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The only Baking Powder made from Royal Grape Cream of Tartar, and absolutely pure.

Gives to food that peculiar lightness, sweetness, and delicious flavor noticed in the finest bread, cake, biscuit, rolls, crusts, etc., which expert pastry cooks declare is unobtainable by the use of any other leavening agent.

CITY APPROVES LIBRARY PLAN

(Continued from Page One.)

oughly and that everyone was opposed to the \$10,000 building holding it utterly inadequate. Most of them, she declared, had expressed themselves in favor of an \$18,000 or \$20,000 building which would require an annual appropriation of \$1800 to \$2000 by the city for its maintenance.

D. L. Rood and Hugh McLain were among the visitors who commended the plan when Mayor Straw requested the views of those present.

Mayor Straw wanted to know what site had been considered for the building. Miss Topping said that the only sites that had been discussed were the city park, the city lots near Fifth and Market and the city lots near Fourth and Currie.

City Attorney Goss said that the city had the right to give any of its property for a library site or to purchase other property for that purpose. He said that it had been his experience that usually someone donated the site for the library and thought that maybe some one in Marshfield might be induced to do so. He said that \$10,000 or \$15,000 would not erect much of a building and that in some cities additional subscriptions were taken for the purpose of making the edifice more imposing than could be made under the Carnegie contributions. However, he said that it could be easily arranged to comply with the conditions attached to the Carnegie contributions.

Finally Councilman Ferguson moved that the city council declare its readiness to meet the conditions imposed by Carnegie. The library committee will proceed at once to open up negotiations with Mr. Carnegie about the matter.

COOS COUNTY ESTATE.

Geo. W. Bashford, Father of Mrs. C. A. Wilson of North Bend, Passes Away.

The Portland Journal says: Geo. W. Bashford, who died in Vancouver, Wash., January 4, last, left an estate of \$18,500. In Multnomah, Coos, Polk and Jackson counties, Oregon, E. L. Bashford, a son of Portland, was appointed administrator. The other heirs are the widow, Mrs. E. J. Bashford, and two daughters, Mrs. C. A. Dickinson of Jefferson, Or., and Mrs. C. A. Wilson of North Bend, Or.

The Terminal Railway Franchise

is an important question in Marshfield just now, but it is not half so important to the man who wants a new pair of shoes, as it is to know that notwithstanding the fact that the price of leather has advanced 25 per cent in the last year you can still buy a good pair of dress shoes for

\$3.50, \$4.00, \$4.50 or \$5.00

at the

FIXUP

Marshfield North Bend

WILL VOTE ON ONE QUESTION

(Continued from Page 1.)

there was anything about the proposed election that would be binding. City Attorney Goss said that the Terminal Railway directors and council would morally consider it so.

Mayor Straw wanted to know what would happen if the people voted against turning it over to the Southern Pacific. Mr. Goss said that he presumed it would end the negotiations.

Stoll's Views.

W. T. Stoll said that merely as a citizen and not as the representative of any one he would like to say a few words. He declared that the Terminal Railway had the right to deal or transfer their franchise to whoever they pleased without consulting anyone. However, they had asked for an advisory vote and thought that their request should be granted. He said that the common user clause in the present franchise is a perfectly good one and referred to the recent decision of the United States supreme court in the case of the Fourth street franchise in Portland, as showing that the courts were deciding more in line with the people's wishes. He said that this was a critical period in the history of Marshfield and that to slam the door in the face of a railroad company seeking entrance here might afford another excuse for leaving Marshfield another long time without a railroad.

Copple's View.

Councilman Copple said that last year the council was anxious and willing to deal with the Southern Pacific, but then the Terminal Railway proved a stumbling block. He said he wanted to see the Southern Pacific and any or all railroads come in here. He said that he was not afraid of being "bottled up" by a railroad. He said that corporations were all the same—all soulless and that the Southern Pacific did not appear any better or any worse than the Terminal to him. He said that now he was satisfied that the clause in the Terminal franchise was not a common user clause at all, but that it was merely a common service clause. However, he said he was in favor of allowing the people to vote on just one question.

Ferguson's Stand.

Councilman Ferguson said that he merely wanted to have the original intent when the franchise was granted to the Terminal Railway carried out. He said that one question would not permit the voters to intelligently express themselves.

