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ROCHESTER, N.Y.

THE BIG STORE

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PORT OF COOS BAY

LOOKING FORWARD
By H. C. Diers

THE REASONS WHY THE Marshfield and North Bend Chambers of Commerce, and the Oregon and Idaho Development Congress as organizations stood for, fought for, and spent their money for a new port law are set out in this article.

Here we have Coos Bay. The broad Pacific is before us—a thoroughfare which admits of no tolls, no restrictions as to draft of vessels.

By this route 95 per cent of the commerce coming from Coos Bay is taken.

The two most insistent demands of modern commerce are for low grades by rail on land to a port, and deep channels from the port to the sea. Delinquency in those respects, is a multiplied handicap to any locality, for commerce, more obstinately than anything else, follows lines of least resistance.

In these days of sharp competition, the number of loaded cars that an engine can haul to the warehouses, and the draft of vessels that a channel will permit to put this tonnage from these warehouses afloat on the ocean, are the factors that decide whether or not a city will be built at or near those warehouses.

If any ambitious locality is deficient in this—which Coos Bay is—that deficiency must immediately be overcome, or some other locality will gather the fruits in.

And, in looking for a remedy natural advantages do not count unless they are complete. The law of averages does not apply to a channel. It must be deep at all points, and especially at its junction with the sea.

It matters not that freight can gravitate down stream to a certain point, if it runs against a shoal there, and the consumer is further on.

In these times, the race is to the swift, and when any locality realizes its disadvantages it should overcome them at once, and with its own hands.

To overcome the disadvantages which we have on Coos Bay and to remedy them with our own hands, we must have the port law—which we now have as a lever, and the organization of the Port of Coos Bay the fulcrum to put under the heel of that lever.

We can learn in this respect, from other localities where port organizations are in force and where artificial harbors are made, and where natural harbors are in the wrong places.

But these localities, some of which are here on our own coast and others are far away; and, with only this general reference to them, I will come down to the local situation, which is plainly before our eyes.

According to the last report of the Chief of United States Engineers, we find that Uncle Sam has actually taken from the taxpayers of this nation the sum of \$950,000 to make a harbor for us so that we can get our products out and make our real estate valuable. We are not satisfied with this, but we buckle on more Coos Bay nerve and ask Uncle Sam to dig into the pockets of the taxpayers of this nation again and give us another million dollars so that we can get forty feet on the bar and dredge out the harbor for us so that our products and real estate may still become more valuable.

We did not get that million dollars that we asked Uncle Sam to dig up, but he was kind enough to present us instead with a hundred thousand dollars dredge and \$25,000 to operate it with, and a hint that if we expected to keep this big machine on the Bay we must come through with a little money to operate it with for the next few years. Uncle Sam also advised us that there is more water on the bar than in our harbor channel and if we want him to come through with that million dollars for a jetty to get forty feet on the bar, we must get busy and help him improve the harbor as he is getting tired of using the money of the taxpayers of this nation to improve our harbor with. We told him that we were a part of those taxpayers and were standing our share in the improvements of other harbors and naturally expected the others to stand their share in the improvement of our harbor.

But he answered us by referring to the harbors of San Pedro, San Francisco, Eureka, Portland, Grays Harbor, Seattle, Tacoma, Galveston and others, where the local taxpayers through port organizations and municipalities furnish funds to help make harbor improvements and that he is very liberal in furnishing funds at these localities on account of their helping themselves and that we better get into the band wagon and help pay for the music if we want 40 feet on the Coos Bay bar.

Uncle Sam also advises that if we expect him to help us make a great seaport here that the harbor control should not be divided among several municipalities.

The Port of Coos Bay will afford such control, and the harbor made available for the accommodation of the rapid-growing commerce of this section.

The importance of having the control of the Coos Bay harbor under one organization is obvious. It will give to the entire territory included in the proposed port the privilege of sharing the benefits which will accrue from the improvements made.

The harbor being the first consideration, the next is the resources back of it. The volume of its commerce measures the size of the city. Manufactures which make commerce are the logical results at a trade, center of easy channels of distribution and abundant raw ma-

terials. Coos Bay is possessed of the raw materials that go toward the building of a great city but lacks the easy channels.

The Coos Bay country has according to C. A. Smith's statement, ten per cent of the standing timber of the United States, that means one hundred billion feet. To log and cut it into lumber and lead it on a vessel requires seven dollars to go for labor. That means, that labor will get seven hundred million dollars when this timber is all cut up.

Pat Hennessy says that we have tributary to Coos Bay seven hundred million tons of coal that can be mined, and for every ton of this coal that is mined, labor gets one dollar a ton. This is another seven hundred million dollars that labor gets when the coal is all mined.

It is immaterial who owns the timber, or who owns the coal, or where the profits from these resources go to so long as they are operating the amount paid labor, will be enough to build a city on the shores of Coos Bay, that will be the equal to any city on the Pacific coast. But to induce capital to manufacture the timber into the finished product and mine the coal, we must prepare a harbor into which the largest tramp steamer on the ocean can come in and take these products to the markets of the world without a handicap. The Nann Smith, the largest lumber carrier coming into Coos Bay, has a capacity of 3,000,000 feet but she only takes 1,500,000 feet at a voyage. Why? Because she is resisted by shoals in the channel.

