

First cost is sometimes false economy

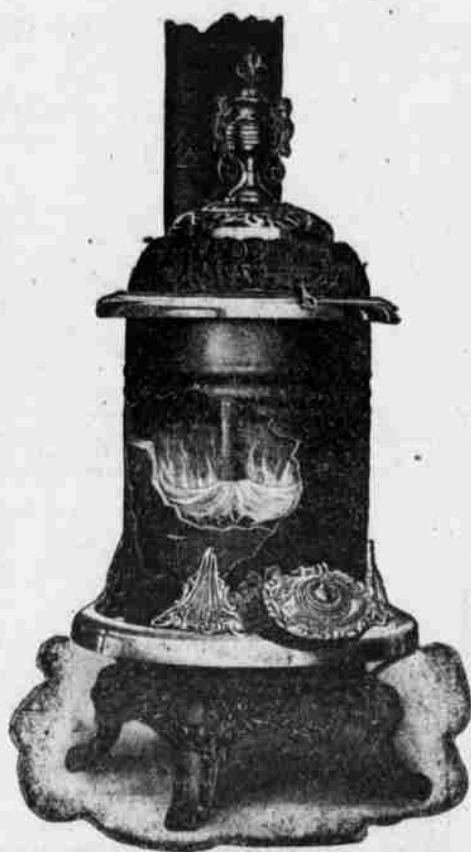
You wish to cut your house bills, Mrs. Housewife?
We're right here to tell you how you can save 1-3
on your fuel bill this winter.

Cole's Hot Blast Heaters

will do this. Call in and let us explain to you the
many points of superiority and the scientific basis
on which this is done.

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You Furnish the Girl—We Furnish the House

BLANKETS and COMFORTERS

We carry a full line of these chilly weather
conveniences as well as the

Mattresses and Bedsteads

that go with them. We can give you a low
price on these articles as well as anything in
the furniture line.

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FRONT STREET MARSHFIELD



Clearance Sale BEGINNING

SATURDAY, OCT. 16

And continue for ONE WEEK. Best bargains ever
offered for everything in the Jewelry line. Will be
to your special interest to investigate.

Carleton Jewelry Company

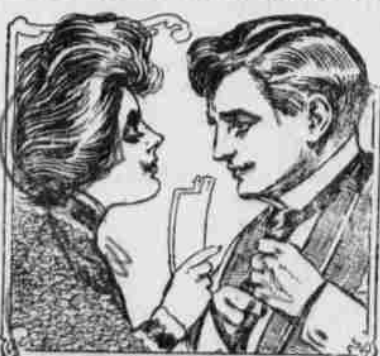
FIRST TRUST AND SAVINGS BANK BUILDING, OPPOSITE
CHANDLER HOTEL, MARSHFIELD, OREGON.

A WANT AD WILL SELL IT FOR YOU

CURED HAY FEVER

AND SUMMER COLD
A. S. Nusbaum, Batesville, Indiana, writes: "Last year I suffered for three months with a summer cold so distressing that it interfered with my business, I had many of the symptoms of hay fever, and a doctor's prescription did not reach my case, and I took several medicines which seemed only to aggravate it. Fortunately I insisted upon having Foley's Honey and Tar. It quickly cured me. My wife has since used Foley's Honey and Tar with the same success."—RED CROSS Pharmacy, (John Preuss, Prop.)

YOUR WIFE WILL TELL YOU



WHICH IS THE BEST LAUNDRY TO PATRONIZE. SHE KNOWS HOW YOUR LINEN OUGHT TO LOOK, AND WHEN SHE SEES FRAYED COLLARS, CUFFS, AND SHIRT-BANDS, SHE KNOWS THAT YOU ARE GETTING POOR WORK. WE CLAIM TO DO THE FINEST LAUNDRY WORK IN THE LOCALITY, AND THERE ARE SCORES OF WIVES WHO WILL GUARANTEE OUR CLAIM. IF YOU WANT YOUR LINEN ALWAYS TO LOOK SPOTLESSLY WHITE AND CLEAN, AND IN THE BEST OF CONDITION WITHOUT PAYING FANCY PRICES FOR THE WORK, SEND TO US.

COOS BAY STEAM LAUNDRY
PHONE 57-J

For indigestion and all stomach trouble take Foley's Orino Laxative as it stimulates the stomach and liver and regulates the bowels and will positively cure habitual constipation.—RED CROSS PHARMACY, (John Preuss, Prop.)

