

### COOS BAY TIMES

M. C. MALONEY Editor and Pub.  
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#### THE WORLD'S WEALTH

**A** FRENCH business statistician, after making an estimate of the world's wealth and its increase in the last year, says:

Never was the total amount of transferable securities so high.

Never has the total amount of international commerce been so great.

Never have so many miles of railroads been constructed and worked.

Never have the commercial, financial and industrial relations of nation with nation, individual with individual, been so great and active.

Never have the public debts, the budgets, the charges for or in view of war, the fiscal charges, and the taxes been so high.

Never has the taxpayer been so heavily affected by the taxes.

The last two findings in the list are most important of all. For what avail is it if human beings strive like mad to increase the world's wealth and governments show an equal energy in taking the wealth away.

## TITANIC PROBE IS CONTINUED

### Will Investigate Why Vessel Didn't Respond—Ismay Bothered Crew.

(By Associated Press to Coos Bay Times.)

WASHINGTON, D. C., April 24.—Word that the sinking Titanic was observed from the steamer Mount Temple, which landed at St. Johns, N. B., last Friday, was received by Chairman Smith of the investigating committee today from General Quitman, who says he saw the catastrophe and indicated his willingness to appear before the committee. This announcement was made during a recess of the committee. The Premier of Canada is in communication with the committee with a view toward clearing up this phase of the disaster.

The advice received by the committee are that the Mount Temple was 50 miles south by west from the position of the Titanic when the "C & D" flashed out. This is practically the same position as that of the Carpathia at that time.

#### Ismay Bothered Crew.

J. Bruce Ismay, chief official of the steamship line which owned the ill-fated Titanic, was ordered away from one of the ship's lifeboats while it was being lowered, because in his excitement he was interfering with the ship's officers. Language too objectionable to be repeated aloud in the Senate inquiry of the Titanic was used by Harold G. Lowe, fifth officer of the ship. Lowe dramatically recited to the Senate investigation committee how, not knowing that he was talking to the head of the company which employed him, he had told Ismay to "Get to hell out of here so that I can work" while Lowe and other sailors were trying to lower the first lifeboat on the starboard side of the Titanic. Lowe declared that Ismay was not trying to get into the boat, but that he was very much excited and was interfering with the proper lowering of the boat.

#### NOT NEAR DISASTER

COPENHAGEN, Denmark, April 24.—The Scandinavian-American Line issued a statement today to the effect that the Hellig Olav, one of the steamers mentioned in yesterday's sensational inquiry of the Titanic disaster, at Washington as having been near the scene of the collision, was at least 350 nautical miles west of the Titanic at the time of the catastrophe.

#### RAILROAD SNAPS

- 2 Lots on Broadway near depot, terms one-half cash, balance one year, interest 6 per cent \$2,500.00
- 5 Acre Tract in Lobree Park, on sunny side of hill \$1,500.00
- Pine Business Corner on Second and Hall for \$2,500.00
- 15 Acre Fruit, Vegetable and Chicken ranch with a nice frontage on Catching Inlet, One-half cash, balance on or before 5 years with interest at 6 per cent, per acre \$150.00

#### TITLE, GUARANTEE & ABSTRACT COMPANY.

HOWARD'S genuine MEXICAN TAMALES delivered any place in the city until 12 O'CLOCK at night. They are READY to SERVE. Phone 835.

M. D. Boardman, 573 W. Main St., Helena, Mont., gives an interesting account of his improved health through the use of Foley's Kidney Pills. After giving a detailed account of his case, he says, "I am almost 79 years old and have spent hundreds of dollars for medicines, but find that I have received more benefit from Foley's Kidney Pills than from all other medicines. Further particulars sent on request."—Red Cross Drug Store.

## SHOW ROUTES IN NORTH BEND

(Continued from page 1.)

Rights of way purchases have so far progressed as to enable the company to immediately start the work of construction, and carry it on to completion without delay.

The syndicate behind these incorporations has paid out in cash up to the present time for preliminary and location surveys, general expenses, rights of way, and purchase of lands, for terminals, depot grounds and townsites over \$225,000, and is intending in good faith to construct without delay the whole line as specified above and has the arrangements made for the finances to prosecute the work according to the estimates and plans which have been furnished by the Engineer Department.

The syndicate has realized that in constructing this line it cannot expect to monopolize the business from and to your Bay; the wonderful resources of this region, now practically undeveloped together with the opportunity of export and import for the interior through Coos Bay, will no doubt induce other companies to build in to this territory, and expecting this, we will make traffic agreements with allied interests for through business, and are prepared to meet any competition with a fair spirit of rivalry, and we hope to treat the citizens with courtesy so that we may expect our share of the business developing.

