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City Auto Service... Good Cars, Careful Drivers and... reasonable charges. Our motto: "We will go anywhere at any time."... Blainco Hotel and Blainco... Day Phone—78 and 46... BAKER & GOODALE, Proprietors.

We Have Been Successful... buying a large stock of first... Electrical material and can... our patrons a very low price... house wiring. Get our price... you can't afford to miss it.

Coos Bay Wiring Co. Phone 237-J

WANTED!!!... UPHOLSTERING AND... CLEANING. by the Pneuma... Cleaning Company. Orders for... taken at... GOING & HARVEY... PHONE 196

The Sign of Good Candy Always

WILSON AUTO SERVICE... DAY AND NIGHT... Phones—184-X, 228. Marshfield, Ore.

PROFESSIONAL DIRECTORY... H. A. J. HENDLY'S... Modern Dental Parlors... We are equipped to do high class... on short notice at the very... prices. Examination free... attendant. Coke building, oppo... Chandler hotel, phone 112-J.

H. G. W. LESLIE, Osteopathic Physician... State of the American school of...opathy at Kirksville, Mo. Office... Colorado Blk. Hours 10 to 12; 1 to... Phone 161-J; Marshfield; Oregon

W. BENNETT, Lawyer... over Flanagan & Bennett Baus... Marshfield Oregon

J. T. McCORMAC, Physician and Surgeon... Marshfield, Oregon.

Lockhart Building, Telephone post office. Phone 105-J

THE EDGE WITH YOUR FINGER. Machine a collar fresh from our... Notice its clear, white col... its even, elastic stiffness, in... and its perfect shape.

Test the top edge by running... finger-tip over it. Notice the... sleek finish given it. Noth... there to rub, dig or irritate your

Test will prove the value of... service. Send us a trial bundle... apply the test.

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J. MONTGOMERY... Estate and Insurance... 124 North Front Street

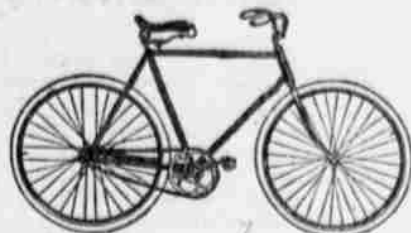
That Roof Fixed NOW... See CORTHELL... Phone 3123

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May be surprising to some people and are always uncertain, but there is nothing surprising or uncertain in the results when you buy an



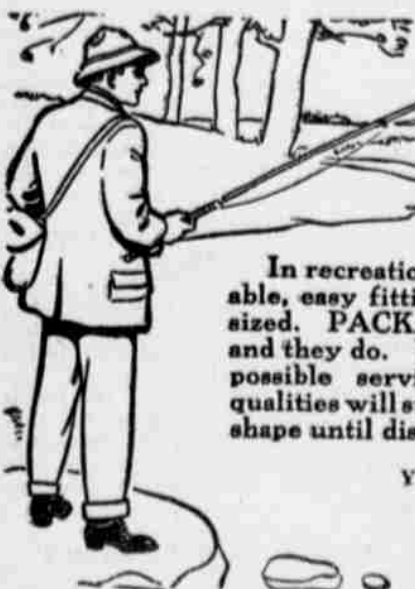
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They are uniformly excellent in quality, service and satisfaction and always reliable. Guaranteed by the makers and by ourselves with one of the strongest guarantees issued by anyone. Prices—\$25.00 to \$48.00.

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330 Front St.

Marshfield, Ore.



THE Packard SHOE FOR MEN

In recreation hours the worth of comfortable, easy fitting and durable shoes is emphasized. PACKARD SHOES are built to wear and they do. You can give them the hardest possible service and their wear-resisting qualities will surprise you. They retain their shape until discarded.

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Union Oils... JASOLINE DISTILLATE... BENZINE KEROSENE... SAMSON GAS ENGINES... CENTRIFUGAL PUMPS

Coos Bay Oil & Supply Co. Marshfield, Ore. PHONE 302-J Mail Orders Solicited.



Snow Drift Flour

Highest Quality

Why Not?

