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Makers of
Benjamin Clothes

To The Man Who Buys Clothes

We want to talk to you about Clothing.

We don't know whether you know Benjamin Clothing or not, but we want you to.

We want to do business with you and believe we could if you realized just what Benjamin Suits, Overcoats and Rain Coats for men are, and the kind of merchandise we are offering.

If you are absolutely satisfied with the Clothing you are now wearing, we haven't a word to say; but if not, if you would like to see a little better style, a little better making, a little more up-to-dateness in your Clothing, we would like to get in touch with you, for we sincerely believe it would be even more to your advantage than ours.

Benjamin Clothes at \$17.00 to \$35.00 are the highest type of Clothing that money, brains and skill can produce. A broad assertion but a true one.

Then too—we have a matchless showing of Suits, Overcoats, Rain Coats and Gaberdines—Prices that range at \$10, \$12.50, \$15 and \$17.50.

Let us prove to you that—

"MONEY TALKS"

Marshfield **Hub Clothing and Shoe Co.** Bandon

THE BRIDGE AND THE RAILROAD

Will the S. P. Build to Grants Pass Instead of Eugene?

Editor G. A. Bennett has discovered a fresh bogie in the S. P. situation. It is no less than a union of the C. A. Smith and railway interests. Here is what Editor Bennett says:

"Steamers coming up the bay during the foggy weather last week bumped into beacon lights and knocked out dolphins. What will shipping do during a fog if a bridge is placed across the bay from Sand Point to North Bend? They'll simply have to tie up until the weather clears, and to a vessel like the Nann Smith this means a loss of no inconsiderable amount. A bridge would be a decided injury to the commercial interests of Coos Bay, and everybody who is interested in the welfare of the bay should fight it to a finish, and then some.

"We stated on two or three occasions before that we didn't believe that the S. P. wanted to bridge Coos Bay, and we don't believe yet that they do. We may be mistaken, but the proposition doesn't look good to us. But whether they do or do not want to bridge the bay, the people who intend to make their permanent home here should protect our shipping interests to the greatest possible extent. Our harbor is of more importance than many railroads, and no corporation should be allowed to get a stranglehold on it. If the S. P. at this particular time really wants to bridge the bay, they would do it solely for the purpose of blocking any other road that might wish to come in here. They have

nothing to lose by asking for the permit to build the bridge. If the permit is granted they have a year in which to commence construction, and we suppose that a few piles driven for an approach at Sand Point or North Bend would answer the purpose for commencement of construction, the same as Millis started the milky way at North Bend. They may never complete it. If they are refused permission to build the bridge, then there is no danger of any other road coming in from the north, for the other road would also be refused permission. With the S. P. controlling a great portion of the waterfront on the east side, it would be hard sledding for a road to get in here anywhere north of the mouth of Coos river. On the west side of the bay they got everything they wanted at North Bend, and if they succeed in getting the Terminal Railway franchise at Marshfield they will certainly have a leadpipe cinch on the railroad situation on Coos Bay. It may be that they consider that the Terminal Railway will be necessary for them as a means of reaching North Bend.

"It was published a short time ago that McArthur-Perks had been awarded the contract to build a line for the S. P. from the Siuslaw to Coos Bay. On this proposed line no work whatever has been commenced between the Siuslaw and Umpqua. The work on the Wendling timber road between Eugene and Siuslaw is being rushed with all possible speed, but there's nothing doing south of the Siuslaw. The only work between the Umpqua and Coos Bay that is under way is that of grading an approach to the tunnel at Wind Creek. This tunnel is at a strategic point on the line from the north, and even if built at considerable expense and never used, it would effectually block any other road coming down the coast from the north. The S. P. can afford to build that tunnel fully as well as they bored tunnels and built bridges on the Drain-Coos Bay line.

