

# BOND ISSUE IS EXPLAINED

EACH TAX-PAYER'S PORTION OF COST OF HARBOR IMPROVEMENTS WILL BE SMALL AND WILL BRING BIG RETURNS.

To the voters: Upon the regular ballot at the coming election will appear two Port of Coos Bay measures. These measures will be at the foot of the ballot. The one at the left side of the ballot, numbered 366, Yes and 367 No, will be the measure limiting the Port Commissioners to the creation of an indebtedness of \$50,000. On the right side of the ballot numbered 368 Yes and 369 No, will appear the measure adopting a project of Harbor improvement and providing for \$300,000, to carry out such project. The issuance of bonds in the sum of

**The \$50,000 Measure.** We all admit, including Mr. Bennett, that \$50,000 is an insufficient sum with which to carry out any project, and that it would be only a waste of money to attempt to carry out any project with so small a sum. In order to get more than \$50,000, an election must be called. Who shall call it? The Commissioners have no special authority, and bond buyers will refuse to accept an implication of authority. So the only safe way will be to wait for two years until the time of the regular election.

That means a delay of two years, before we can begin to plan with assurance of completion, any large project. It means that another blanket has been thrown upon our development of our harbor. We cannot expect to be a port of foreign vessels, unless such vessels can get in here. We cannot expect to be a maritime commercial center unless the carriers or commerce can here be docked to load and unload.

The Panama Canal is nearing completion, and when that is completed, we hope to ship our lumber to New York without reloading, and we hope to bring the products of the east to this port to be distributed in Central Oregon. But we cannot do that unless we are ready, unless we can throw open our harbor gates to the Commerce of the World and bid it enter. With our channel full of shoals, as it is today, so that even the ships now plying in here have to come in with the tides, what chance, without improvement, are we going to stand of receiving ships of greater carrying capacity and greater draught. Everyone knows that unless conditions are remedied, the channel will continue to shoal, and before the two years are up, we will have lost with the boats of the world what little standing we have. We should remember that boats, nowadays do not wait for tide to enter a Port. In the old days, boats would lie at Empire for days at a time awaiting a favorable opportunity to go either way, but that time is past, and if boats cannot get accommodations here they will not stop here.

And if we want to be ready for the Panama Canal shipping, we have no time to lose. If we should start at once, it would take until the completion of the Panama Canal to properly improve our harbor. A harbor is not built in a day. From a general summary of our situation there, can we afford to wait for an election under the Bennett Amendment? It would seem not.

But looking at the matter from a special view point, can we afford to wait for Mr. Bennett's election? Look at the condition of the shipping interests of North Bend. The channel has shoaled so much in front of the docks that our ordinary boats get in and out, only with difficulty. The lumber carriers are loaded at the wharves at some distance because the boats cannot get closer. Yet with such an economic loss, the mills of North Bend have to compete with mills situated on improved harbors.

The Nann Smith, our largest boat, makes every trip with only three quarters of a load. What is the use of asking for larger vessels, when the vessels which we have cannot load to their capacity.

The people of North, Kentuck, Haynes and Willaniche Inlets are all asking for assistance from the Port.

Do we want this condition to continue for two years, without the possibility of improvement? If we do, then vote for the Bennett Amendment, the \$50,000 measure; but if we want to go ahead and do something, to help our present boats, to get more and bigger boats, and to be ready for the opening of the Panama Canal, we should order the obstructionist to stand back and vote against the \$50,000 measure.

**Who Is Behind the \$50,000 Measure?** On the face of things, Mr. Bennett of this city is fathering the \$50,000

measure, and he states that he is doing it in the interest of the tax payers.

We all know Mr. Bennett pretty well and we have never yet seen him so active in behalf of the taxpayer, as to spend the amount which he would have to spend as taxes for years to come. Mr. Bennett is going to a great deal of expense in this matter. He had to have his measures printed and circulated, his argument printed, his arguments, and cartoons printed in local papers, besides his own time of which he has given freely. Probably this campaign in favor of his \$50,000 measure will cost Mr. Bennett more money than he will ever be called upon during his life time, to contribute in taxes for Port purposes.

