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WOMAN'S WORLD

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of the Ladies of the First Baptist Church was held at the home of Mrs. C. J. Millis, Wednesday. The early afternoon was spent in a delightful launch ride up Isthmus Inlet. Returning to the home, a discussion of the negro question was led by Mrs. G. LeRoy Hall after which delicious refreshments were served by the hostess and her daughter, Miss Mable. There were 25 present.

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About sixty of the young people of the Baptist church attended the B. Y. P. U. business meeting held in the Redmen's hall last evening. The evening was spent in games and by way of diversion, a brief parliamentary drill was conducted by Dr. Leslie in which all participated with lively interest.

Election of officers resulted as follows: President, Miss Vivian Whitmore; first vice-president, Miss Tickell; second vice-president, C. O. Gosney, secretary; Miss Belva Flanagan; treasurer, Miss Iris Marsh. The young people are making plans for an active winter's work and are a strong working force in this church.

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The program for the Chaminade Club's concert at the Masonic Opera House next Wednesday evening was announced by the director, Mrs. Wm. Horsfall, today as follows:

Beethoven, Chorus "Hymn to Night"; Mozart, Aria, "Ah! lo so" from "Il Flauto Magico"—Mrs. May Dearborn-Schwab.

Rubinstein, Chorus "Since First I Met Thee."

Liszt, a. "Die Lorelei."

Frauz, b. "Ee's Hat Die Rose sich Beklagt."

Mildenberg, c. "Ich liebe dich," Mrs. May Dearborn-Schwab.

Hahn, Chorus, "If my Songs Had

L. J. SIMPSON ON FRANCHISE

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fact that sooner or later some railroad will build into Coos Bay and that that railroad will wish to have access in some manner to the factories and manufactories of North Bend. I believe therefore, that if a franchise is given, it should be given to such railroad and should be given in such manner that all other railroads desiring to enter the cities of Marshfield and North Bend can avail themselves of the franchise on the same equal terms.

If we ever expect to get a railroad to build into Coos Bay, the people must be ready and willing to give them the proper inducement to build this road. A railroad will not build into Coos Bay as long as there is any question in their minds as to their ability to secure an entrance and in the future will largely direct

Airy Pinions." Schubert, "Impromptu" Op. 90, Mrs. Perl Riley Ballinger. Charpentier, a. "Depuis le Jour" from "Louise." Bemberg, b. "Nymphs et Sylvains," Mrs. May Dearborn-Schwab. Cadman, Chorus, a. "He Gave Me a Rose." Cowen, Chorus, b. "Snow Flakes" (Words by Longfellow.) Leon, a. "Dawn." Ware, b. "Boat Song." Lohr, c. "You Loved the Time of Roses." Salter, d. "The Cry of Rachel," Mrs. May Dearborn-Schwab. Sizbulka, Chorus, "Loves Dream After the Ball."

into both the cities of Marshfield and North Bend, and I believe that today the inactivity of railroad construction toward Coos Bay is influenced a great deal by this same doubt.

We all know that the salvation of the country is in securing rail connections with the outside world, and it is on account of the desire on my part to do all that I can to help to secure a railroad, that I offer the following suggestions.

I think that the people of the Bay realize that it will be necessary to offer some other inducements other than the natural resources of the country before we can secure a railroad, and I believe that the greatest inducement we can offer them at the present time, is an assurance that they can enter both the cities of North Bend and Marshfield on fair and just terms.

It has been suggested that a trustee be elected or appointed in both Marshfield and North Bend, and that a franchise be granted in both cities to these trustees with all proper restrictions and with the understanding that the franchise shall be presented or given to the first railroad that gives us rail connections, and that the franchise so granted shall make it possible for all other roads to avail themselves of its terms and privileges on the same equal footing and basis as the company to whom the franchise is originally given.

There may possibly be some difficulty in determining just whom should be appointed as the trustees in each city, and I would like to suggest that the city councils in Marshfield and North Bend grant a fair and reasonable franchise to the port of Coos Bay and allow the port of Coos Bay to be trustees of this franchise; that the franchises so granted be uniform with the proper restrictions and safe-guards for the property holders, and let it be known that these franchises will be given to the first railroad that builds into Coos Bay.

I do not offer these suggestions because I have the honor to be a newly elected member of the Port Commission. I offer it because it would seem that the Port of Coos Bay Commission has the interests of the harbor and waterfront at heart

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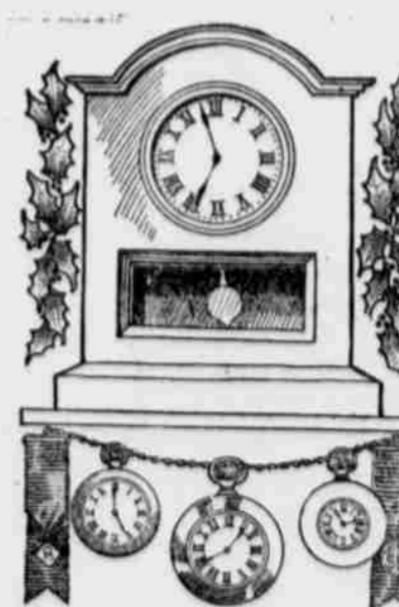
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all measures pertaining to the same. Although the personnel of the commission may change from year to year, still the port of Coos Bay is a perpetual organization, and it would seem to be the most logical body to act in the capacity of trustee for the people.

If Mr. Blake is acting in the interests of a railroad company he certainly could have no objection to such a plan, as his company undoubtedly would be the first one to build into Coos Bay, and they would therefore in that way as they would through granting it first to Mr. Blake and then having him assign it to them. Such action on the part of the two cities would show the railroad companies, that have their eye on Coos Bay, that they would have nothing to fear from the people of the Bay after road was constructed into the country, should the attempt to go

fore get the franchise just as quickly through the cities of North Bend and Marshfield.

I believe that such action would result in an announcement of some railroad company of its intention to build into Coos Bay, and that that announcement would come within 60 days from the time the franchises were granted as suggested.

Yours truly,
L. J. SIMPSON