"Now, let us take a look at this

railroad situation from another point of view. The C. A. Smith interests are more concerned in the development of the shipping facilities of Coos Bay than any other firm or number of firms located here, or who have timber and coal tributary to Coos Bay waters. While the head men of the Smith Company had little or no experience in shipping by water before coming to the bay, they have nevertheless been here long enough by this time to appreciate the menace to commerce that a bridge across the harbor would prove to be. They also know by experience that the driving of piles for log booms, etc., is always followed by shoaling, therefore they are aware of the fact that the construction of a bridge means the building up of the mudflats, encroachment on tidal area, and consequent limiting of the amount of water which ebbs and flows across the bar and which is necessary when controlled by a jetty to insure a depth suitable for large vessels. Mr. Smith was opposed to the bridge when the matter was discussed a few years ago, but on his last visit he stated that he had no objection to a bridge, provided it was built according to plans approved by the United States engineers, or words to that effect. None of the officials of the C. A. Smith enterprises took any part in trying to prevent a permit for a bridge being granted, although they must know that a bridge would be a decided injury to their shipping interests. What was the reason that they did not oppose it? There are some people who think that C. A. Smith knows more about these matters than the general public gives him credit for. He is building a mighty fine logging road—good enough for the best kind of a railroad—out from Myrtle Point towards Grants Pass. He has traffic arrangements with the S. P. from Myrtle Point to his plants on Coos Bay. The contractors who are to build the first 23 miles of the new logging road are men who have recently finished contracts for the S. P. and are classed, as S. P. contractors; in fact everything indicates that the S. P. and the C. A. Smith interests are on very friendly terms, to say the least. We have no source of information from which to draw to confirm our views; no bunch that would enlighten us regarding these matters; we are merely surmising, and may be barking up the wrong tree, but it looks this way to us. The Wendling interests raised the necessary money to build a logging road from Eugene to the Siuslaw. The S. P. took the road off their hands and bought off an opposition road that was headed down the coast to Coos Bay. The C. A. Smith Lumber Company raised the necessary money to build a logging road on the line between Myrtle Point and Grants Pass, and—well, it is very apparent that the S. P. is not fighting it. What's the matter with the S. P. pushing

that road to Grants Pass? If they build that line they won't need the Eugene line, nor will they need a bridge across Coos Bay. With the right-of-way between the Umpqua and Coos Bay, which they have bought and paid for, including tunnel sites, etc., they have the bay pretty well blocked from Eugene or Drain. With a road to Grants Pass, or some other point in the interior of the state, it is very doubtful if a rival road would attempt to come in from that direction; therefore, if no further developments are forthcoming in railroad circles, it certainly looks as though the S. P. was holding the top hand in this section, and accounts for the strenuous exertions being made to capture the Terminal Railway, which they would now cheerfully accept with the common-user clause, because they have a franchise at North Bend with no strings on it, and further because there is very little chance for another railroad to get in here and demand the right to use it."

BRINGS RAILROAD MATERIAL.

Vessels to the Siuslaw Carry Much Construction Material.

A press telegram from Florence says: The Coquelle, a small sailing schooner from San Francisco, sailed in across the bar here Wednesday afternoon without the assistance of a tug and sailed on up the river to Acme, where she will unload her freight. The schooner Oakland will be towed in, and brings a cargo of freight for the railroad work, and the Sausalito is also en route here from San Francisco.

MINE STARTS UP AGAIN

Some of Former Employees Go Back to Work at Bingham.

(By Associated Press to The Coos Bay Times.)

BINGHAM, Utah, Oct. 9.—The Highland Boy mine, owned by the Utah Consolidated Mining company began operations today. Thirty employees started to work. The strikers attempted to interfere but a number of times were knocked down by Deputy Sheriffs in a melee today that ensued. None however were seriously hurt.

When an old bachelor falls in love there is usually a widow not far away who is anxious and willing to help him out.

HOODOO WAS AFTER HOMER

Had Series of Happenings on Recent Trip North But Survived.

