

DECIDE TO USE "INLET" NAME

Port Commissioners Taboo "Slough" in Reference to Small Waterways.

The word "Slough" was tabooed by the Port of Coos Bay Commission last night and henceforth all the small waterways will be referred to as "inlets."

There was no formal action to this effect but all the commissioners expressed themselves that way. Peter Loggie brought the matter up. He said that the word "Slough" was not dignified and was a misnomer because slough meant more of a swamp than a navigable river or waterway.

A. H. Powers, Henry Sengstacken and A. O. Rogers agreed with him, and it was stated henceforth the small waterways must be known as inlets.

Cooston Channel Matter.

A letter from W. E. Homme asking the Port Commission to dredge out the channel to Cooston was read. This project was up a year or so ago and caused much discussion and controversy. Mr. Homme wanted to know if the original petition and plans would not do. He said it would require only about five days dredging to open the channel as specified by Engineer Robinson.

Peter Loggie said that the people at Cooston had informed him that the Homme project was not the proper one. He said they claimed it did not open the Willanet Inlet waterway, but simply opened a waterway to Homme's wharf and benefited an individual.

Mr. Homme in his letter stated that Sec. Swinholm of the Cooston Townsite Company, who had opposed the plan before, was out and that the new man would not oppose it. The matter was referred for future action and Mr. Homme will be told that it will have to be all started over again.

Up to County Court.

The Port Commissioners have decided that the improvements of the small waterways emptying into Coos Bay must be paid for by the County Commissioners out of the county road fund. If the commissioners will turn the money over to the port, the commissioners may have the work supervised. They point out that the county commissioners are expending large sums from the road fund, for which the people of the Coos Bay district are taxed, on the dirt roads in the Coquille Valley, while little is being spent on this side owing to the highways being inlets instead of dirt roads. Peter Loggie and others will probably take it up with the commissioners soon.

What Teal Did.

J. W. Bennett presented a letter to the commissioners asking them to pay \$150 toward the support of the National Rivers and Harbors Congress, this sum having previously been paid by subscriptions from Coos Bay business men. Reference was made to J. N. Teal of Portland having recently represented Coos Bay at these sessions helped Coos Bay.

"I'd like to know a single thing that J. N. Teal ever did for Coos Bay?" inquired Peter Loggie. Point out a single resolution favoring Coos Bay that he had the Rivers and Harbors Congress pass. "I've heard a whole lot about J. N. Teal helping Coos Bay, but I've never seen anything that he did. The year I attended the Rivers and Harbors Congress, a resolution boosting Coos Bay was passed, and I think they would have passed others if we had been properly represented. J. N. Teal is representing Portland."

Finally it was pointed out that the \$150 did not go to Mr. Teal and Mr. Loggie moved that it be paid. He said that Mr. Teal was a friend of his and that he appreciated his ability, but so far as Teal helping Coos Bay was concerned, he would have to be shown.

Mr. Loggie also said that he noticed that Congressman Hawley was claiming he got \$80,000 for Coos Bay. He said that he thought this \$80,000 was the sum the U. S. engineers had recommended for the bar dredge and that came without Hawley's help at all.

Boosts Coos Bay.

A letter from Perry, Briggs and Clayton of Toledo, bond buyers, was read. It stated that it wished to thank the commissioners for courtesy shown them by Mr. J. N. Johnson of Grants Pass at the sale. Mr. Johnson's bid was not considered because he did not have the proper certified check up. The letter went on to say that in case of any trouble, changing the sale, the firm wanted to bid on the issue again.

W. Bruce of the New First National Bank of Columbus, Ohio, wrote, saying that he was sorry they had not been able to get a man here to bid for the bonds but in case of trouble, they wanted a chance at the next sale. He said in closing that "Coos Bay was one of the places in Oregon in which good reports were heard on the outside."

NEW SPEED BOAT.

Oregon Wolf II. Combined Launch and Hydroplane, Is Fast.

