

BUSINESS TAX IS PROPOSED

(Continued from page 1.)

week yet. Mr. Savage said Mayor Straw would be back within the time.

Broadway Improvement.

The criticism of the Broadway improvement which has been indulged in for the past week or so was quickly settled last night. The question of whether or not the street was being improved to the established grade was brought up, some claiming that it was not. Councilman Savage said that the city engineer had informed him that the specifications for the work merely required that the street be filled to height of six feet from the marsh and the plank be laid on the fill, nothing being said about an established grade. In fact, Mr. Savage said, the grade had been established only on part of the street.

F. M. Friedberg entered a protest relative to his assessment for the Broadway improvement, claiming that he had been assessed too much. He presented figures and data from the official plat of Railroad Addition to substantiate his claim. City Engineer Sandberg said that the official plat was wrong in a good many ways and that the errors might be in it instead of the assessment roll.

The question of the width of Railroad avenue—whether it should be seventy-five feet, eighty feet or seventy-one and a fraction feet was also brought up. No action was taken on either Mr. Friedberg's protest or the Railroad avenue matter, the city engineer being instructed to investigate and report to the next meeting of the council.

Other Business.

Marshal Carter was instructed to notify Dan Campbell that he must remove the piling that interfered with the Eastside ferry slip, Councilman Nelson reporting that Mr.

Campbell had three piling driven in the street. Mr. Nelson also reported that the slip would be completed soon if Mr. Campbell was compelled to remove the obstructions.

Walter Condon was informed that he could go ahead with his contract for grading North Cedar street, now North Broadway. The grade is to be changed but this can't be done until there is a full council, and Mr. Condon was anxious to go ahead with the work. As he has considerable dirt to move before he reaches the proposed new grade, he will go ahead with the work.

Hugh McLain was ordered paid the balance due him on the Baines street sewer. He was to take part of his pay in bonds, but these can't be issued for a time.

The question of settling for the Cedar street work was brought up again by Mr. McLain. He said that he wanted his money and wanted to know what was being done to collect the deficit assessment. He was informed that nothing had been done since Councilman Sachli reported that he had nothing coming to him. The council decided to investigate the matter again.

The council also decided to immediately begin an investigation to straighten out the North Cedar street assessments.

Councilman Coke said that as the Railroad Company is getting lots of common labor at \$2 per day, he didn't think the city should pay \$2.50 per day for street cleaning work. President Savage said that if men could be obtained for \$2 per day, they should be hired.

City Attorney Snover was instructed to investigate and see if the abutting property owners could be required to pay for the construction of the approach on Queen avenue to Broadway. This was to have been paid for out of the steamers license fund but as the latter ordinance was held invalid, there is no money in that fund to meet the expense. Unless the abutting property owners are required to pay it, the current expense fund will have to stand the cost.

FAVOR BOISE COOS BAY ROAD

(Continued from page 1.)

sea and better route to Portland and San Francisco.

"4th. It will be connected with systems of electric lines electrifying the Willamette Valley in Oregon, and Snake river Valley in Idaho.

"4th. It passes through a territory rich in minerals, coal, timber, stock and grain products and fruit.

"6th. We reach the greatest irrigation sections of two states.

"7th. We establish wholesale centers at points of intersection and terminus in three states.

"8th. We open to market the timber of the Cascades.

"9th. We open to settlement the valleys of Harney, Crook, Lake and Klamath in Oregon, all of which are bigger than many states.

What Have We to Offer.

"In timber we have 100,000,000,000 feet in the counties of Lane, Curry, Douglas, Klamath, Lake, Crook and Coos counties.

"In coal we have 400 square miles estimated at 800,000,000 tons in Coos county and we have three times the area of Coos coal in Curry county.

"In stock we have 45,918 head of horses, 215,549 head of cattle and 572,720 head of sheep more than one-third of that raised in the state.

"In railroad mileage and taxation we find our taxable property is represented by but \$5,000,000 less than is that traversed by the O. S. L. and O. R. & N. in Oregon, and that the mileage of these companies is 800. Give us 800 miles of road and we will build from Coos Bay well towards Butte, Montana.

"In fruit we estimate that we raise annually \$760,000 of the \$2,875,000 raised in Oregon.

In the Different Counties.

"Malheur shipped 320 cars of horses and cattle in one month, and raises annually 4,000,000 pounds of wool for shipment.

"Coos county has tonnage for 1,000 vessels each year and would have products and manufacturing for a railroad from those 1,000 vessels that would unload for the markets of the United States. She annually ships 2,500,000 pounds of dairy products, besides her immense lumber and coal shipments.

"Douglas county offers \$2,000,000 worth of products for shipment in lumber, live stock, wool, mohair, poultry, eggs, salmon, hops and dairy products.

"Josephine county saws 20,000,000 feet of lumber each year.

"Klamath county is opening to irrigation by government project 200,000 of land, saws annually 1,000,000 feet of lumber and has considerable live stock.

"Lake county offers the annual increase from 300,000 head of sheep and 20,000 head of cattle for shipment annually, and with railroad would be open to immense irrigation projects.

"Crook county has a large acreage under irrigation, and is devoted to live stock, being one of the largest producers and shippers in Oregon.