Pure Milk and Cream

We are the only firm STERILIZING our milk products, and we furnish:

- MILK AT 25c PER GALLON.
- CREAM AT 20c PER PINT.
- WHIP CREAM AT 25c PER PINT.
- BUTTERMILK AT 10c PER GALLON.

Deliveries 8 A. M. and 2 P. M. Phone 73.

Coos Bay Ice & Cold Storage Co.

W.K. Wiseman

The Old Reliable—Now carries a complete stock of Housefurnishings. Everything from Kitchen to Bedroom.

New Goods. Reasonable Prices. 323 South Broadway. Phone—No. 210-J.

Blanchard's Livery

We have secured the livery business of L. H. Heiser and are prepared to render excellent service to the people of Coos Bay. Careful drivers, good rigs and everything that will mean satisfactory service to the public. Phone us for a driving horse, a rig or anything needed in the livery line. We also do truck business of all kinds. BLANCHARD BROTHERS... Phone 138-J... Livery, Feed and Sales Service. 141 First and Alder Streets

A Correct Insurance Policy

Is very essential. If it isn't correctly written—it isn't insurance. We write correct policies—in the best companies.

I. S. KAUFMAN & CO. 177 Front St.

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"Portland's Largest—Northwest's Grandest Hostelry" Absolutely Fireproof — 725 Rooms — 300 Rooms With Bath 100 Sample Rooms

Occupies an entire block in the heart of business and financial districts. The most magnificent Lobby, Restaurant, Ballroom, Banquet Hall and Public Rooms in the West. The utmost in comfort and convenience. Headquarters B.P.O.E. Grand Lodge Convention, Portland, 1912

EUROPEAN PLAN—RATES \$1.50 TO \$5.00 PER DAY Business Meet Every Train and Steamer

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COOS BAY, OREGON. WILL ARRIVE A CLEAN, SAFE AND SQUARE DEAL. PRESENTED BY CHAS. J. BRUSCHKE, Manager

COOS BAY REALTY SYNDICATE. DEALERS AND AGENTS. COAL COLONIZATION. DAIRY. FARM FRUIT. MINERAL AND TIMBER LANDS. ORGANIZING OF INDUSTRIAL COMPANIES A SPECIALTY

The past has proven that investments in small acre tracts near growing cities are the most profitable. The C. B. R. S. has such to offer. Chas. J. Brusckke, Marshfield, Ore.

A Modern Brick Building, Electric Lights, Steam Heat. Elegantly Furnished Rooms with Hot and Cold Water. HOTEL COOS C. A. METLIN, Prop. Rates: 50 cents a Day and Upwards Cor. Broadway and Market Marshfield, Oregon.

Lynn Lambeth Fred Nemle Cadillac Auto Service Good Cars—Reasonable Rates All Night Service Careful driving assured. Phone—Blainco Pool Room, 231-R until 11 P. M. After 11 P. M. phone 5-J. Palace Restaurant.

A MAN SURROUNDED BY FINE LINEN

feels happy in the knowledge that his appearance is as it should be. And if we are permitted to do his Laundry work, we guarantee that his shirts, collars, cuffs, handkerchiefs, etc., are so spotlessly white that his satisfaction will be assured. We do the best Laundrywork in town and have the best facilities, yet our charges are very reasonable.

GOOD INVESTMENT Three 7-room houses, rent for \$35 per month; will sell at a bargain. AUG. FRIZEEN. Real Estate and Insurance. 68 Central Avenue. Marshfield.

Coos Bay Steam Laundry PHONE MAIN 57-J

RATE QUESTION IS IMPORTANT

C. F. McGeorge Points Out Important Phase of Coos Bay Railroad Situation.

Editor Times:— "VICE PRESIDENT O'BRIEN SAYS LINE WILL BE BUILT RAPIDLY "At a banquet held at the Chandler Hotel Friday Evening, Sept. 22nd, in Honor of J. P. O'Brien and Party, Where 119 Representative Citizens of Marshfield Chamber of Commerce Were Seated

"Before this large and most representative gathering of Coos Bay business men, Mr. J. P. O'Brien, vice president and general manager of the Southern Pacific Railroad company of Oregon, reiterated the announcement that the proposed line from Eugene to Coos Bay will be started this fall and will be rushed to completion as rapidly as economical business judgment will permit."