Councilman Winkler said that all precautions should be taken now so that the people's rights would not be wrested from them on some mere technicality. He said that the people of Coos Bay had already given away most of their public rights and that the rest should be carefully protected.

Councilman Ferguson said that if the two questions could not be submitted, he was willing to take the Terminal Railway company at its word and call off the election.

Favors Election.

G. W. Kaufman said that he couldn't see any reason why the election should not be called and allow the people to vote on one question. He said that if the people wanted to insist on the insertion of the much common user clause they could simply vote no.

Mayor Straw said that he was willing to let the people vote on anything except, he added jocularly, the question of hanging him.

Albrecht's Views.

Councilman Albrecht said that the Terminal Railway's letter was a virtual confession that the common user clause wasn't a common user clause at all. He said that he and the people had been led to believe that when the franchise was granted it contained a common user clause. However, he said that as the steam and electric franchises could not be divorced, the matter could have to come back to the

people anyway and he could see no reason why the election should not be called on the one question. As to the railway commission protecting the people, he read an extract from a San Francisco paper, showing that the California railroad commission was powerless there in dealing with the Southern Pacific. He suggested that the Terminal Railway give up one-half of Front street to the Southern Pacific.

View of Terminal.

Councilman Copple said that if it was not for the city of Marshfield and others having considerable at stake in the securing of a railroad now, he would be in favor of "letting the Terminal sweat awhile." He said that the Terminal now found that it had a "white elephant on its hands." However, he suggested that as long as things are as they are, he would favor submitting just the one question, not to help the Terminal Railway out of a hole, but for the benefit of Marshfield. He said that he did not like the words "deal or dicker" and suggested that the one be as to whether the Terminal should turn over its franchise to the Southern Pacific. He said, further, that in case they did, the Terminal Railway should be required to build its electric lines or give up its franchise.

Ferguson said that if this plan was carried out in the election, the Terminal Railway would still object because the question was not in the way they wished it submitted.

Get Terminals and Offices.

Claude Nasburg said that as long as none of the Terminal members were present, he wanted to say a word in their defense. He said that the Terminal Railway had acted the best they could, but when North Bend refused to grant them a franchise and when the Southern Pacific engineered it to get practically an exclusive franchise in North Bend, they blocked the plans of the Terminal. He said that if it had not been for North Bend's action, the Terminal Railway would have been able to properly safeguard the waterfront of Coos Bay. He said further that it was best to allow the Terminal Railway to deal with the Southern Pacific because as business men they might be able to require the Southern Pacific to make Marshfield the terminal of the line, division headquarters, etc.

Finally the vote was called on submitting merely the one question as the Terminal wished and all voted yea except Ferguson, who said that he was compelled to vote no because he did not believe the one question permitted an intelligent expression of the wishes of the people.

AMONG THE SICK.

The little daughter of Mr. and Mrs. Ben Lucas of Flagstaff was brought to town yesterday for medical treatment. She is seriously ill of pneumonia.

Mrs. George Flanagan, who is confined her bed by illness, is reported improving.

Mrs. Vernon, an old resident of Davis Inlet, is in Marshfield today to secure medical attention.

E. W. Sullivan, who is confined to his home by illness, is much improved today.

D. Redding, who is ill with pneumonia, was taken to Mercy hospital for treatment, yesterday.

Miss Maude Noble, who is ill at Mercy hospital, is getting along nicely, much to the gratification of her many friends.

Miss Marion Seaman is suffering from a sprained ankle and some other injuries and bruises sustained while motorcycling the other day.

Mrs. F. K. Gettins, who has been quite ill is reported improving.

Mrs. Wm. Horsfall, Jr., has been quite ill of la grippe.

Thelma, the little daughter of Mr. and Mrs. C. H. Wilson of South Marshfield, is rapidly recuperating from the effects of a rather severe illness.

Mrs. Otto Scheiter is reported improving after a severe siege of la grippe.

Mrs. S. B. Cathcart, who has been quite ill of la grippe at their home in West Marshfield, is reported as improving, much to the gratification of her many friends.

BEST IN THE WORLD. Yakima apples and potatoes. Ask your grocer for them.

PAY TRIBUTE TO SENATOR SMITH

Representative Meeting at the Chamber of Commerce Endorses His Work.

A splendid and unusual tribute was paid Senator I. S. Smith at a meeting held in the Chamber of Commerce rooms last evening. The attendance was not large, but it was thoroughly representative of the city, business men, professional men and the new citizens, the ladies.

