigs" as a negligible allowance, and should be 20 or 30. Then, again, more than 40 per cent of the voters use cigarettes and many who are not voters are heavy customers. The "makings" sold in this state in a week run into several thousand dollars, so the passage of the proposed reform measure of Representative McDonald would cut deeply into the profits of the tobaccoists.

McDonald in Curry County. The bill, which was prepared by an attorney and sent to McDonald for approval, follows the Washington law. McDonald, who is now in Curry County on his vacation, has written that the draft of the measure is satisfactory to him, and promises that it will be one of the first bills introduced in the coming session.

The bill does not prohibit the smoking of the "coffin tacks," but it makes the securing of the materials difficult, almost impossible, in fact. Says the bill:

"It shall be unlawful for any person, by himself, clerk, servant, employe or agent, directly or indirectly, upon any pretense or by any device, to manufacture, sell, exchange, barter, dispose of or give away, or keep for sale, any cigarettes, cigarette paper or cigarette wrappers, or any paper made or prepared for the purpose of being filled with tobacco for smoking; any person for violation of the same, shall be guilty of a misdemeanor, and upon conviction shall, for the first offense, pay a fine of not less than \$25, nor more than \$100 and costs of prosecution, and stand committed to the County Jail until such costs are paid; and for the second and each subsequent offense, shall pay upon conviction thereof, a fine of not less than \$100, nor more than \$500, and the costs of prosecution, or be imprisoned in the County Jail not less than one month nor more than six months; provided, that the provisions hereof shall not apply to nor interfere with the sales of, or the disposal by, any person in this state to any person outside of this state.

NOTICE.

Steamer "Queen" will leave Empire City for Marshfield 8 a. m., returning from Marshfield ('A' St.) at 5 p. m. every day during Fair. Good Board and Rooms at Arago Hotel, Empire City.

Chamberlain's Colic, Cholera and Diarrhoea Remedy Would Have Saved Him \$100.00.

"In 1902 I had a very severe attack of diarrhoea," says R. N. Farrar of Cat Island, La. "For several weeks I was unable to do anything. On March 18, 1907, I had a similar attack, and took Chamberlain's Colic, Cholera and Diarrhoea Remedy which gave me prompt relief. I consider it one of the best medicines of its kind in the world, and had I used it in 1902 believe it would have saved me a hundred dollar doctor's bill." For sale by JOHN PREUSS.

LUMBER LUMBER LUMBER

All kinds of building material furnished on short notice. Our grades of lumber Nos. 1, 2, and 3, are superior to the same grades from any other mill.

For prices and estimates, see A. M. Ross at office of Snover & Feeney, Lockhart building. JOHNSON LUMBER COMPANY Phone, Marshfield 818.

By order of W. M.

COL. HOFER ON OREGON'S NEED

(Continued from Page 2.)

came to naught. A financial stringency intervened or was made an excuse for cancelling contracts. All work ceased. Since then the steel has been hauled away. The furnishing of ties and bridge timbers was countermanded. The contractor conveniently failed. There are at present no indications that the line from Drain to Coos Bay will be constructed in the near future.

Delegates Visit Harriman.

Furnished with a letter of introduction a delegation from western Oregon visited Mr. E. H. Harriman at his offices in New York in December, 1906. The Oregon men received a wonderful impression of Mr. Harriman's personality. We felt as tho' we were looking a broad-axe with an edge as keen as a razor squarely in the face. Mr. Harriman possesses a magnetism that fascinates men by its quiet composure and cool deliberative analysis. His deep-set, clear eyes seem to penetrate far beyond the present moment and realize conditions and demonstrate over problems which to the ordinary man are incomprehensible. He is neither a politician nor a flatterer as the delegates soon discovered. While the line to Coos Bay was on the immense wall map in his office, indicated in a red ink line an inch wide, he did not even pretend to know that his company was engaged in building from Drain to Coos Bay. But for this reason no friend of Coos Bay should despair.

We Must Present Facts.

We should remember that Mr. Harriman is presumably the keenest intellect in the American business world. He is compelled by the evolution of commerce and transportation in order to hold his own to be

more than a match for all the aggregated financial geniuses of Wall street. We should remember that we are dealing with a business condition, with a business man and not with sentiment, and that we can only win by the presentation of facts. But happily for us we have the facts; Coos Bay has all the facts in favor of the earliest possible construction of a railroad to this port. No other undeveloped region of Oregon or of the United States can present such an aggregation of facts proving great commercial and transportation possibilities. It has been said that many railroads in the United States were built twenty years in advance of the demand. But here almost the reverse conditions are true. The demands for a railroad here are stupendous and overwhelming. No railroad man of experience can be brought face to face with the facts in existence regarding Coos Bay and not be forced to admit that a railroad would step into a full-fledged volume of freight and passenger business immediately upon its construction. Harriman realizes this and it is probably the principal reason why he keeps away from Coos Bay.

Harriman Psychologically Considered.

