

COOS BAY TIMES

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Dedicated to the service of the people, that no good cause shall lack a champion, and that evil shall not thrive unopposed.

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The Coos Bay Times represents a consolidation of the Daily Coast Mail and The Coos Bay Advertiser. The Coast Mail was the first daily established on Coos Bay and The Coos Bay Times is its immediate successor.

Official Paper of Coos County.

OFFICIAL PAPER OF THE CITY OF MARSHFIELD.

HELP FOR A FAIR COUNT.

T HIS MORNING the census enumerators started upon the last six days work of counting the people and of gathering other data called for by the census bureau. In Marshfield two enumerators have only four weeks in which to complete the count.

In many places organized efforts have been made towards aiding the enumerators in getting a full count. In Spokane this was done. Likewise in Seattle, Portland and other places where the people are interested in making a good showing.

In Marshfield little has been done along this line because of an unfortunate misunderstanding, but now that they have signified their intention of accepting aid it should be forthcoming. As it now stands, however, we will have to rely to a large extent upon the enumerators for a fair deal. Upon the zeal with which they do their work will depend Marshfield's showing as to population. Now it will be physically impossible for the enumerators to count everybody. No matter how carefully they may work they are sure to overlook some people. But if people will cooperate with the enumerators and give them all the assistance possible they will be able to make a more complete count than otherwise.

Aid the enumerators.

HILL TO VISIT ROSEBURG.

People There Will Urge Coos Bay Line on Him.

ROSEBURG, May 9.—Word has been received by Dr. A. C. Seely, president of the Roseburg Commercial Club, that Louis Hill and party of bankers and financiers will visit Roseburg in the near future, as the party has started on a trip through eastern Oregon, work around south toward Klamath Falls and finishing the trip by returning to Portland through Medford, Grants Pass and Roseburg.

The following committee has been appointed to take charge of the reception and entertainment of the Hill party upon its arrival at Roseburg as follows:

J. W. Perkins, chairman; H. T. McClallen, F. W. Haynes, A. C. Seely, J. H. Booth, Sam F. Josephson, C. B. Cannon, Jos. Micell, F. E. Alley, Clark L. Bargar, Elbert Hermann and Rev. C. W. Baker.

The importance of this work can not be overestimated. The one crying need and requirement of Douglas county and Roseburg is an east and west railroad connecting the same with Coos Bay.

The various localities throughout the state, namely, Eugene, Medford and Drain are all making Herculean efforts to secure an east and west railroad, and the locality which eventually finds itself on the main line east and west and probably a division point will be the favored spot from a commercial standpoint in Southern Oregon.

The invitation sent to Mr. Hill said:

"Roseburg and Douglas county earnestly request that you honor us with a visit that we may place before you the many resources and great natural wealth of our community. Also the most feasible route to Coos Bay, the only natural deep water harbor in Oregon, having one per cent grade and six degree curve maximum with no tunnels, and a vast field of lumber and coal."

LET US TALK IT OVER

(Continued from page 1.)

pany from all sources were about \$4,300,000. In 1905 the city received from the company, which also furnishes some light and has some lines outside the city, about \$400,000. In 1906 it received \$433,312 for franchise privileges, \$3,500 from licenses and \$163,278 from taxes; and in 1907 it received \$225 annual rental, \$430,095 percentage of earnings, \$3,750 licenses and \$89,044 taxes.

Massachusetts has a very elaborate law governing street railway corporations and their taxes, and the sum of all the taxes provided for amounts to nearly 7 per cent of the gross receipts. The receipts in cities outside of Boston varied in 1906 from \$2,828 for public service privileges and \$5,836 from taxes on street railways in Fitchburg to \$24,988 for public service privileges and \$42,049 from taxes in Springfield. New Bedford collects \$3,000 a year license fee. In 1907 these receipts varied from 778 percentage of earnings and \$3,105 taxes in Fitchburg, to \$22,850 percentage of earnings and \$91,618 taxes in Cambridge and \$76,953 percentage of earnings and \$452,241 taxes in Boston.

In Detroit, Mich., some of the lines pay percentages of gross receipts, 1 per cent, 2 per cent and 2½ per cent and others nothing. The city received \$39,823 in 1902 from these percentages. In 1907 the receipts were \$6,936 from interurban express service and \$48,804 percentage of receipts.

New franchises in St. Paul, Minn., must pay 5 per cent of gross receipts, but this is not retroactive on the older franchises.

St. Louis, Mo., street railroads pay various percentages, in 1902 the city received \$105,858 from special percentage taxes and \$24,750 from car license fees at \$25 a car. The license fees do not appear in the report for 1906, but the city received \$131,573 from the franchise payments and \$270,489 from taxes on street railroad property; in 1907 the receipts were \$106,000 annual rental of privilege, \$29,647 percentage of earnings and \$418,326 from taxes.