PORTLAND, Ore., Jan. 23.—The Oregon Wolf II, a hydroplane expected to startle the world with a speed of from 45 to 50 miles an hour, will be presented to the motorboat world by J. E. Wolf about May 1. The designer of the Oregon Wolf, Pacific Coast speed champion, will commence work on his new craft this week.

The Oregon Wolf II, will be a 34-foot craft of the hydroplane type, with 250-horse-power, nine-cylinder engine which drove the Oregon Wolf through the water. The old boat, of the displacement type, was 40 feet long, while the new speeder, will be similar to the Crazy Wolf, which proved such a disappointment last spring.

In order that there might be no delays in it, Peter Loggie last night urged that negotiations be opened at once with dredge companies to get two or three dredges in here immediately after the money from the bonds is obtained.

BOND SALE IS CHANGED SOME

(Continued from Page 1.)

tional of Chicago, it would be 3 1-2 per cent, or if they would take a Detroit, St. Louis or some other Eastern bank that he mentioned, it would be 4 per cent.

The commissioners agreed to this plan and made a new order of sale.

Debate About Interest.

There was a lively debate about the interest that the Port Commission is to get on the first \$150,000 derived from the bond sale while it is being used up. J. W. Bennett said that at a meeting of the representatives of the Bank of Oregon and First National Bank of North Bend, the First National and Flanagan & Bennett Banks of Marshfield yesterday, plans for taking care of it were discussed. He said the local banks were anxious to keep the money on the Bay, using it to aid local people and institutions, if they could do so. He said that as the money could not be deposited for a specified length of time, the banks here could not pay a high rate of interest on it. He said the bankers had decided to try and be liberal and do the very best they could. He said it was suggested that the Port Commission ascertain what the banks of Portland and San Francisco would pay for the deposit and then let the local banks have the option of taking it at that rate.

Peter Loggie said that he did not want to be limited to coast banks as eastern banks were just as solid and might pay a better rate of interest. He said the Port was handling the people's money and it was up to them to prevent any loss. He said that the port was paying over 5 1/2 per cent interest on the money and it behooved them to get as nearly that much, or near it as possible, while the money was idle. He said that he favored keeping the money on Coos Bay if possible, favoring the local banks, but they could not do it if it cost too much.

Mr. Bennett said that the local banks wanted to do the best they could. However, they could not pay four per cent interest on the money like they do on yearly deposits. Furthermore, he said it was a bad precedent for the local banks to make by paying interest on call money, but they would stretch a point to help the port and help the people of Coos Bay keep the money working here until it was used in improving the harbor.

W. S. Chandler pointed out that the law required the banks to retain thirty per cent of deposits as reserve, that a large portion of the balance would have to be loaned at the low rate that a few months' time would secure and the rest would not bring over six per cent, so that the banks would be handling the matter practically for nothing.

Mr. Bennett said that two of the best banks in Portland had wired him yesterday that three per cent was the best rate they would pay on sixty day call deposit.

A. H. Powers said that he thought the matter could be arranged so that the banks here could handle the money and keep it at home. He said they ought to be able to pay a fair rate of interest and that the Port Commission would co-operate with them so that there would be four to six months advance knowledge of the time the port would need the money.

Peter Loggie said that he was glad to see the banks get together.

Henry Sengstacken said that there was no reason why the bankers could not work just as cheaply for the port of Coos Bay as the commissioners were working.

Joke on Bennett.

During the latter part of the session, a good joke was sprung. J. W. Bennett started to praise Allen Frake for the fairness with which he was acting.

Mr. Frake said he appreciated the compliment and said that he wanted to be absolutely square with the Port Commission. In addition to this, he said that he wanted to handle all the future bond issues of the port and also to handle the issue of waterworks bonds for this community.

He had no sooner uttered the latter than Mr. Bennett uttered a few spicy and caustic remarks about the possibility of waterworks bonds, but the burst of laughter from all present drowned him out and he joined in.

