

THE COOSTON WHARF MATTER

Prominent Citizen Expresses Views On An Important Local Question.

Editor Times:

"We have lived here for 20 years without a wharf and can live here 20 years more without any, by gad," exclaimed a Cooston knocker a year ago when informed that some of the more progressive citizens were seriously considering the construction of a much needed wharf for this community. Other citizens who either wanted no wharf at all or who favored some other locality than the present county road joined the chorus and soon there were two sides. During the past three years Cooston has made considerable progress, thanks to new citizens and fresh blood who took the lead in spite of all opposition, so that the place now has a fine public school, a store, post office, voting precinct, telephones, etc. In fact Cooston has made more progress in the past three years than in the preceding 40 years.

When the wharf question came up the old timers naturally joined the opposition with few exceptions, as is generally the case in all communities that show signs of awakening.

After a struggle of nearly a year Cooston is about to be rewarded with a wharf. With the exception of about \$200 which the County Court agrees to pay, those who started the movement have subscribed \$500 toward the wharf fund; all that is needed. As soon as the Port Commission dredges the Cooston channel the wharf will be rushed to completion. Owing to misrepresentations, falsehood and abuse systematically carried on by unscrupulous knockers so much ill-feeling has been engendered that neighbors in several cases will not recognize each other, relatives are not on speaking terms and the people for months have practically been divided into two armed camps. The plan of the progressives is to build the wharf at the old county landing southeast of Pierce Point, in Sether street, which is the county road. Their reasons for building the wharf there are as follows:

1. It is the old county landing where the people during the past 30 years or more have been accustomed to ship out their produce and where the ranchers still have several of their potato houses.
 2. It is a waterfront instead of a slough. How would the people of North Bend or Marshfield enjoy going several blocks away from the waterfront into a slough every day in the year to catch their boats, do their shipping, etc.? They certainly would rebel.
 3. It is the most central and accessible place, being on Sether street, the main thoroughfare, where are located the store, post office and public school and where the majority of the people on the two townships reside. In short, the logical place.
 4. The least expensive with a view both to dredging and wharf construction. Dredging the natural Cooston channel to the proposed wharf is but a bagatelle, a matter of three or four days' work, and will probably cost less than \$300, there being but 3,800 cubic yards of dirt to remove according to the report of the Port Commission's engineer, while dredging even a part of the Willanchoe slough as the opposition requests will cost several thousand dollars.
 5. It is well protected from the cold and disagreeable northwest winds prevailing for months every summer.
 6. Will be of greater benefit to the general public, as nearly every lot on Sether street from the proposed wharf to the public school where the street ends, has been sold to private individuals, while along the Willanchoe slough most of the lots are still retained by the two township companies, as the county records will show.
 7. The question of finances is settled long ago and the piling are all cut and ready to be placed as soon as the dredging is done.
 8. A decided majority of the people of Cooston and Willanchoe are heartily in favor of the Sether street location.
- The only objection to the Sether street location is its exposure to the southwest storms which visit us occasionally in the winter time, but as a double boom and several boat

TWO WANT JOB AS ENGINEER

(Continued from page 1)

dered placed on file. This is for the tramway on Second street and other streets.

The contractor on Eleventh street South was ordered paid \$146 and the contractor for the storm sewers was ordered paid \$16.

After Phone Company.

Fire Chief Traver in a statement to the council said that he thought the council should take steps to cut off the \$5 per month it is paying the Home Telephone company for the phone service for the fire alarm at the C. A. Smith mill. He said that under the company's franchise it agreed to give such service free in the city and that as the alarm service to the mill required some additional wiring, he thought the city should pay for the wiring and require the company to give the service free. He said he had ordered the alarm put in expecting the council to look after the financial arrangements.

The city has been paying the phone company \$5 per month for this service for about a year, it was estimated. Finally it was referred to the finance committee to fix up. The latter will also look after the rearrangement of the phones at the city hall so as to get more beneficial service from them.

Eugene's Debt Large.