LOCAL ROAD LOST MONEY

COOS BAY, ROSEBURG AND
EASTERN RAILWAY'S ANNUAL
REPORT SHOWS DEFICIT OF
ABOUT \$123 LAST YEAR—OTH-
ER RAILWAY NEWS.

SALEM, Ore., Oct. 23.—The annual report of the Coos Bay, Roseburg & Eastern Railway & Navigation Company shows that company to have suffered a loss for the past year of \$123.53. The income of the company was \$15,775.85. The expenses amounted to \$113,949.98. Revenue received from operating the road, \$143,125.87. Taxes, \$5,095.78; interest on the funded debt, \$37,500; other interest \$1,783.62.

ELECT CHANDLER PRESIDENT.

Capital of Bandon Railway Is Increased.

BANDON, Ore., Oct. 23. — At a meeting of the stockholders of the Bandon-Port Orford Railroad Company at Bandon the capital stock of the company was increased from \$5,000 to \$500,000, the increase of stock being for the purpose of building the line. New directors and officers were elected, the following being chosen as directors: W. S. Chandler, Steve Gallier, R. H. Rosa, S. D. Henderson, E. Dyer. The officers are W. S. Chandler, president; S. Gallier, chairman board of directors; E. Dyer, vice-president; C. R. Wade, secretary; S. D. Henderson, general manager, and R. H. Rosa, treasurer. An order was issued that the directors should proceed with clearing the right of way during the winter so that the work of construction can be undertaken early in the year.

WILL EXTEND LINE.

Local Railway After Strategic Points Near Myrtle Point.

The Myrtle Point Enterprise says: "Surveyor Whereat of the Coos Bay, Roseburg & Eastern, was up Tuesday surveying over the grade that extends from the turn table toward the south, about a mile up the river. It is said that the company is planning to extend the line up the river a distance of about three miles. The report has it that the extension is to be made for the convenience of getting gravel from the various bars along the river, but it is considered possible that the building movement toward Roseburg is being made to hold strategic points from threatening rivals and perhaps with the intention of completing the line through to the Douglas county city. It is certain that the officials of the company have recently taken an interest in the country lying above Myrtle Point and the activity of other companies in the same territory with surveyors in the field is considered sufficient incentive to provoke the activity of the owners of the present railway line. A carload of scrapers will be sent up from Marshfield, which indicates that active work will commence at once. The company owns a right of way for some distance up the river, and an extension of three miles would bring the road to near the junction of the Middle Fork and South Fork rivers."

THE WAKING YEAR.

A LADY red upon the hill
Her annual secret keeps
A lady white within the field
In placid lily sleeps.
THE tiny breezes with their brooms
Sweep vale and hill and trees.
Prithvi, my pretty housewives,
Who may expected be?
THE neighbors do not yet suspect.
The woods exchange a smile—
Orchard and buttercup and bird—
In such a little while.
AND yet how still the landscape stands,
How nonchalant the wood,
As if the resurrection
Were nothing very odd!
—Emily Dickinson.

Have you lost anything?
Try Times' Want Ads.

LEAVE BAR IMPROVEMENT TO COMMITTEE TO INVESTIGATE

(Continued from page 1.)

federal aid could be secured. He said that to change it would be necessary to get congress to order a new survey of the bar by the engineers, a report from the engineers and the approval of the War Department. Even if this would be secured and it would take years to secure it, what assurance has anyone that the engineers would not report again in favor of the bar dredge and then after months or years of delay, Coos Bay would be in the same status it is today. He said that the report of the engineers now is such that if the bar dredge is demonstrated to be a failure here, why then the appropriation for the jetties can be secured.

Peter Loggie took pretty much the same view of the matter as Mr. Bennett expressed.

C. A. Smith Talks.

C. A. Smith approved of the expressions of J. W. Bennett and Peter Loggie. He said he had taken the matter up with the chief engineer's office in Washington while in the national capital last December and said that in his opinion, it would take a long time to secure a change in the present plan for improving the bar and that the lapse of time would be damaging to the harbor. Furthermore, he said that it was quite doubtful if congress would order a new survey after one had just been made simply because the engineers' report of the improvements needed did not coincide with views of people here. Relative to Portland dominating the Oregon congressional delegation and this way exerting every effort to obtain all possible government appropriations for improving the Columbia river, he urged that Coos Bay pursue a conciliatory course. He said that Coos Bay was not large enough and did not have sufficient votes to be able to utilize politics in forcing assistance. In such a case, he said he believed it to be merely good policy to take "a half loaf when a whole one could not be secured." He said he had personally taken up Coos Bay's needs with Senator Perkins of California and the latter had promised him to give every possible aid to Coos Bay but he said Senator Perkins had informed him that the initial step should be taken by an Oregon member of congress. He was of the opinion that if the bar dredge does not prove a success that the appropriation for the jetties would be shortly forthcoming. At any rate, he thought it inadvisable to incur the delay of attempting to change it now.