"This was a most satisfactory announcement to all present. Mr. O'Brien did not ask us to sanction the building of a bridge across the lower Bay nor did he ask for the control of our most valuable asset, the WATER FRONT FRANCHISE. "We have already given the franchise to a combination of men most honorable and most interested in Coos Bay's development for the sole purpose of protection to any and all railroad companies that might in the future wish to enter the Coos Bay territory on equal and equitable terms.

"Today we are confronted with a new proposition through Mr. C. J. Mills, assistant to President Sproule of San Francisco, asking the people of Coos Bay to sign a petition to the War Department at Washington, D. C., sanctioning the bridging of Coos Bay and also asking that we give them a franchise on the Waterfront that we have formally given to the Coos Bay Terminal Railway Co., that they will protect us against any one railroad company getting control, thereby shutting out other railroad companies from entering and operating on Coos Bay without paying heavy tribute to their competitors.

"LET US CONSIDER: First the GREATER CITY of Coos Bay will be built only from the fact that Coos Bay is the terminal of some Transcontinental railroad company that will give Coos Bay TERMINAL RATES that we will be in a position to compete with Portland or San Francisco in the matter of freight rates to and from the Eastern points. Not until we are offered Terminal Rates can we expect to FORGE AHEAD with our neighboring port cities. We can never become a distributing point of any great importance until we are granted terminal rates. We must, as we do now, depend upon Portland and San Francisco for our supplies of provisions, produce, factory supplies, etc. Give Coos Bay Terminal rates that we can compete with Portland and San Francisco and distribute our car lot shipments to the interior of Oregon, then our motto "WATCH COOS BAY GROW" and with the improvement of our HARBOR so that we can cater to the Panama Canal's cheap water rates and distribute to the interior.

"Will Mr. C. J. Mills give to the people of Coos Bay a GUARANTEE of terminal rates over the proposed Coos Bay-Eugene line? It is not consistent to expect that the Southern Pacific company will, until another railroad company comes into Coos Bay, then the Southern Pacific will be forced to give terminal rates in competition with others, but if they can keep other railroad companies out of Coos Bay, by control of our water front it will be to their liking, as they have hundreds of millions of dollars invested in Portland's waterfront which they have control of, as well as franchises and, it is almost impossible or highly expensive for any other railroad company to attempt competition in their STRONG-HOLD territory Portland. It is also a well known fact that the Chicago, Milwaukee & St. Paul R. R. Co. are unable to enter the city of Portland, from the fact of the Southern Pacific control—"The toll is too great."

"COMMON USERS' CLAUSE: Do not lay too much stress upon that clause, while the State Railroad Commission have the power of the people, and can pass upon rulings and give orders. They have not the power invested in them to enforce their orders, therefore cannot control the Southern Pacific or other railroads. If the Commission could, why not in the case of the C. M. & St. P. R. R. Co. at Portland? I have had a case before the Michigan Railroad Commission. They ordered the company to comply and exhausted all the power they were invested with. Did the railroad company comply with the Commission's orders? NO; while they did not refuse to comply, BUT "just didn't."

"COOS BAY'S ASSETS: The possibilities of a GREAT HARBOR none equal it between Puget Sound and the Golden Gate. Why should we be so anxious to give it away? The Southern Pacific ask it because it is valuable. Should we give it to them or any other railroad company? NEVER! Some day we may be bottled up; think of it one moment. The Southern Pacific company own the east side of the Bay, and they want us to give them the west side of the Bay, as well as give our consent to their BRIDGING the lower Bay. The Southern Pacific can't control the ebb and flow of the tides, but are asking unmolested non-conditional control of everything else we have in the way of assets, excepting the CLIMATE.