Mr. Frake did not know that Mr. Bennett was the principal owner of the Coos Bay water system and hence his remark. Nevertheless, he meant it, and a representative of his old firm told Coos Bay parties some time ago that they would be glad to float a large bond issue for a municipal water system on Coos Bay.

MANY PUPILS FAIL.

Out of the seventy-two Coos County pupils who took the eighth grade examinations, January 16 and 17, only thirty-nine passed, according to a statement just made by the county superintendent, No. Marshfield school pupils took the examination this winter, the promotions here to be made in the spring.

Those passing the last examination were:

Daniels Creek school—Blanche Cutlip.

McKinley—Clara Heller.

Myrtle Point—Victor Stevens.

Norway—Marion Schroeder, Mabel Schroeder, Lela Clinton and Arlie Hunt.

Bandon—May Kinley, Delphia Langlois, Orlan Morgan, Mabel Melhardt, Hazel Shields, Ada Perkins, Belle Chatburn and Allen Harrington.

Coquille—Dorris Peoples and Mile Dunham.

North Bend—Constance Clark, Ida Neilson, Albert Larson, Andrew Hendrickson, Ernest Wittick, James Helms, and Elvira Bergland.

Hall's Creek—Mary Smalley.

Fairview—Raymond Benham.

Eastside—James Whitty, Ida Shutter, Maydram McLean and Anna Lund.

Gravel Ford—Jesse Cotton, Frank Moser, Elton Brady, Elijah Culbertson, Ethel Mason, Earl Mason and William Heller.

CAMAS VALLEY SLIDE.

County Judge Wagoner received a message from Camas valley to the effect that a slide occurred in the canyon and that the road was practically impassable. County Judge Wagoner informed the informant to assemble a crew of men immediately and proceed to the scene of the slide. It is believed the road will be ready for traffic soon.—Roseburg News.

TELLS ABOUT COAST LINE

Portland and Grants Pass Papers Think Wilsey Behind New Railroad Project.

That W. J. Wilsey and his English backers are really behind the Wooleyport deal and the project to build a road from Crescent City to Grants Pass is the declaration of the Grants Pass Courier. Mr. Wilsey has been expected on the Bay for some days, but has not arrived yet. Concerning the project, the Grants Pass paper says:

"Since the inception of the plan to build a railroad from Grants Pass to Crescent City, there has been speculation as to what financial interests would come in and complete the union of the two ends or take over the construction of the entire system. There have been rumors of a deal whereby English capitalists would come into the enterprise and recently H. S. Wooley told the Courier that he had sold the bulk of his holdings to English and Canadian people and that developments could be expected in that direction in the near future."

"The Telegram of Portland, in its issue of the 11th instant, makes positive statement that the Duke of Portland, through the great financial house of Perks & McArthur of London, was the power back of the Pacific-Interior, and that British capital was now ready to be poured into the project. The article in question follows:

"His Grace, the Duke of Portland, is to invest substantially in railroads in Oregon, although it will not be in his namesake city, the metropolis of the state. The enterprise in which his regal highness will pour some of his dual coin will be the proposed line which will run from Grants Pass down to Crescent City, California. This enterprise will call for the expenditure of several million dollars and is being financed by the firm of Perks & McArthur of London, the greatest railroad contracting firm in the world and which sold out to the Willamette-Pacific line from Eugene to Coos Bay to the Harriman interests about two years ago and which is now more or less under construction."

"The Duke of Portland has invested heavily in a number of railroad schemes fathered by this firm in various parts of the world and has, so it is said, reaped handsome revenues from backing the company."

"The deep water terminals for the new road will be Wooleyport, a small town located one and one-half miles north of Crescent City, California, which according to government surveys, has a deep-water channel of over 30 feet at the present time and has a land-locked harbor of more than four square miles in area."

"It is known that the Duke of Portland and Perks & McArthur have already expended more than \$250,000 for waterfront and terminal property at Wooleyport and that they expect to make it one of the most modern water terminals of the Pacific Coast. This can be done without a great outlay because of its natural deep channel and harbor facilities."