"Harney county offers to a railroad 1,200 square miles of valley land, an immense irrigable section, and thousands of head of stock for shipment.

"Lane county is one of the ten richest counties in Oregon, would be a connecting point for river and rail transportation going north and south, is one of the largest shippers of lumber, and raises immense crops of fruit, grain, vegetables, hops, etc.

Idaho's Prospects.

In Idaho we find these statistics: Assessed valuation \$115,680,056. The counties traversed supporting our railroad: viz. Canyon, Ada, Boise, Idaho and Lemhi on a direct line, and Owyhee, Custer and Washington, which will be large feeders, represents one-third of the grand total of Idaho's taxable property.

"Under irrigation we find one-third of the irrigated land of the state in these counties: placed at 367,816 for the first group and enough to make 570,000 acres combined.

"Agricultural statistics find Ada, Boise, Canyon, Idaho and Lemhi with 3,141,000 bushels of wheat, 3,828,205 bushels of oats, 252,831 tons of alfalfa hay, 1,871,000 bushels of fruit and 432,658 bushels of potatoes raised annually during an average year.

"The railroad valuation of the counties above named is but one

EXTRAORDINARY SALE OF DRESS GOODS

Nothing to equal it in the annals of bargain days. Greatest money-saving event ever introduced to public

20c Printed Lawns, Swisses and Dimities 12 1-2c yd

Lawns, Swisses and Dimities, this year's best patterns, in blue, pink, lavender, red and black, floral and conventional designs for this special occasion.

the yard 12 1-2c

25c Mercerized Lawns and Swisses 15c yd

Sheer Dress fabrics with mercerized stripes and figures, all floral and conventional designs, suitable for Summer Dresses and Gowns, usual price 25c the yard for this special occasion.

15c

35c Sheer Dress Materials, suitable for evening gowns 19c

Beautiful New Dress Materials, in figured mulls and sheer effects, all have a full silk lustre and well adapted for gowns and evening dresses.

the yard 19c

50c Mercerized Waistings and Sheer Dress Materials 35c

Silk Crepes, in blue, old rose, pink, canary, ecru and light blue, also mercerized mulls and dimities in beautiful conventional designs sold from 56c to 60c the yard.

sale price 35c

25c French Gingham 32 to 36 inches wide 18c yd.

25c Duck and Crash Suitings 9c yd

Duck and Crash Suitings, also Piques suitable for Skirts and outing suits, a good heavy, serviceable cloth, goods that will wash and wear. Not a yard of it sold less than 25c.

special sale price 9c

Regular \$1.25 Value Messaline Silk 79c yd

Messaline silk in all the latest shades of Blue, Green, Pink, Old Rose, Red, Lavender, and etc., best quality and most desirable for evening gowns. For this special occasion

79c yd

Remaining stock of ladies' tailored suits and tub clothes to be closed out at greatly reduced prices. The big store

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Are You on the weigh? Call at The Busy Corner.

WE PAY MORE

Attention to fit, finish and quality of our men's clothing than most stores and consequently give unusual values. All we ask is that you make us prove it. Come in and see

SUITS---\$12.50 to \$25.00

The BAZAR

CENTRAL AVE.

Malthoid Roofing

R. P. Grant, a baker of Visalia, Cal., U. S. A., writes: "During the time I have used Malthoid Roofing, my bakery has been damaged by fire on four occasions, which was communicated from the outside. In none did the fire reach the interior through the roofing, although subjected to terrific heat. Through Malthoid's efficiency as a fire protector, I have been saved many thousands of dollars."

The Paraffine Paint Co. SAN FRANCISCO CALIFORNIA
- C. E. NICHOLSON, Local Distributor

tenth of the valuation of the roads of the state. These counties represent one fifth of the taxable valuation of the state.

"Of the population placed at 360,000 people we find 22,500 in Canyon county, 29,000 in Ada, 5,950 in Boise, 18,500 in Idaho, 5,925 in Lemhi, 5,250 in Owyhee, 14,250 in Washington, and 4,050 in Custer, which gives us between one-third and one-fourth of the population of the state.

Summarizing We have.

"These figures show enough tonnage to support a railroad to the coast because much, yes a half of the freight and passenger service will come that way. We connect with the Great Northern and Northern Pacific at Butte and with the ocean at Coos Bay and the consequence would be that much through freight would be routed over this line if built. The local traffic would, to a great extent, be over this line. We can figure on a basis of one-third of the business in Idaho territory and we carry 3,600 cars of cattle and sheep; add to this an equal number of cars for lumber, grain, hogs, horses, dairy products, whole-sale shipments wool, beets, etc. Turning to Oregon we find in three of our counties alone 2,040 cars of lumber, at least 1,500 cars of stock, all the coal needed in the west, besides much local and through trade. Thus it seems to us that, in comparison to the other railroads, paralleling rivers and other railroads as they do, we have as much, yes, more freight and passenger traffic coming through a central Oregon and Idaho railroad than can be found along any one of the present lines of railroad in these states."

"EASTSIDE" is a winner.

WE DO REPAIRING AND ALSO DARN THE SOX FREE.



PHONE 571

FINANCIAL

A DOLLAR SAVED is a DOLLAR MADE
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Assets Over Half Million Dollars.

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