In the construction of a bridge over your Bay north of North Bend, we are advised and believe that the War Department in granting this privilege will stipulate that the same when built shall be subject to the use of any other railway desiring to cross the Bay near that point, under such stipulations as to toll, or payment as a proportion of first cost as may be equitable and just.

Owing to the fact that another draft of a franchise has been submitted to your Council by another railway company, which does not provide for common user by any other company, I am compelled, in protection of the interests of my company, to submit the accompanying franchise. We do not believe that your streets should be confiscated with the tracks of several companies, but think that one double track railroad with a common user clause is sufficient to handle the traffic for many years to come. We do not ask to hold such a franchise but are willing to take advantage of a common user clause under a franchise held by our competitor. In modern history of railroad building, waterfront franchises are not granted without such common user. It is a result of the progressive thought and assumption of popular rights. Neither our company nor any other railroad company can do a transportation business into your community unless we can get to your waterfront and in and out of your wharves and warehouses. And any railroad company which is honest in its purposes to uphold the community can have no more objection to a water front common user, than it could to a modern style of locomotive.

The idea that the building of a railroad from Eugene, Oregon, involving the expenditure of \$9,000,000, is dependent upon the granting of common user water front rights in North Bend, is childish. If a second railroad never comes, the common user clause will harm no one; if the second and other railroads build to your city, the waterfront common user clause is your only protection against monopoly, and the more railroads, the greater the necessity of common user protection.

We have come to Coos Bay to build a railroad; we are asking for no bonuses; we have paid for what we got and expect to do so in the future; the only thing we ask is access to your waterfront on equal terms with our competitors, and if you grant this, you will only be doing justice to us and protecting yourselves; of course would be an injustice to us and future transportation companies, and would result in a monopoly of your waterfront. We are building to Coos Bay because of the harbor and deep water and this same motive will impel transportation companies hereafter, but if we can't get to the deep water except through the grace and toll of our competitors, our reason for coming would be negative.

We submit the franchise to your consideration, believing that your spirit of fairness and the desire to promote and protect the public rights, will dictate a wise conclusion.

#### The Sumner Franchise.

The following is the text of the Sumner franchise regarding the common user and the guarantee of construction:

Section 10. The City of North Bend expressly reserves the right and power and does by this Ordinance grant the right and privilege to any and every railroad company which shall desire to connect with the said tracks of the grantee the right so to do, and the further right of running its passenger and freight trains and its switching trains to bring to and take from any and all warehouses, factories or other business industry within the City of North Bend, under such reasonable

regulations as to manner of running trains and compensation to the grantee as the State Railway Commission may fix and order, and all sidings and spur tracks to any warehouse, factory or other business industry, either private or public, and on either private land or on the streets of the City of North Bend, wherever constructed, shall be subject to common user as aforesaid.

And before any switch connection can be made with the main line of the grantee, an agreement between the owners of said side or spur tracks, and the City of North Bend shall be entered into, giving such common user right over said side or spur tracks, subject to regulation by the State Railway Commission.

The grantees, their heirs or assigns, shall have the right hereunder to enter into such traffic agreements and arrangements with other common carriers as may be necessary or convenient to the operation of the lines of railway herein provided for, provided however, that in so doing the same shall not conflict or revoke any of the powers in this section reserved to the City of North Bend.

Section 11. The franchise and privileges herein granted shall continue for a period of thirty-five (35) years, from and after the effective date of this Ordinance; provided that the grantee, its successors or assigns, shall, within thirty (30) days from the effective date of this Ordinance, begin the actual construction of a line of standard gauge steam railway from Coos Bay, Oregon, to Glenada, Oregon, to railway connections with Eugene, Oregon; and provided further that the grantee, its successors or assigns, shall prosecute continuous construction of said line and complete and have the same in operation on or before January 1, 1915, except in case of financial panics, national calamities, the Acts of God, wars, strikes, or other unavoidable interference, in which case the delay thereby caused shall be an extension of the time of completion hereunder. And in default whereof the franchise and privileges hereby granted, may be suspended, and declared forfeited by a resolution of the Common Council of the City of North Bend.

#### The S. P. Franchise.

The following are the sections of the Southern Pacific franchise relative to the common carrier and construction guarantee:

Section 10. The grantee, its successors or assigns, exercising the functions of a common carrier, shall accept any and all freight or cars delivered to it by any person, firm or corporation, and transport or switch the same on or over its tracks at uniform and reasonable rates provided by tariff, approved by the Interstate Commerce Commission, or the Railroad Commission of the State of Oregon, or as required by legislative Act.