The meeting was called to order by C. I. Reigard and J. W. Bennett was made chairman and J. W. Motley secretary. In assuming the chair Mr. Bennett stated that the meeting was called for the purpose of expressing the appreciation of the community for the excellent work done in the legislature by Senator Smith. He related of a recent visit he made to Salem and said while he did not meet Senator Smith there, he saw him and heard him and also heard of him. There was no member of the legislature that was held in higher regard and esteem than Senator Smith. Even those who did not agree with him testified to his ability, intelligence and energy. He worked strenuously for the interests of the people of his community and his state as he saw it. In conclusion Mr. Bennett stated that the public did not generally appreciate the work done by their public servants, "but I want to say here and now that we have had a representative in the senate that we all feel proud of. And I am proud of what Senator Smith has done and the record he has made."

Mr. Bennett then called upon a number of those present for a few expressions on the subject.

I. S. Kaufman endorsed with enthusiasm the tribute that had been paid Senator Smith and said while not an orator, he was pleased to offer his endorsement of the Senator's excellent work.

C. I. Reigard in an eloquent address complimented and congratulated the Senator on the record he had made and the community on having a representative who was faithful to its best interests.

Chairman Bennett then called on Mrs. Stutsman to voice the sentiments of the ladies present, but she said their presence was sufficient expression of what they thought of Senator Smith.

Rev. Burkhardt followed with a brief but earnest talk telling of his appreciation of Senator Smith's work and that he was satisfied in advance that the Senator would render a good account of himself. He was not surprised but pleased with the record the Senator had made.

Rev. Browning said he was present, not only to express approval and appreciation of Senator Smith's work in the legislature but also by his presence to counteract the popular conception that persons did not take interest in anything but the church work. He said they were interested in the material as well as the spiritual welfare of the people.

M. C. Maloney followed with a few remarks.

John W. Motley then told of the great assistance it is to the commercial bodies to have the community represented in the legislature by men of activity and ability. He said that the Chamber of Commerce received many letters of congratulation on the work being done by Coos county representatives and offering their assistance and co-operation in anything that might be of benefit to this section.

Senator Smith followed with an interesting and detailed statement of his stewardship of the community at Salem. He told of the bills in which he and the community were interested and the strenuous work that was required. He expressed his appreciation and gratitude of the many expressions of approval he had received from everyone, Republicans, Democrats, Bull Moosers and Socialists. Senator Smith's statement was comprehensive and interesting.

At the conclusion of the meeting a resolution endorsing Senator Smith's splendid services to the community was unanimously passed by a rising vote.

FOURTH STREET IS UP AGAIN

Opening of Thoroughfare is Brought Up at Council Meeting.

The question of opening Fourth street between Kruse avenue and Mill Street, through the race track, came up again at last night's meeting of the city council for further consideration and resulted in a declaration by F. P. Norton that at the next meeting of the council he would present a petition from the property owners in that vicinity to knock out the present petitions.

Incidentally, there was quite a show of feeling in the discussion. The matter was brought up by a new petition from several business men urging that the race track be preserved. Councilman Winkler made a motion that the petition be left on the table as the council had decided a week previously to go ahead with the improvement as the

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At \$15, \$16.50, \$18.50, \$20.00 and on up to \$40.00

IN CUSTOM TAILORED TYPES



New distinguished suits that tell the authentic fashion story of the new season. Styles that represent the latest creations of the best New York and Philadelphia Makers. Nowhere else will you see such an array of new spring models, which in their distinctive newness are certain to please those who seek apparel that is different.

Besides the smart entwaes and straight line frocks, combination empire and cutaway, the Balkan and many other unique styles are shown in Bedford coats, Men's Wear Serge and smart Mixtures in all the new colors; also the swaggy black and white checks which are to be so fashionable; draped and fan-plaited skirts, collars of linen, Bengaline silk, Mire silk and Satin, brightened with Bulgarian embroidery.

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Some plain to severity, others that fairly radiate novelty and fanciful ideas. All the new colors and material.