City Attorney Goss reported informally to the council that he had recently been at Eugene and owing to reports of that being a model city run at a small expense he had looked into the matter. He said that a couple of years ago, the city of Eugene had voted a \$600,000 bond issue, one-half of which had been used in paying up old current expense indebtedness and the balance in fixing up their water system. He said all of it had been spent and that the water system is far from complete. Besides this, the city has been going in debt for the past year on small levies so that the unpaid warrants now total about \$150,000 in addition to the bonded indebtedness. He said that this year, the tax levy had been increased until it is the same as Marshfield's. He said that the city officials there had informed him that the chances now are that the warrants Eugene is issuing now will not be paid inside of five years.

This report resulted in some criticism of the special committee headed by M. C. Horton from the Chamber of Commerce urging the Marshfield city council to reduce the city tax levy.

The council adjourned until Monday night, April 3.

ALONG THE WATERFRONT.

The Auvil sailed today from Portland for Handon.

The Breakwater is due in early tomorrow from Portland.

The Phoenix and the schooners da McKay and Ruby are reported berthed at Handon.

The Alliance, which was due in today from Portland, will not arrive until tomorrow, having been delayed here by loading freight.

The steamer Alert will go on the way in a few days to have her old boilers taken out and the boilers from the steamer Liberty put in. The Liberty will be equipped with new marine boilers so that she can be converted into a tow-boat for the Smith-Powers Logging company.

houses will be provided for, even this objection is not a serious one.

The only good reason for dredging the Willanchoe slough is on account of the shelter it affords to boats, during winter storms. The idea of the opposition that the Port Commission shall expend thousands of dollars of public funds in dredging Willanchoe slough and thus compel the people of Cooston to walk several blocks farther than is necessary to reach the boats is preposterous indeed and no intelligent person will seriously consider such enormous expenditure until business conditions warrant it, especially when \$300 in dredging the natural Cooston channel will furnish a shorter and better outlet for several years to come.

WM. E. ROMME.
Have your job printing done at The Times office.



SPRING CAPRICES

The Mirror of the Modes

WOMEN of fast and discriminating judgment in matters of dress who are now planning their Spring wardrobes are it to themselves to view the distinguished assemblage of fashionable new modes now on display here. Looking into the mirror of the *Magnes & Matson Store*, a woman may be sure of dressing correctly and not extravagantly for spring.

The ever-blessed ready-to-wear suit, so great a boon to the woman, is here in amazingly good editions for very modest prices. In smart lines and careful tailoring it equals a made-to-order suit; and the ease and quickness with which it may be acquired, makes it a tremendous time-saver for hurried women.

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ARE SURE TO WANT TO BUY. NEVER HAVE YOU SEEN MORE HANDSOME STYLES. THEY ARE DIFFERENT YET DIGNIFIED, PLAIN BUT RICH, CONSERVATIVE BUT DISTINCTIVE. THEY ARE SURE TO PLEASE YOU WHEN YOU SEE THEM AND THEY ARE SO TAILORED THAT WHEN YOU HAVE WORN THEM, YOUR OPINION OF THEM WILL BE STRENGTHENED STILL MORE.

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New Stetson Hats

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NOTICE TO CONTRACTORS.

NOTICE is hereby given that sealed bids will be received by the undersigned up to 10 o'clock A. M. April 14, 1911, at the Court House in Coquille City, Coos County, Oregon, for the building of a road in accordance with the specifications in the office of the County Clerk of Coos County, Oregon, from Station 731-plus-58 to Station 735-plus-59 (Jackson Bluff) on the road leading from Allegany to the Douglas County line. Said road way to be at least ten feet in width on solid rock.

Work to be completed by August first, 1911.

The right is reserved to reject any or all bids.

Dated this 22nd day of March, 1911.

ALFRED RODINE,
Road Supervisor of Road District, No. 6 Coos County, Oregon.

PROFESSIONAL DIRECTORY

D. G. W. LESLIE,
Osteopathic Physician
Graduate of the School of Osteopathy at Kirksville, Mo. Office in Eldorado Bldg. Hours 10 to 12; 1 to 4; Phone 167-J; Marshfield, Oregon.

D. R. J. W. INGRAM,
Physician and Surgeon.
209-210 Coke Building
Phones: Office 162J; Residence 162I.

J. W. BENNETT,
Lawyer.
Office over Flaungen & Bennett Bank Marshfield Oregon

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