Section 11. The franchise and privileges herein granted shall continue for a period of thirty-five (35) years, from and after the effective date of this Ordinance; provided that the grantee, its successors or assigns, shall, within sixty (60) days from the effective date of this Ordinance, begin and within eighteen (18) months from the effective date of this Ordinance complete the construction of said railway upon the streets covered by this Ordinance, and provided further that the grantee, its successors or assigns shall prosecute continuous construction upon main line of said road until it shall have been completed and in actual operation between Coos Bay and Eugene; except in case of financial panics, national calamities, the acts of God, wars, strikes or other unavoidable interference, which shall prevent said construction with reasonable economy. And in default whereof the franchise and privileges hereby granted, may be suspended, and declared forfeited by a resolution of the Common Council of the City of North Bend.

#### STATEMENT OF CONDITION

OF

## FLANAGAN & BENNETT BANK

MARSHFIELD, OREGON.

At the close of business, April 18, 1912.

RESOURCES.	
Loans and Discounts.....	\$432,792.66
Banking House.....	50,000.00
Cash and Exchanges.....	251,981.96
<b>Total.....</b>	<b>\$734,774.62</b>
LIABILITIES.	
Capital Stock paid in.....	\$ 50,000.00
Surplus and Undivided Profits.....	55,563.67
Deposits.....	629,210.95
<b>Total.....</b>	<b>\$734,774.62</b>

#### CONDENSED STATEMENT

## Of The First National Bank of Coos Bay

At the close of business April 18, 1912.

RESOURCES.	
Loans and discounts.....	\$208,201.63
Bonds, warrants and securities.....	78,947.66
U. S. bonds to secure circulation.....	25,000.00
Real estate, furniture and fixtures.....	81,011.34
Cash and sight exchange.....	198,268.68
<b>Total.....</b>	<b>\$591,428.71</b>
LIABILITIES.	
Capital stock paid in.....	\$100,000.00
Surplus and undivided profits.....	8,815.49
Circulation, outstanding.....	25,000.00
Deposits.....	457,613.22
<b>Total.....</b>	<b>\$591,428.71</b>

In addition to Capital Stock the individual liability of Stockholders is \$100,000.00.

INTEREST PAID ON TIME AND SAVINGS DEPOSITS.

W. S. CHANDLER, President. M. C. HORTON, Vice-President.  
DORSEY KREITZER, Cashier.

# Do You Sleep Good!



If not better try an Ostermoor Mattress. It will cost you the same to buy one from us and have it delivered to your home as the man in Chicago or New York City pays.

**PRICE, FULL SIZE, \$15.00**  
**\$16.50, \$18.00 and \$18.50**

Other Mattresses from \$3.50 to \$15.00. The largest line in town.

We have just received a shipment of room size Wilton Rugs. Call and see them.

## GOING & HARVEY CO.

Complete House Furnishers

### City Auto Service

Good Cars, Careful Drivers and reasonable charges. Our motto: "Will go anywhere at any time." Stands—Blanco Hotel and Blanco Cigar Store. Day Phones—78 and 46 Night Phone 46. BARKER & GOODALE, Proprietors.

### Lynn Lambeth Fred Nemis Cadillac Auto Service

Good Cars—Reasonable Rates All Night Service Careful driving assured. Phone—Blanco Pool Room, 231-R until 11 P. M. After 11 P. M. phone 5-J. Palace Restaurant.

## Electric Servants Expect No Days Out

Electric washing machines and vacuum cleaners are ready to perform their work quickly and well all the time.

In many small households there is too much work for the housewife—a large part of it can be performed better electrically and leave much time free for more important things and recreation.

Any servant problem is easily solved in the electric home.

If your home is not wired, a telephone call to 178 will bring an expert to explain our proposition.

## OREGON POWER CO.

Telephone 178

### Springtime Is House-Cleaning Time

## The Coos Bay Bedding and Upholstery Co.

Want to Clean Your Carpets. Six cents per square yard. Satisfaction guaranteed. 733 So. Broadway—Phone 216-L.

#### NOTICE TO CONTRACTORS

Notice is hereby given that the board of directors of school district No. 49, in Coos County, Oregon, will receive sealed bids up to the hour of 6 o'clock, P. M., on the 4th day of May, 1912, for the erection of a school building in said district according to plans and specifications thereof on file with C. E. Jordan, district clerk. All bids must be accompanied by a certified check equal to five per cent of the amount of the bid. The board reserves the right to reject any and all bids. This notice is given by order of said board.

All communications must be addressed to said clerk. CHAS. E. JORDAN, Clerk of the Board of Directors of School District No. 49, Eastside, Coos County, Oregon. Dated this 22 day of April, 1912.

Don't forget the Turkish Bath PHONE 214J.

An unfilled want causes unbusiness—Times Want Ads bring results.



**Snow Drift Flour**  
Highest Quality