If we could be favored with a searching analysis of Mr. Harriman's mental operations we would find the condition of his mind to be something like this, if we can judge by our own experiences. He has recognized Oregon as the suitable place for his summer resort home by constructing his beautiful lodge at Pelican Bay. Like the rest of us, he is impressed with Oregon as a charming retreat, the nation's summer resort. Following that comes the discovery that along with our wonderful climate and scenic beauty there go our wonderful wealth of natural resources. The third step in the unfolding of the mental process is the acknowledgement of our industrial possibilities. With his wonderful mental vision and clear cut intellectual perceptions Mr. Harriman has mentally traveled in the same foot-steps of common humanity and is prepared

to recognize the facts and the truth about Oregon.

A Store-House of Wealth.

The simple truth is that Oregon is the greatest natural store-house of wealth on the face of Mother Earth. This state is already supplying Mr. Harriman's transcontinental lines with enormous volumes of traffic. But for the freight furnished by the lines in Oregon would the Union Pacific be such a wonderful dividend-paying road? There is enough timber in Coos county to keep several Union Pacifics busy all the year around. Here where there is neither intolerable heat nor freezing weather man and nature develop the highest productivity. An acre of soil, whether in timber, coal or farm products will turn off more freight for a railroad in Coos county than ten acres in some other parts of the world. It is impossible to estimate the volume of standing timber around the Coos Bay region but it is known that single trees will scale from fifteen thousand to fifty thousand feet of lumber, but as the railroads are discouraging this class of freight it is probably useless to hold out the lumber industry as any inducement for railroad construction.

Coal and Wheat Tonnage.

While railroads through wheat-growing regions are everywhere considered profitable it is well known that the most valuable railroad properties in the world are those constructed into coal regions. Mr. Harriman should be impressed with the facts that there is no better coal of the kind, in the world than the Beaver Hill coal on Coos Bay and that the quantity that can be mined is practically unlimited. At 1,250 car loads to the acre, which is the estimated output of Coos Bay coal and at the lowest estimate of 250 square miles there is a coal bank here equal to two hundred million car loads. If one half of this coal went out to sea it would take a double track railroad sending out 500 cars a day, 666 years to exhaust those mines. Compared to the tonnage produced by a wheat country we find that it takes 40 acres of wheat at 20 bushels to the acre to

produce a car load of freight. Compared to 1,250 cars of coal from an acre on Coos Bay it would take 50,000 acres of wheat to produce an equivalent in tonnage. Why should Mr. Harriman hesitate about building a railroad into a coal country in preference to a wheat region.

Large Demand for Coal.

Many families in the Willamette valley are now using coal for domestic purposes that is shipped from railroad points in Washington and Wyoming; second and third grades of coal for domestic purposes costing from ten to twelve dollars per ton. If the Coos Bay coal fields were connected with the Willamette valley by rail, at a low estimate five thousand families would be using Coos Bay coal as it would be a shorter haul and of better quality. What would this mean to the Coos Bay coal mines? Assuming that only five thousand families, using six tons each gave a preference for the Coos Bay coal there would be an immediate demand for 30,000 tons a year or a consumption of 1,500 car loads. But this would not be the only demand. It would be used for a large variety of manufacturing purposes and the construction of a railroad would mean the immediate demand for 40 to 50,000 tons of coal per annum, and a railroad haul of only seventy to one hundred and fifty miles, as compared with a haul now of three hundred to 700 miles.

We Must Cooperate.

These figures are not presented to produce an unfavorable comparison with any other section of the state, nor to prejudice Mr. Harriman against any section of Oregon where he may be contemplating the construction of a railroad. They are presented to disclose the necessity for closer cooperation with him. We are all aware that he has been engaged in practically rebuilding the railroads which he has acquired. He has overcome the tremendous problems of furnishing new tracks and equipment for broken-down systems and has not been in a position, so far, to engage in the construction of new lines, altho' his nearest representatives have repeatedly declared

that it was his intention to enter the field as a builder of railways as well as a reorganizer of systems. We have reached the point as a commonwealth where he must work with us and thru us, and we must work with him and thru him if we are to secure the construction of any new railroads.

Interests Are Mutual.

We have all arrived at the point in the development of this commonwealth where we realize that what is good for Oregon is good for Harriman and vice versa. With one thousand miles of new steam railroad being constructed in the state of Washington, which like Oregon is a lumbering, coal-mining and farming state, and not a mile of new railroad being built in Oregon we are compelled to face the problem with Mr. Harriman in a friendly and helpful spirit and believing in him as the instrument of destiny to which we must turn if we would secure any transportation facilities whatever. While our intelligence comes from the same divine source and is given to us for the same purpose, we prefer to expend it in heartiest cooperation with the great genius and intellect of a master-mind in preference to battling against the wisdom and experience and intelligence of such a factor in the railroad situation as Mr. Harriman, but we cannot fail to remind Mr. Harriman that there are forces and influences at work among the people which we would prefer to obviate and circumvent before they have accomplished an irreparable breach between Oregon and the railroad interests.

NOTICE.

Members of Doric Chapter, No. 53, O. E. S., are requested to be present at a special communication, August 27, 1908, at 7:30 p. m. Initiation. Also all visiting members at Marshfield, on the 27th inst., are cordially invited to be present at Masonic Temple, both for dinner, at 12 and at evening session and banquet.