Is any voter going to believe that Mr. Bennett is taking such an unprecedented interest in the tax payer? If so, why hasn't he been active in protecting the County and City against the discounts which he has made out of warrants? Every cent that Mr. Bennett has made out of the discount of warrants, indirectly came out of the tax payer's pocket, but you never saw Mr. Bennett refuse a warrant at a sufficient discount, and you never saw him spending his own time and money to get the price of warrants up to par, but you might have seen several moves which looked as though he were trying to beat down the price of warrants.

So, we people, who know our friend, Joe, are not going to be fooled one bit by this stand which he has taken in behalf of the taxpayer. —(C. R. Peck, Paid advertisement.)

### THE PORT QUESTION.

Editor Times:

We are approaching an election which presents considerations of peculiar importance to this section of Oregon. Inquiry among electors develop the fact that, in the minds of many, there exists uncertainty as to whether or not the advantages to accrue, will justify the authorization of the Port of Coos Bay bond issue in the amount sought by the Port Commission. While it is true that Nature has given us most splendid harbor possibilities, yet in comparison with developed seaports elsewhere, we really have no harbor worthy the name. With funds available for the work, Coos Bay will actually become one of the best harbors on the Pacific coast of this continent, and if it is the desire of the people of the Bay and regions tributary that Coos Bay be opened to the shipping of the maritime world, the forthcoming election is indeed the golden opportunity to start the wheels of progress. It makes no difference how much personal enmity may exist between individuals who have taken interest in opening our harbor, and those who have been active in obstructing such progress. The laws governing the expenditure of public moneys make all "graft" talk, simply foolish claptrap.

The public sack is too well watched. Furthermore, the members of the Commission are, I believe, above such suspicion. Hence the crux of the situation is the question of harbor or no harbor.

Let the people vote as a unit in favor of all appropriations for our port. Such a vote progress and prosperity demands and in such progress and prosperity lies the security of the commonwealth.

P. M. HALL LEWIS, (Paid advertisement.)

To vote for Bennett's amendment means a steady job for Bennett to keep Elijah from paying his portion of Harbor improvements. If an election would have to be called every time the Port Commission wanted to make improvement exceeding \$50,000 (and every sane man knows that very little can be accomplished to advantage in the way of harbor improvement with such sum) it would be an easy matter for an obstructionist and a hired man to attack the election proceedings on some technical point and keep the matter in Court and spend the people's money for law-suits instead of improvements.—C. R. Peck (Paid Advertisement.)

Joe Bennett offered his services indirectly to the Port Commissioners to float the Port bonds and had the Commissioners made it an object to him, no doubt Joe would have forgotten all about the mortgage he was willing to put on the tax-payers' homes. But when he found there was nothing doing in the back-room of the Port Commissioners Joe suddenly changed his tune and started "Camp Elijah."—C. R. Peck (Paid Advertisement.)

Take your SUNDAY DINNER at The CHANDLER. Special menu and ORCHESTRA. RESERVE tables for PARTIES by PHONE.

# Free House Wiring CAMPAIGN

To place the necessity of Electric Light within the reach of all, we have decided to make this

## Extremely Liberal Offer:

WE WILL WIRE A FIVE-ROOM COTTAGE COMPLETE WITH A DROP IN EACH ROOM READY TO LIGHT, FOR THE LOW PRICE OF ONE DOLLAR PER MONTH FOR 12 MONTHS. THIS INCLUDES A HANDSOME 2-LIGHT CHANDELIER.

WE WILL WIRE A SEVEN-ROOM HOUSE WITH A DROP IN EACH ROOM AND MAKE YOU A PRESENT OF A HANDSOME 2-LIGHT CHANDELIER FOR \$1.25 PER MONTH FOR 12 MONTHS, OR A 3-LIGHT CHANDELIER FOR \$1.35 PER MONTH.

10 per cent discount from these prices if entire bill is paid within sixty days from time job is completed.

This Offer Will Remain Open For a Short Time Only.

## THE COOS BAY GAS AND ELECTRIC CO.

TELEPHONE 178.

## Home Addition To Eastside NOW ON THE MARKET

This addition is situated immediately East of new Eastside Mill. The lots are 100x211 and larger, about eight ordinary lots; and prices are \$150.00 up for these large tracts.