G. A. Bennett Talks.

G. A. Bennett was pronounced in his opposition to the bar dredge plan, repeating the arguments he has advanced recently in articles on the subject. He said that he was certain of its failure and would like to know why the government engineers insisted on foisting such a thing on Coos Bay. He said that if it was impossible to secure a change from the bar dredge to the jetty plan now, he thought it was up to Coos Bay to at least insist on the \$500,000 appropriation proposed for the bar dredge to be granted for repairing the jetty. He said that the success of the jetty had been demonstrated here when first built—the government engineers' estimate being two hundred per cent higher than the amount really necessary to do the work.

Mr. Bennett said that anyone who suspected that a bar dredge might be a success should talk the matter

over with Magee who has operated a bar tug here for years. Or better still, Mr. Bennett said, they should go out on the bar and over the sunken end of the jetty and see the amount of sand that is being carried in there. He said that a bucket lowered near the sunken jetty and pulled up will often be half filled with sand. The idea, he said, of a dredge being able to pump out the sand was scarcely worthy of consideration.

I. S. Kaufman spoke against the bar dredge and wanted a committee sent to Portland to confer with the congressmen and Engineering Department, arguing against it and to send a committee to Washington to appear before the rivers and harbors committee if necessary.

R. O. Graves' Plan.

R. O. Graves also spoke against the bar dredge plan and advocated the idea of going over the heads of the Oregon congressional delegation and the Engineering Department and appealing direct to the Rivers and Harbors committee to secure the change. He said that he had taken the matter up with eastern congressmen, personal friends of his, and they had promised aid if necessary. He said they would secure a hearing for Coos Bay's committee before the Rivers and Harbor Committee if the Oregon congressmen would not do so. Furthermore, he said they assured him that it was possible through such an appeal to override the engineers' recommendations.

Peter Loggie approved of the idea of sending a delegation to Washington in behalf of Coos Bay. He also urged that such a committee go armed with reports and data to importance of Coos Bay, the regular federal reports, being a couple of

I. S. Smith said he believed that Coos Bay should oppose the bar dredge project even to the extent of forfeiting an appropriation at this time. He said that Yaquina had accepted the Government Engineers' plan and that after the appropriation had been expended, there was less water on the bar there than before the work was done. And now, the engineers have turned down Yaquina as an impossibility and if it wasn't for the loyalty of the people there who have organized a port commission to improve it at their own expense, the harbor would go without being improved. He urged that Coos Bay unite its political and commercial strength and insist that Portland Chamber of Commerce extend its influence in behalf of Coos Bay.

W. P. Evans Talk.

W. P. Evans, president of the North Bend Chamber of Commerce and chairman of the Port of Coos Bay Commission, said that he thought it was too late for Coos Bay to be protesting against the bar dredge. He said that the time for Coos Bay to have entered its protest was a couple of years ago when the engineers were at work on their recommendations. He said that everything might be spoiled now by seemingly hasty action. In taking the matter up, he said that care should be exercised not to incur the enmity of the Government Engineering Department. He said that if it was possible to lay the matter before the Rivers and Harbors committee of Congress as had been suggested by Mr. Graves, all well and good.

Clarke Ends It.

Finally Francis H. Clarke brought the discussion to a close by moving that the matter be referred to a committee of five, representing the various bodies on the Bay, to be appointed by the chair and who after conferring with the Port Commission should report back to a general meeting next Wednesday evening. In presenting his motion, Mr. Clarke said that the matter should be largely left in the hands of the Port Commission as that body had been organized for just such emergencies as the present one.

CARD OF THANKS.

In this manner we wish to extend our heartfelt thanks to those kind friends and neighbors who came so promptly to our aid during the illness and upon the death of our loved one. And for the many beautiful flowers.

S. S. JENNINGS and family.

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STATUARY

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