The Steamer Homer which is now loading at Marshfield came into San Francisco last month with a cargo of sealskins worth \$1,000,000. Just before coming up to Coos Bay the Homer was under charter of the government and her trip from northern waters was a remarkable one for its unusual features. The following story about the Homer's trip appeared in the San Francisco Examiner:

The Homer left St. Paul Island of the Pribilof group, in Bering Sea, and almost immediately encountered terrific weather. The high wind, which blew down the wireless poles at Dutch Harbor, caught the little steamer after she had left Unalga Pass. For three days the vessel tossed and pitched.

Sliding out of the rough water into the sunnier seas off the coast of California, the mishap occurred which endangered the dozen passengers returning from Government stations and the valuable cargo of hides.

The vessel was 300 miles off Point Reyes. Chief Engineer Kingland, and his assistant, William Keen, were in the engine room. Something had gone wrong with the electric lights. The passengers were at dinner.

Propeller Shaft Snaps. A sudden shock ran through the length of the vessel, and the dishes danced on the tables. One of the propeller shafts had become crystallized and had snapped as a long swell swept from under the keel and left the propellers buzzing in the air.

Keene, with quick comprehension of the accident, darted toward the throttle and closed it down before the racing propeller could tear itself loose and whirl away. The ship was stopped in mid-ocean. Chains were wrapped about the broken part to preserve it.

This accident happened on Tuesday, and for three days the steamer was obliged to crawl along with the star board propeller working and the rudder swung over to prevent the course from becoming a circle. Slow time was made to port.

The Homer left San Francisco in August for the Seal Islands, two events checking her at the start and casting the shadow of a hoodoo over the passage.

Bride Loses Her Trunk.

The first was when Mrs. Charles Whitney, a bride of a few days, found

that her trunk had not arrived by the overland train and prevailed upon Captain Wall to hold the ship two days until it was found.

The second came on the day of sailing when Mrs. Charles Wall, wife of the skipper, was forced to submit to vaccination by the quarantine authorities on the deck of the ship. Arrived at Seal Island, the Homer was forced to wait for days until the weather permitted her to dock.

Since the lease of the North American Commercial Company to hunt seals expired, two years ago, Uncle Sam has been acting as agent for the seal hunters and brought the second cargo of this nature to the markets on the Homer yesterday.

Seals Killed for Meat. The seals this year were killed for food only, and the hides were shipped south. Several thousand were stowed away in the hold of the chartered ship.

Millard C. Marsh, a Government naturalist with headquarters in Washington, and George A. Clark, special assistant of the Bureau of Fisheries, returned on the Homer after superintending the season's catch. Thousands of dead salmon were noted by the passengers in the Bering sea. The pumice dust of the new Alaskan volcano had settled on the water and had suffocated the fish. The Homer did not approach within many miles of the volcano.

ALLOWS PRIVATE SEWER.

Council Prepares for Election and Transacts Other Business.

The city council at the meeting Monday night allowed permission to build a private sewer on Golden avenue. There were objections by property owners who did not want to pay for a regular sewer and City Engineer Gidley objected to the private sewer, holding that the sewer building should be done in a systematic way. The council voted to order the private sewer over the wishes of the engineer.

The council authorized the city attorney and recorder to prepare blanks and other necessary election material for the December election when the city will conduct the election under the state law, which was adopted at the recent special election. The chief difference in the requirements heretofore is that the voters must have been within the city limits 30 days prior to the election. A system of registration can register 30 days before the election must be done hurriedly, as the time is short and it is not likely that the city will be divided into wards for this election, as there is scarcely time.

Engineer Gidley was ordered to prepare plans for the improvement and grading of North Court, between Highland and Park avenues. The council will meet again a week from next Monday.

Little Talks on the High Cost of Living

By
W. A. REID.

Yes, lumber, like everything else, is high right now, notwithstanding the fact that we are living in one of the greatest lumber producing districts in the world, but you will pay as much or more a year from now. The money you pay out for rent in a year will buy the lumber for your home. And the saving you make in buying your home in PERHAM PARK right now will pay for the labor. Thus your home costs you nothing except the original cost of the lot, which may be bought on easy terms.

See REID About It.
COKE BUILDING.