

Another Big Shipment of Fall Clothing Just Received from the Famous Hart, Schaffner & Marx, Fine Clothiers

ALL THE NEWEST AND UP-TO-DATE STYLES AT YOUR DISPOSAL. A FINER LINE OF CLOTHING WAS NEVER BROUGHT INTO YOUR COMMUNITY THAN WE ARE SHOWING AT THIS TIME, A LARGER VARIETY WAS NEVER SHOWN, AND QUALITIES, UNQUESTIONABLY THE BEST THAT COULD POSSIBLY BE OFFERED BY ANY MERCHANT.

WE CAN FIT EVERYBODY TOO, THE LONG DRAWN OUT FELLOW AS WELL AS THE GREAT BIG MAN WITH THE LARGE APPROPRIATION IN FRONT, ALSO THE MAN WHO HAS THE SHORT LEGS AND LARGE BODY AND WHO ALWAYS CLAIMS HE CAN NEVER BUY A HAND-ME-DOWN. COME HERE AND YOU WILL BE SURE TO FIND A PERFECT FIT.

HART, SCHAFFNER AND MARX IS OUR BEST GRADE OF CLOTHING AND THE ONE WE BRAG ABOUT.

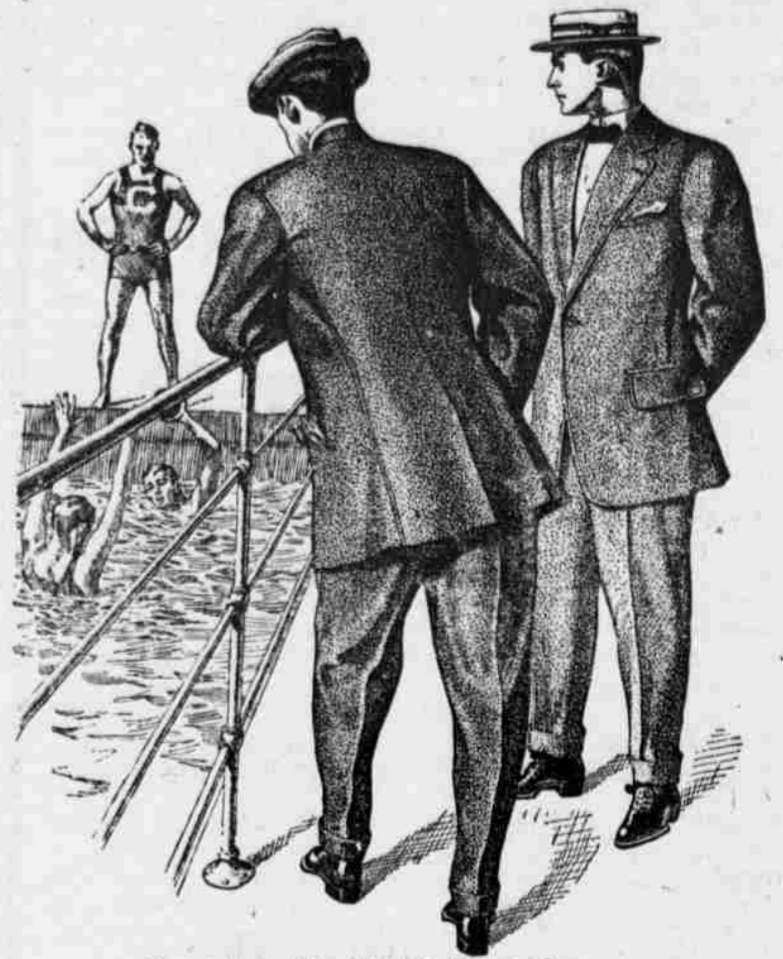
Prices Range from \$20 to \$40 the Suit

YOU MAY NOT CARE TO GO SO HIGH FOR A SUIT.

Probably \$15 to \$18 Would be Your Consideration

WE WILL SAY THAT WE CAN GIVE YOU THE BEST SUIT AT \$15.00 TO \$18.00 YOU EVER BOUGHT IN TOWN—MADE BY SONNEBORN & CO., CHICAGO—LOOK AS GOOD AS THE BEST, PLENTY OF STYLE AND QUALITY AND LINED THROUGHOUT WITH THE BEST LINING FOR SERVICE.

WE BELIEVE THAT EVERY CUSTOMER SATISFIED IS A DOZEN MADE—WE ARE PROBABLY MORE ANXIOUS TO PLEASE YOU THAN YOU ARE TO BE PLEASED. TRY US.



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MERCHANT & KAMMERER

THE HOME OF THE BEST

CHAMBER OF COMMERCE

(Continued From Page 1.)

construct the road could be derived from the business. He said that he believed that the matter would be accomplished before spring and the announcement made by Mr. Harriman that the Southern Pacific would build the Drain-Coos Bay road next year.

Dr. E. Mings said in addition to this that Messrs. Harriman, Calvin and O'Brien had assured them that they wanted to cooperate with the people in the development of the country and would stretch the business conditions that must govern railroad construction to do it.