She costs the owners including her equipment a quarter of a million dollars. Her fixed charges for a round trip voyage are \$3,000 or two dollars per thousand feet of lumber carried. Now if she could carry 3,000,000 ft. instead of half, it would be one dollar per thousand feet instead of two as is now the case. That one dollar saving means the selling of more lumber because they have that extra margin to go on to meet their competitors in the world's markets from other lumber ports. L. J. Simpson says that if tramp steamers with a carrying capacity of from 3,000,000 to 4,000,000 feet could come into Coos Bay, lumber would be shipped from Coos Bay to the Orient, South Africa, Europe, Mexico, Peru and Valparaiso.

Every time a vessel takes a cargo of lumber over the Coos Bay bar on to the high seas, it leaves behind from \$7,000 to \$15,000 which goes into the pockets of labor. This is absolutely new money put into circulation here just as much so as though it was dug out of a gold mine here.

It's the aim of the proposed Port Organization to make the channel so deep with the aid of Uncle Sam that several of these cargoes can go out over the bar every day and put that much more money into circulation. This also applies with the same results to the coal industry.

With the coming of a transcontinental railroad from Boise to Coos Bay and the completion of the Panama canal and the Port Organization permitted—with the aid of the government—to create a harbor here, in less than five years large ships from Europe and the Orient will be passing through the Panama Canal and unloading their cargoes at Coos Bay for distribution over a vast inland empire. They will take back with them in return lumber and wheat.

The transcontinental railroads will no longer carry goods from sea to sea, but will be the great arteries to supply the interior towns from the seaports. Coos Bay will be one of these great seaports. Coos Bay and the Central Oregon country back of it is the only unexploited region in the United States, that's drawing attention of the people now and when once fully turned toward it they will appropriate it with a vim to equal anything yet known on the continent.

We should remember that every moment of delay gives the seaports to the north and south of us, opportunity to eat into our resources back of us, leaving us to hold the unfinished harbor. Therefore nothing should be put off until tomorrow, for tomorrow never comes.

The spirit that should be rampant next Monday cannot be better expressed than in the words furnished years ago by a sincere booster of the old school of boosters.

"In this giddy game of fortune, be it man's or be it town's

Fate can easily be conquered never matter how she frowns,

If we all catch on together, absolutely bound to win,

Or, as the street phrase has it, "If we all stand in."

"Stand in"—yes, that's the Shibboleth

In unity is strength,

Let's make the port unanimous, combine and get our depth,

Declare hard times a fallacy, face the future with a grin,

And, in resultant happiness,

We'll all stand in on the Port of Coos Bay next Monday."

Great Special Clothing Sale

Will be continued all this week. Don't miss this opportunity to secure bargains in Spring and Summer suits and save money.

ALL OUR \$23.00 SUITS WILL BE SOLD FOR ONLY...	\$18.75
ALL OUR \$22.50 SUITS WILL BE SOLD FOR ONLY...	\$18.85
ALL OUR \$20.00 SUITS WILL BE SOLD FOR ONLY...	\$15.00
ALL OUR \$18.50 SUITS WILL BE SOLD FOR ONLY...	\$13.00
ALL OUR \$15.00 SUITS WILL BE SOLD FOR ONLY...	\$11.25

The BAZAR

CENTRAL AVE.

HOUSEWIVES

Do you want to know about a wonderful new time, health and money-saving kitchen convenience?

Then you should see the complete line of "1892" Pure Spun Aluminum Cooking Utensils now on exhibition at your dealers.

This ware is guaranteed by the makers for 25 years. It is absolutely pure, wholesome and thoroughly hygienic, will not crack, scale, peel, break, rust, tarnish, scorch or burn.



It is light weight, easy to handle and easy to clean; makes kitchen work a delight instead of drudgery; saves your money, time, fuel; protects your health against metal poisoning and serious troubles resulting from chipping of small particles into the food, which is one of the dangers from the use of the old style enameled wares.

You buy patent carpet sweepers, egg-beaters, dish-washers, clothes-wringers and many other time and labor saving conveniences, but there is nothing that will prove a greater practical household blessing than the "1892" Pure Spun Aluminum Ware.

Lose no time in seeing for yourself what it will do. Your money back if this ware fails to do what is claimed for it.

For Sale by J. H. MILNER

Malthoid Roofing

Mr. C. H. Wagner, Gen. Mgr. Russ Lumber Co., San Diego, Cal., U. S. A., writes as follows: "A fire occurred during the night of August 17th and was not discovered until morning. Blaze had died out as the roofing would not ignite. This roof is covered with your Malthoid Roofing. We consider that the resistance of the Malthoid Roofing stopped the blaze and saved the plant."

The Paraffine Paint Co. San Francisco California
C. E. NICHOLSON, Local Distributor