"The new line will tap an immensely rich timber belt for a considerable distance along the right of way. It will also afford ideal transportation facilities to the rich copper mines in Del Norte county, California. There are billions of feet of fine merchantable redwood along the route which has been surveyed for the road."

"Agents for the Duke of Portland and the contractors have recently returned from London where a conference about development plans was had and it is understood on the most reliable authority that actual construction work on the road will be undertaken as soon as weather permits in the spring."

MINIMUM WAGE BILL.

Marshfield, Oregon, Jan. 21, 1913.

Editor "The Coos Bay Times":

The undersigned begs that all readers of "The Times", who are interested in the welfare of woman in the state of Oregon and the human race in general will secure a copy of

8th Semi-Annual Clearance Sale

Men's and Boy's Clothing at Clearance Prices

| MEN'S SUITS ALL REDUCED | MEN'S OVERCOATS | MEN'S RAIN COATS |
|---------------------------|-----------------------------------|---|
| \$15.00 Suits now \$10.50 | Box or Belted Backs, all reduced. | Guaranteed rainproof Gaberdines, Slip-Ons, English Cravenettes. |
| \$18.00 Suits now \$12.60 | Blacks, browns and greys. | \$15 Rain Coats now \$10.50 |
| \$20.00 Suits now \$14.00 | \$15 Overcoats now \$10.50 | \$18 Rain Coats now \$12.50 |
| \$22.50 Suits now \$18.00 | \$20 Overcoats now \$15.00 | \$20 Rain Coats now \$16.00 |
| \$25.00 Suits now \$20.00 | \$25 Overcoats now \$20.00 | \$25 Rain Coats now \$20.00 |

All Boys' Clothing Now 10 Per Cent Reduction

All Men's Blue Serges at 10 Per Cent Reduction

10 dozen \$1.25 Men's Flannel Shirts, brown, blue or gray, now \$1.12

Child's High Top Gun Metal Shoes, sizes 5 to 8, were \$2.25, now \$2.02

Ladies High Top Tan or Gun Metal Shoes, all sizes, were \$5.00, now \$4.50

Men's High Top Shoes, sizes 9, 9 1-2, 10 and 11, were \$5.00, now \$4.50

HUB CLOTHING & SHOE CO.

Marshfield "MONEY TALKS" Bandon

THE PEOPLE'S FORUM

The Times will be pleased to publish letters from its readers on all questions of public interest. Each letter must be signed by the writer, and so far as possible be limited to 200 words. In publishing these letters it must be understood that The Times does not indorse the views expressed therein; it is simply affording a means for the voicing of different opinions on all questions affecting the public welfare.

A CHANCE FOR FAME.

The man who discovers the art of making laws that can't be misapplied or misused will deserve to have his name carved large near the apex of the totem pole.

That the initiative law has been abused, none can deny. That it will be further abused we must and do expect. We do not regard it as either perfect or sacred. That it needs fixing we admit, but how? That is the question.

Who among the many has suggested a logical remedy?

One doctor says it should be made harder and more expensive to initiate a measure. Every scheme has behind it ample funds to place it on the ballot and exploit it afterward. As a rule meritorious measures have nothing in the rear save enthusiasm of a few people. Patriotism that costs money sends most of us scurrying to the clam flats. Rather the initiative should be made easier and less expensive. It seems to me.

Another proposes to file each measure and submit in rotation a limited number each election. Do that and some one may load the calendar with a job lot of bills that will last from now to eternity. Anyway, any limitation is impractical.

Still another suggests we first vote upon the question as to whether or not we shall initiate a measure at the next election. Surely that would be going some. We recollect the exploit of that swift-moving gentleman who is alleged to have run fourteen miles in fifteen days and never looked behind him.

Another believes a measure once rejected should not be again submitted say for a period of ten years. Experience teaches that public opinion is most erratic, as witness the late question of woman suffrage, hence it would seem that would hardly do.