Vice-president Calvin of the Southern Pacific, has signified his intention to visit Coos Bay at an early date and when he makes the trip, he will, upon personal invitation from General Manager J. E. Oren of the C. A. Smith Lumber and Manufacturing Company, come on the Nann Smith.

The Rev. Father E. Donnelly said that he knew personally that General Manager O'Brien was desirous of visiting Coos Bay and that he was more than favorably impressed with the reports of the country that he had heard. He said that he had written Mr. O'Brien, whom he knows personally, asking him to come and he hoped he would. Father Donnelly urged that the movement to secure the railroad be continued to be pushed vigorously.

C. J. Mills Talks.

The brief talk of C. J. Mills, the vice-president and general manager of the Southern Pacific interests on Coos Bay, was of special interest. Mr. Mills said that he believed the conference had done much good and he regretted that Mr. Harriman, Mr. Calvin or Mr. O'Brien could not be present and meet the citizens of Coos Bay. He paid high tribute to the three men. In this connection, he said that he wished the people here to remember that the Harriman interests are now and have been doing much for Coos Bay. He spoke of the improved railroad and steamship service that Coos Bay is now being given. He also said that it would probably be a surprise to the people of Coos Bay to know that the steamship Breakwater is being operated between Coos Bay and Portland at an actual loss, that it had lost the owners in the neighborhood of a half million dollars in the time it has been running out of here. He said that he hoped the railroad would come soon; that there must always be a time of seeding and cultivating before the harvest, and this might be still the time of seeding and cultivating.

Kinney Grows Enthusiastic.

The talk of Major L. D. Kinney, who has been one of the best known citizens of Coos Bay during his six years residence here, contained some

surprises. Major Kinney said that the difficulties under which he had recently been laboring were nearly over. He said that he had arranged to build a railroad from Coos Bay to Boise, Idaho, and that already \$1,000,000 in bonds had been floated and that he would turn over his property on the Bay and his terminal rights to the company within twenty days and secure money with which to meet all of his personal obligations. He said the road would be built within three years. He paid great tribute to Coos Bay and its possibilities and said that one reason why Coos Bay was being held back was on account of the jealousy of Portland and San Francisco. Mr. Kinney said the railroad would greatly benefit him personally as he has 16,438 lots near the water front for sale.

He said that he would give \$1,000 towards supporting the Chamber of Commerce the coming year in four quarterly payments of \$250 each.

Get Railway Data.

Messrs. Dr. E. Mings, J. E. Oren, Wm. Grimes, L. J. Simpson, F. S. Dow and Peter Loggie were named as a committee to gather data on the possible freight tonnage out of Coos Bay. This data will be turned over to Mr. Harriman's representative when he comes. Mr. Loggie said that Warren Reed of Gardiner was aiding in securing data on the business of the Umpqua valley.

Bring Dredge Here.

President McCormac during the meeting announced that the new government dredge Oregon would be towed to Coos Bay by the tug Astoria which is now at Grays Harbor, Wash. The Astoria is owned by L. J. Simpson. Major McIndoe was unable to engage a Columbia river tug to tow the dredge down and appealed to Mr. Simpson who agreed to have the Astoria make the trip. It is expected that the tug will leave Portland with the dredge in tow, about September 16.

Captain Larson of the bark Chelalis left today to pilot the Astoria with the dredge down the coast to Coos Bay.

LIBRARY WILL BE HELD BACK

Committee Decides Not to Ask
City Council to Fix Levy
at Present.

A meeting of the Library Committee was held a few days ago in the office of J. M. Blake, and the treasurer, Mrs. H. Sengstacken, reported a total of cash and subscriptions to date amounting to \$2,228.10.

This is considered a splendid showing as no systematic canvass for funds has yet been made. The committee believes it would be a comparatively easy matter to secure the remaining subscriptions necessary before asking the city council to levy

LARGE NUMBER LEAVE TODAY

Breakwater Sails For Portland
And M. F. Plant For San
Francisco.

The Breakwater sailed about noon today from Coos Bay for Portland with a large number of passengers and a fair cargo of freight. The usual passenger traffic was augmented by the travel to the State Fair at Salem which opens next week.