"Don't forget the motto of the

BRIDGE FOR COOS BAY

WILLIAM GRIMES AND DR. MINGUS EXPRESS THEIR VIEWS AND SAY PETITIONS ARE MERELY TO SECURE PUBLIC SENTIMENT.

Editor Times:

The statement made in The Times of Thursday in reference to the petitions being circulated as to the bridging of the Bay by the Willamette Pacific Railway company might imply that there was a breach or ignoring of a direct act of the executive committee of the Chamber of Commerce which met April 16 to consider a report of the railroad committee by Dr. Mingsus and myself in having said petitions circulated. Nothing of the kind was done or intended. A motion by Mr. McKnight was to the effect that the railroad committee investigate public opinion and further ascertain by all means at hand by engineers or otherwise what objections are or might be urged against the same. This was unanimously carried. Subsequently to those believing that there was only one way of ascertaining public sentiment and that was to place the petitions squarely before the public to ascertain the standing of the community on that subject, and for the information of the public up to this time, would say that over 80 per cent of the people to whom the petitions have been presented have signed; of the other 20 per cent there is likely two-thirds of those that have no objections to bridging the Bay if it will secure to us a railway outlet, but for political reasons, the awaiting of Mr. Smith, etc., they would not sign at this time. Now I want to say to those critics who seemingly are supporting and giving aid to the local Terminal Railway company in their overzealous ambition to build and occupy the streets of Marshfield at this particular time or immediately after the Southern Pacific officials gave notice that they would like to be heard and submit a proposition to the people, as well as try and see if there could not be some manner or means of harmonizing the differences between this company and that of the Terminal company, why not the same consideration be given the Southern Pacific as is proposed, and rightfully so, to be given Mr. Smith? Why not await the arrival of Mr. Smith on the Bay?

I want to say to the public at this time that I am as much interested, personally and financially in the Terminal Railway company likely as any person connected with it, and that anything you may do to cause it to earn profits or force it to be sold at a good figure I will "get mine."

But I do not believe that is the spirit of the company or any of its members to do so. I would hate to see it so; as the people of this community are too anxious to be connected with the outside world with modern transportation to have the matter delayed by selfish methods. WM. GRIMES.

DR. MINGUS' VIEW

Editor Times:— A terrible hubbub seems to have been stirred up over circulating a petition relative to the matter of bridging Coos Bay. That petition does not recommend or disprove the granting of a bridge. The purpose of the petition is to bring this much disputed question to a final issue. If the War Department is going to grant it, let us know it; if they are not going to grant it, let us know that also, then we know where we stand in reference to the matter. There is nothing in "stalling" the matter any longer, force it to a final issue and ascertain definitely what is going to be the result. If we are going to be hung, go up to the gallows like men and brave citizens and take our medicine. If we are going to be granted freedom from the presence of a bridge, let us shout hurrah! Let us know however what is the verdict so that we can stop this worry, anxiety and loss of sleep. No one but a business coward wants this matter put off any longer; it is a constant disturbance of business relations and industrial enterprises; let us have it settled in a business like manner and leave it to those who are competent to pass upon the situation and who will protect the interest of navigation.

—E. MINGUS.

Southern Pacific company: "Tax traffic for all it will bear," meaning the public. "Dr. Bartle at the North Bend meeting asked Mr. Mills: "Providing North Bend would give the Southern Pacific a Water Front Franchise through North Bend, and should Marshfield refuse to give them the franchise, would the Southern Pacific company commence operations from this end of the line within 60 days as promised?" Mr. Mills replied that they would be bound to do so as per agreement. With this assurance why should we get over anxious to throw what assets we have in the BONFIRE?

"Don't get over anxious to tie what we have up in one bag. Consult the wishes of the C. A. Smith Lumber & Manufacturing company, the largest interest on the Bay. They are largely responsible for the staple growth that we now have, as well as the most concerned regarding the bridging of the Bay. Let us hear from them; then there is plenty of time to act. "We want the Southern Pacific to come to Coos Bay, but upon the same terms that we are willing to offer any other railroad company; that they give us TERMINAL RATES. Respectively submitted, —C. F. McGeorge."