This plat was filed recently, and we have only a few lots remaining unsold. This indicates that the property is interesting to purchasers, and anyone wishing to secure a lot should act promptly. Terms—one-half cash, balance equal payments, 3, 6, 9 and 12 months. For particulars, see

**Title Guarantee and Abstract Co.** General Agents EASTSIDE. Henry Sengstacken, Manager.

THE FAST AND COMMODIOUS

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WILL MAKE REGULAR TRIPS CARRYING PASSENGERS AND FREIGHT BETWEEN COOS BAY AND SAN FRANCISCO. ALL RESERVATIONS FOR PASSENGERS MADE AT ALLIANCE DOCK, MARSHFIELD AND INTER-OCEAN TRANSP. CO. FIFE BLDG., SAN FRANCISCO. FOR INFORMATION PHONE 44-J o 285.

SAILS FROM SAN FRANCISCO FOR COOS BAY, NOV. 4. AT 9 A. M.—INTER-OCEAN TRANSPORTATION COMPANY.

## Coos Bay---Roseburg Stage Line

Daily stage between Roseburg and Marshfield. Stage leaves daily and Sunday at 7 p. m. Fare, \$6.00. OTTO SCHETTER, Agent, 120 MARKET AV., Marshfield. C. P. BARNARD, Agent, ROSEBURG, ORE. PHONE 11

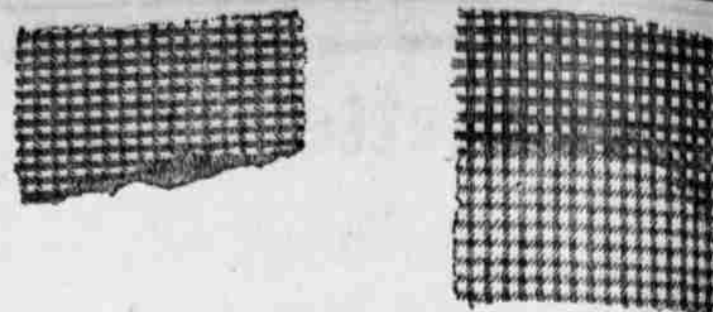
## VOTE THESE NUMBERS FIRST

328 X YES FOR HOME RULE

343 X NO Against Prohibition

345 X NO AGAINST PROHIBITION SEARCH LAW

365 X NO AGAINST PROHIBITION In Coos Co.



Pure Wool The lower part, dipped in boiling caustic potash, was entirely dissolved, proving it to be pure wool. Part Cotton When boiled in caustic potash the wool balls the squares was dissolved, leaving only the cotton left.

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YOU always find in your Clothcraft suit a regularly signed, legal, binding guaranty that the suit is pure wool.

That guaranty could not be given if the makers and we ourselves did not absolutely know the goods to be pure wool.

This is the test: Pure wool boiled in caustic potash completely dissolves. If there is any cotton in the mixture, it remains.

Every piece of cloth coming from the mills must be able to stand this test before it is accepted. Clothcraft.

Wool lasts. Wool keeps its stylish shape and color. When you can have all-wool guaranteed at \$10 to \$25 it is foolish to take anything less. Then come in today and pick out your Clothcraft suit overcoat.

## Woolen Mill Store

"MILL-TO MAN CLOTHIERS"

Marshfield,

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## REPUBLICAN or DEMOCRATIC

WE ARE HERE TO SERVE EVERYONE REGARDLESS OF POLITICS, COUNTRY OR CREED WITH THE BEST LINE OF

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ON COOS BAY, AT THE LOWEST POSSIBLE PRICES.

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## First Trust and Savings Bank

OF COOS BAY MARSHFIELD, OREGON.

CAPITAL FULLY PAID... \$100,000.00

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STRICTLY A COMMERCIAL BANK.

Draws Drafts Wells Fargo Nevada National Bank, San Francisco, Cal. The United States National Bank, Portland, Ore. 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.

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Personal and commercial accounts kept subject to check. Certificates of Deposits issued. Safe Deposit Boxes for rent.

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MARSHFIELD, OREGON. 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 settles exchange on all of the principal cities of Europe. Individual and corporation accounts kept subject to check. Safe deposit lock boxes for rent.

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