Kansas City railroads pay \$124,834 franchise fees in 1906, and \$84,367 in taxes. A later franchise assesses company 8 per cent of gross receipts from which city pays state and county taxes, leaving about \$120,000 net to the city in one year. The receipts in 1907 were \$123,728 from the percentage of receipts, \$1,200 annual lump sum payment and \$156,448 property taxes.

Lincoln, Neb., received \$3,131 percentage of receipts and \$10,214 property tax in 1907.

Newark, N. J., was reported in 1902 to require 5 per cent of gross receipts and license fees of \$10 a car. The two amounted to \$86,797 in that year and \$139,016 in 1907. Patterson's 2½ per cent of gross receipts amounted to \$14,636 in 1902, and \$30,767 in 1907. Jersey City received in 1907 \$3,700 from annual rental, \$53,400 from percentage of earnings and \$19,379 from property taxes. Other New Jersey cities collected in that year amounts varying from \$3,511 percentage of receipts and \$990 property taxes in Passaic to \$10,799 percentage of receipts and \$14,124 taxes in Trenton.

In New York City some street railroads pay franchise taxes, but many do not, the franchises dating prior to 1884. The law passed that year requires companies to pay at least 3 per cent of their gross receipts during the first 5 years and 5 per cent thereafter. Franchises sold to the highest bidder have occasionally gone at a slight increase above this minimum, in one case 3 per cent above. Others require 4 per cent for 5 years, 6 per cent for the next 5 years, 8 per cent for the next, and 10 per cent for the last 10 years of the franchise period of 25 years. Some of the companies also pay \$50 car license fees. In 1902 the total receipts of the city from these sources were \$422,177. The following figures are for the year 1907 for the street and elevated roads paying franchise taxes; there are others which pay only license fees and regular taxes.

Brooklyn City Railroad had gross earnings from operation of \$11,469,517.79 and paid franchise tax (F) of \$143,580, car license (C) of \$14,785, tax on earnings and capital stock (E) of \$139,021.26, and tax on property used in the operation of the road (P) of \$122,372.71.

The Brooklyn, Queens County & Suburban R. R. Co. had gross earnings of \$1,586,507.05 and paid (F) \$21,400, (C) \$3,041.74, (E) \$16,189.02 and (P) \$9,600.

The Interborough Rapid Transit Co. had gross earnings of \$22,363,802.33 and paid special franchise personal taxes, etc., taxes of \$1,035,102.46; (E) \$185,055.83 and (P) \$157,806.08.

The Nassau Electric R. R. Co., had gross earnings of \$3,167,615.52 and paid (F) \$60,000, (C) \$7,211, (E) \$58,945.17.

The total receipts of New York City, taken from the U. S. report of 1907, included \$29,460 from car licenses, \$9,585 annual rental of privileges and \$313,997 percentage of earnings, which amounts do not agree exactly with the sums of the above, probably on account of differences in classification and fiscal year covered and receipts from other roads.

Rochester, N. Y., collects 1 per cent of gross receipts, amounting with a small car license fee to about \$30,000 in 1902, although the total gross did not much exceed \$1,000,000. In 1907 the receipts were \$23,209 from percentage of earnings, \$1,490 from licenses, \$59,867 from tax of franchise and \$7,865 from other taxes.

Buffalo collects 3 per cent of earnings, which was \$85,851 in 1902, and \$120,628 in 1907. In the latter year taxes amounting to \$56,637 were also collected.

In 1907 Albany received \$2,500 from sale of privileges to street car company and \$274 percentage of earnings.

Cincinnati, O., collects 6 per cent of the gross receipts, which amounted to \$200,000 in 1902; \$240,141 in 1906 and \$257,086 in 1907. In the latter year the city also collected \$2,275 car license fees and \$45,214 in regular taxes. Dayton collects \$300 a year compensation for privileges, and in 1907 the percentage of earnings brought \$14,940 and other taxes \$20,535. Cleveland collected in 1907 \$3,152 annual rental, \$84,488 percentage of receipts, \$8,740 license fees, and \$135,520 other taxes.

Philadelphia, Pa., requires street railway companies to pave the whole street, and some companies pay a tax of 5 per cent on dividends in excess of 6 per cent. Car license fees of \$50 a car amounted to about \$100,000 in 1902. The total payments of one company averaged about 7 per cent of the gross receipts in 1900-1-2. Receipts in 1907 were \$115,579 from percentage of receipts, \$122,204 from car licenses. In Harrisburg the street railway company paid \$14,671 in 1906, and \$16,461 in 1907 percentage of receipts, and each year a \$500 license fee.

Providence, R. I., receives 5 per cent on gross receipts, which amounted to \$66,195 in 1902 and \$78,103 in 1906. The company paid \$38,253 regular taxes also in the latter year. In 1907 Providence collected \$1,100 annual rental of franchise, \$83,889 percentage on receipts and \$60,552 regular taxes. Woonsocket collecting 3 per cent, received \$1,631 in 1902 and \$1,231 in 1906, and also \$1,231 of regular taxes.