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property owners on the street had requested. Councilman Copple, who was in the chair, said it wasn't necessary as the matter had been disposed of previously. There was no further discussion by the council, but when Mr. Copple asked Mr. Norton for his statement about the matter, Mr. Norton said that he didn't think it was necessary to make any considering the attitude in which the acting mayor had received the petition. There was more or less word sparring, Mr. Copple saying that Mr. Norton had misunderstood him. Mr. Norton finally stated that he and others who had been in charge of the first fair here had ended several hundred dollars in debt. Since then, he had kept up the race track, with the aid of others, given race meets, still carrying the old deficit with the hope that the growth of the community would enable them to give a race meet or attraction that would wipe out the old debt. He said that in view of this and the fact that all the leading business men had petitioned to have the race track maintained as a benefit to the town that the council ought to give it fair consideration.

Councilman Winkler said that he had not meant not to give the petition consideration but that it wasn't right to allow residents of other parts of town to dictate to the property owners on a street. He said that he felt that the taxpayers there should have the say.

Mr. Norton said that if the matter was left over another meeting, he would present a petition from the property owners in that vicinity.

D. L. Buckingham said that City Engineer Gidley had decided to make the elevated street from Kruse avenue south at a height of eight feet, instead of thirteen feet as was first proposed. Mr. Norton said that if it was a little higher, the race track could be continued underneath it.

The Tenth street matter was brought up again and Peter Mirrasoul presented a petition from the property owners on the Commercial avenue hill protesting against any cut being made in Commercial avenue. City Engineer Gidley's new grade was presented and made a number of changes in conditions against which Mr. Mirrasoul and the others were protesting. It was finally referred to the street committee to see if they could not adjust the matter with the property owners.

Mr. Gidley's new grade for Tenth street provides for a cut of four feet at Commercial instead of six feet as was formerly proposed. This would make a grade of 9 3-4 per cent from Central to Commercial, 10 per cent from Commercial north to the alley, and 4 per cent from there to Highland. This would not molest the sewer in the alley. It would necessitate cutting Commercial 90 feet back of Tenth, making a 12 per cent approach, the same as the grade going up the Central avenue hill, and the Tenth street improvement would have to stand the expense of making the change.

Other Streets. C. I. Reigard asked that the Tenth street specifications be hastened so

that they could get it under way. F. E. Allen also asked that the Eleventh street project be hastened.

City Recorder Butler explained that the Oregon Railroad Commission had requested new maps and profiles for the water case, which had kept the engineer so busy that he could not get the street plans completed.

Mr. Buckingham said that the grades for Hemlock from Sixth to Eighth and other Ferndale streets had been prepared. However, the council was too busy to act on them and they passed over.

Other Business.

The council adjourned to meet Wednesday evening, March 19, when they will canvass the returns of the special railroad election.

Councilman Allen asked for more time in which to look into Robert Marsden's offer about the water rights on the city park.

Councilman Winkler urged that something be done towards clearing up and improving the water front, but action was deferred until the next meeting.

Insurance to Ferguson.

Councilman Allen reported that the finance committee to which had been referred the matter of insurance on the city hall would report that the insurance be given to Councilman Ferguson. He said that Mr. Ferguson had not participated in the consideration of the matter. He said that Mr. Sengstacke had it last time and it was only right to transfer it around among the agents.

Councilman Copple said that he thought the city could carry its own insurance and save the premium.

Mr. Allen said that the city charter provided that no city work could be given a member of the council except on a two-thirds vote of the body. It was referred to a vote, and all voted in favor of giving the insurance, calling for a \$300 premium to Mr. Ferguson, the latter not voting. It was stated that all the old line insurance companies charged the same premium.

ADVERTISED LETTERS.

List of letters remaining uncalled for in the Marshfield, Oregon, post-office, for the week ending March 11, 1913. Persons calling for the same will please say advertised and pay one cent for each letter called for:

Backman, Pete; Brady, Theo.; Banwich, Ben; Belleu, J. Allen; Colvin, E. M.; Evans, W. F.; Erickson, Erick; Harris, Andy E.; Jarson, Harry; Kelley, George; McKenna, P.; Quillette, Arthur; Rolston, Ike; Sheridan, T. R.; Wallace, Lucille; Walker, Miss Fay; Winkler, Geo.; Woods, J. A.

W. B. CURTIS, Postmaster.

DOCKERY IS CHOSEN.

WASHINGTON, March 10.—Former Governor Alexander M. Dockery of Gallatin, Mo., has been chosen third assistant postmaster general. He formerly was a representative in Congress. His nomination will probably go to the senate immediately.