The truth is, at the beginning we were badly stung. However, experience has taught us a few things. We have blown in the barrel and found the thing loaded. We are not quite as handsome as we once were, but we know more.

Give us a chance. Please don't be in too big a hurry. Indications are that we shall get there by and by. We believe there is no occasion for excitement. We think that by the time we shall have mottled another season or two, we shall be able to handle the initiative without danger of a premature discharge. We have faith that the problem will speedily right itself. We therefore think that it might be wise to refrain from tinkering, at least until such time as some Moses shall submit a remedial panacea that shall assay something other than ozone.

GEO. WATKINS.

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SMITH'S VIEW OF BOY SCOUTS

Prominent Lumberman Highly Commends Movement for Training Young People.

A recent letter received by the scout commissioner from C. A. Smith contains some warm words of approval of the Boy Scout movement. "I am familiar," says Mr. Smith, "with the Boy Scout movement, much interested in it and wish to congratulate you for taking up this work at Marshfield, as I know that it will mean a great deal to the generation to whom we must turn over affairs in the future. I wish you the greatest success in this splendid work."

Mr. Smith has granted permission to the Boy Scouts to make use of the Tabernacle for their weekly meetings when the same is not being used by the boys of the High school for athletic purposes. This is more centrally located than the high school, where the boys have been meeting previous to this time and will be a great convenience in every way. The Scouts will meet in the Tabernacle Saturday evening at 7:30 and those who have successfully passed the examination for the tenderfoot degree will receive their badges.

The last issue of "La Follette's Weekly," under date of January 11 inst., and read page 4 on "How Congress Can Help Our Social System From the Poison of Overwork." And then write to our senator, I. S. Smith, and representatives J. S. Barton and Storor Pelree, urging them to do all in their power to secure the passage of the Minimum Wage Bill, up before this legislature and giving to woman a maximum week of 48 hours.

Any individual who will oppose this bill becoming law, declares himself to be indecent.

C. H. McLAUGHLIN.

Don't forget W. O. W. Dance at Empire Saturday, Jan. 25. Alice H leaves Market street wharf 7:30 sharp. First class orchestra music.

Have your job printing done at The Times office.

PLAN TO BUY WATER WORKS

Bandon Voters to Plan Buying Old Plant on 10 Per Cent Basis.

BANDON, Ore., Jan. 24.—(By order says: "At the regular meeting of the council Wednesday night the proposition of buying the city water plant was taken up and it was voted to submit the proposition to the people at an election to be held in the near future, buying the plant at a figure, 8 per cent of its value would equal the net division of the last year. This provision an option contained in the franchise which was granted to the city when it was organized."

"Some time ago the city officials price from the company who offered to sell the system to the city for \$60,000, but asked that an election be held to vote on the proposition that only the one proposition regarding the water works voted on at said election. The refused to be bound in any way after which the offer was withdrawn by the company. The proposition that will now come before the people will be to buy on the plan as mentioned, and the further proposes to appoint three expert accountants to appraise the use of the water system and the plan will be held after this committee has made its report. At the same election the question of the city for \$15,000 to take up the standing warrants, and \$4,000 to take up the park warrants. The stock question will also come up perhaps some other questions of interest to the public. It will probably be about April before the election can be held as there are several preliminary matters to be taken up between times."

VENERE PLANT TO REPAIR.

F. S. Perry of the Perry Water Plants informs us that he will have operations Monday and expects to have quite a long run. He has contracts to fill both to the north and south and expects to close other contract at San Francisco in the next few days. The plant employs about 40 persons.

A New Year's Gift To Yourself

that you'll appreciate every day in the year is a new pair of glasses. If you have worn your old ones two years or more you certainly need a new pair. Get the right ones by coming here for them. Our expert eye examinations and our skill in making up the glasses insure good sight and good looks.

Eyes Examined Free

Red Cross Jewelry Department