Nashville, Tenn., receives 2 per cent of gross receipts up to \$1,000,000 and 3 per cent thereafter. Its receipts in 1907 were \$33,143 from the percentage of gross receipts from street railway and lighting company, \$750 licenses and \$60,160 taxes on property of company.

In 1907 Houston, Tex., received \$6,791 percentage of gross receipts of street railroad company and \$13,576 taxes on its property. Ft. Worth collected \$1,133 percentage on receipt and \$5,524 taxes on property.

Richmond, Va., collects 5 per cent of gross receipts, which amounted to \$28,121 in 1902 on gross receipts of about \$600,000. The collections in 1906 amounted to \$13,940 on gross receipts, \$1,600 on car licenses and \$24,917 regular taxes; and in 1907 \$40,452, \$1,600 and \$30,549 respectively. Norfolk levies 4 per cent on gross earnings, which tax amounted to \$12,671 in 1902. In 1906 the collections were \$1,000 fixed payment for franchise, \$2,700 for licenses and \$40,025 for taxes. In 1907 they were \$23,813 percentage on receipts, \$5,000 for licenses and \$32,360 other taxes.

In 1907 Seattle, Wash., collected from street railways \$10,000 from sale of privilege, \$399 annual rental of privilege, \$55,489 for percentage of gross earnings, and \$59,781 from taxes. Tacoma collected \$10,943 percentage of earnings and \$12,012 taxes.

Montreal, Que., receives 20 per cent of gross receipts.

TOPICS OF THE TIMES.

All things come to those who go after them.

True Westerners are optimistic and enthusiastic.

A little touch of spring makes the whole world sing.

Join the chorus and boost for Coos Bay and Coos County.

In spite of the comet the rain falls and the sun shines on Coos Bay.

Anyway the comet is responsible for some early rising on Coos Bay.

Bring on the Coos Bay railway. "The first to come will be the first served."

Leave that information for Uncle Sam at home where the census woman can get it.

It's everybody's duty to stand up and be counted now. Remember, this census will stand for ten years.

Come in and let us explain and prove to you why

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GAS

HAS BEEN REDUCED TO \$1.70 CENTS PER THOUSAND WITH A DISCOUNT OF TWENTY CENTS—MAKING THE NET RATE

\$1.50 Per Thousand

PHONE US AND A MAN WILL CALL.

Coos Bay Gas & Electric Co.

PHONE 178.

STATEMENT OF CONDITION OF THE

First Trust and Savings Bank

OF COOS BAY, MARSHFIELD, ORE. March 29, 1910.

RESOURCES.

Loans and discounts . . . \$ 86,473.18
Overdrafts 211.90
Bonds and securities . . . 25,603.90
Banking house, furniture and fixtures 56,511.10
Cash on hand and due from banks 59,798.50
Total \$228,998.58

LIABILITIES.

Capital stock paid in . . \$100,000.00
Surplus fund 500.00
Undivided profits 1,962.48
Deposits 126,436.10
Total \$228,998.58

We invite your attention to the strong condition of this bank as shown by the above statement to-wit:

Cash reserve 47 per cent of deposits.
Reserve required by law 15 per cent of deposits.
Reserve in excess of legal requirements . . . 32 per cent of deposits.

OFFICERS AND DIRECTORS

JOHN S. COKE, President. JOHN F. HALL,
HENRY SENGSTACKEN. STEPHEN C. ROGERS,
DORSEY KREITZER, Cashier. W. S. CHANDLER,
WILLIAM GRIMES. DR. C. W. TOWER,
M. C. HORTON, Vice President and Manager.
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The National Park Bank, New York, N. Y.
The Corn Exchange National Bank, Chicago, Ill.
The Bank of Scotland, London, England.
The Credit Lyonnais, Paris, France.

In addition we draw drafts on all principal banking centers in Europe, Asia, Africa, Australia, China, Japan, North, Central and South America.
Personal and commercial accounts kept subject to check.
Certificates of Deposit issued. Safe Deposit Boxes for rent.

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Oldest Bank in Coos County, Established in 1889.
Paid up Capital and Surplus, \$80,000.00.
Assets Over Half Million Dollars.
Does a general banking business and draws drafts on the Bank of California, San Francisco, Cal.; Hanover National Bank, N. Y.; First National Bank, Portland, Ore.; First National Bank, Roseburg, Ore.; The London Joint Stock Bank, Ltd., London, England. Also sells exchange on all of the principal cities of Europe. Individual and corporation accounts kept subject to check. Safe deposit lock boxes for rent.
OFFICERS:
J. W. BENNETT, President. I. F. WILLIAMS, Cashier.
J. H. FLANAGAN, V-Pres. GEO. E. WINCHESTER, Asst. Cash.
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Portland & Coos Bay S. S. Line Steamer Breakwater

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