Among those who sailed on the Breakwater were the following:

J. C. Marshal, Mrs. S. S. Simpson, Mrs. M. Hutchison, R. A. Hutchison, Gladys Roberts, Wm. Klahn, Mrs. Wm. Klahn, John Walsh, Mrs. John Walsh, Mamie Walsh, Mrs. Weiser, H. H. Diekerson, Adria Oullette, Mrs. Oullette and five children, Max Welch, A. R. Welch, Mrs. A. R. Welch, Geo. Thomason, Mrs. Geo. Thomason, Anton J. Anderson, M. Wilson, Miss A. H. Ferry, J. L. Ferry, Thos. Hodges, P. Mullahy, Miss Florence Boden, Mrs. F. E. Boden, F. E. Boden, C. J. Lota, F. Kuhnel, L. J. Watson, Carl Ericson, Ed. Malone, Ed. M. Ashcom, Mrs. A. Fielder, Capt. D. L. Ames, Geo. I. Weldin, D. C. Bogart, R. L. Dugan, J. P. Stemler, Norman Stemler, Cecil Stemler, Claus Neilson, Gust. Magnuson, Gust. Pierson, Ed. Ericson, Carl Nelson, George Lawrence, E. Coutts, Dr. L. G. Johnson, R. H. Connerly, B. F. Chandler, T. E. Dow, Elmer A. Todd, F. S. Lambertson, Blanche Fox, Mamie White, Joe Tott, Nestor Helm and F. W. Schroeder.

M. F. Plant Sails.

The M. F. Plant sailed early today for San Francisco with good freight cargo and a large number of passengers. Among those sailing from Coos Bay were:

G. E. Weaver, E. A. Payson, Chas. Burges, J. A. Bernstein, Herbert Lockhart and wife, A. Vincent and wife and two children, H. R. Clauson, M. F. Dickson and wife, H. W. Skinner, Miss Elizabeth Kaufman, Mrs. C. H. Duke, Mrs. G. A. Wilstad, Grace Dietz, Mrs. A. Nelson, Miss Fairmon, I. J. Thompson, A. Johnson, W. A. Hills and wife, and eight steerage.

a one mill tax for the maintenance of the proposed library, but as so many extensive public improvements are now contemplated or in progress, they do not feel justified in asking for a further expenditure of public money at this time.

They think, however, as all intelligent citizens do, that a public library is a necessity which will soon be demanded by the people in general, but that during the present well-nigh universal financial stringency it can be left in the background for a brief period.

Coat sweaters for children and misses, at Ladies Emporium.

ANOTHER VIEW OF QUESTION

NORTH BEND MAN ALSO TAKES
ISSUE WITH PRO BONO PUBLI-
CO — SHOULD ENCOURAGE
RAILWAY.

To the Editor of The Times:

I noticed an article in the Times of the 8th instant, signed "Pro Bono Publico" in which the writer, in attempting to describe the Drain, Coos Bay railway situation, places Mr. E. H. Harriman in the light of a bunco steerer. I do not think there is a fair minded man on Coos Bay who doubts that when Mr. Harriman gave orders to build the Drain, Coos Bay line that he intended to commence construction, and to work continuously until the road was completed. If his object was simply to prevent other roads from coming to Coos Bay, surveys and purchase of right of way would have been amply sufficient. Was it necessary, or is it reasonable to suppose that thousands of barrels of cement would have been bought and stored along the line of the road, if it was not the intention to use it? Is it reasonable to suppose that the structural steel for all bridges between Drain and Scotsburg would have been landed at Drain, if the object was simply to fool somebody; such an idea is simply ridiculous. Upon the other hand, there was every reason for suspending construction, difficulties with contractor Loss, who was unable to comply with the terms of his contract, the scarcity and unusual high price of labor, and last, but not least by any means, the antagonism met with on Coos Bay. The inhabitants of this portion of the universe may as well understand that if Coos Bay ever expects to have railway connection with the outside world, it will never be secured by calling Presidents of railway corporations, arch railroad manipulators and fakers, and when a railroad is built to Coos Bay, the officials of the road will not call a mass meeting of citizens and request them to establish grades, indicate route to be adopted and fix the location of their bridges. Coos Bay has almost reached the limit of her growth without a railroad. Let the people consult their best interests, and when overtures are made by those who are financially able to do something for us that means our commercial salvation, they should at least be accorded courteous treatment.

F. H. BRIGHAM,
North Bend, Ore., Sept. 11, 1908.

Try Brown's Sweet Lavender Cream for sunburn, chaps, etc. You will be delighted.

Modern STORE FRONTS installed by City Front Planing Mill Company. See us for estimates.

Just as good as others is not the motto of Smith's Cafe, their Sunday dinner is THE BEST.

Steel Ranges

From \$26.00 to \$45.00

Cook Stoves \$9.00 and up

Heating Stoves All Kinds and Sizes
For Wood and Coal

OIL HEATERS

Milner's Hardware

Say Ladies!

Do you know that in the history of Marshfield there never was as nice work being done on shirt waists and skirts as we are doing at the present time?

Remember too, that your nice waists and skirts are strictly hand washed.

Marshfield Hand and Steam
Laundry

J. B. HIBBARD, Manager
PHONE 2291

T H E A T R E

The Iles Company

North Bend Every Sunday
Myrtle Point Every Monday
Coquille Every Tuesday
Bandon Every Wednesday
Marshfield Every Friday and Saturday

This Week—Beginning Sept. 7
The Great Circus Play

"UNDER THE LION'S PAW"

Next Week—Beginning Sept. 14

"THE GIRL AND THE GAMBLER"

TICKETS 25c, 35c and 50c