

STREET WORK IN NORTH BEND

Council Decides to Grade the Thoroughfares Forty Feet Wide.

At a meeting of the North Bend city council last evening, preliminary plans were made for considerable street work there, most of which had been taken up previously. Some changes were made in the original plans to reduce the expense of some of the undertakings.

It was decided to grade Stanton from Delaware to Ohio, forty feet wide in the center of the street and grade approaches to all alleys in same. Part of the street will have to be improved by trestle and this will be 20 feet wide and built on the west side of the center of the street.

Ohio from Sherman is to be also graded forty feet wide in the center of the street and approaches made to all alleys.

Delaware from Stanton to Sutherland is to be graded forty feet wide in the center of the street. A small piece of trestle will have to be built at the east end of the street.

The city engineer was instructed to prepare to establish the grade on Sutherland from Ohio to State street.

The council will meet again next Tuesday evening to take further action on these improvements.

For Small Boats.
The street committee was instructed to arrange a harbor for small boats and gasoline launches, the public wharf being utilized most of the time by the larger vessels now. It is likely that they will arrange for a floating wharf and slips for a number of boats near the old landing of the O'Kelly boats.

The Oregon Trust Company was given permission to erect a large woven wire sign at Sherman and Virginia under the restrictions of the ordinance governing signs.

A number of bills were ordered paid.

TO COLLECT ROAD TAX.

The Roseburg Review says: "Acting on opinions furnished by Attorney-General A. M. Crawford and District Attorney George M. Brown, the County Clerk of Douglas County directed Sheriff Quine to refuse to issue a receipt to the Weyerhaeuser Timber Company for their county taxes 'in full,' because the amount tendered by the company excluded \$2932 in specially levied road taxes assessed against them. Sheriff Quine obeyed the instructions of the court by rejecting the proffered payment, and the company's agent, George W. Marshall, telegraphed this information to the company's headquarters in Portland. "It is expected that the company will at once institute a suit to test the validity of the law under which the special road levies were made. A decision will effect \$72,000 worth of such road taxes voted in this county for this year. The Weyerhaeuser Company did not object to paying the regular road tax, together with regular realty tax, which totalled \$3356. It has attacked, however, the constitutionality of the law under which the special road levies were made. The same question was raised by them in every county in the state where they were called upon to pay such taxes. "Lane and Jackson counties have already received the company for payments of taxes 'in full' when such payments eliminated the special road tax. Lane County, it is said, had no chance to collect the special funds anyway, owing to irregular proceedings not due to the provisions of the law. Jackson County has probably forfeited its right to collect any more."

POPE PIUS BETTER.

Condition of Pontiff Continues to Be Very Favorable.
(By Associated Press to Coos Bay Times.)
ROME, March 12.—The condition of Pope Pius continues to be very favorable.

ASSESSOR IS MAKING ROUNDS

Deputy Geo. Bolt Begins Work in Marshfield—Laws Are Changed Some.

George N. Bolt, deputy assessor, is making good progress with the assessment of Marshfield but the job is a big one and will take considerable time. Many are not at home when he makes his visit, others are not sure of their list of property, etc.

Certain changes have been made in the laws relative to county taxation by the recent legislative session, and these laws will become operative this year. Some of the most important sections of the re-modeled laws are as follows:

"Every assessor shall require any person liable to be taxed in his county and to be assessed by him, and the managing agent or officer of any firm, corporation or association liable to be taxed in his county and to be assessed by him, to furnish such assessor:

"A list of all the real estate of such person, firm, corporation or association, situated in his county and liable to taxation; which list shall include a statement . . . showing the true cash value of such personal property or of the several items thereof in which said firm, person, corporation or association has any interest.

"The assessor shall require each person, managing agent or officer to make oath, to the best of his knowledge and belief, such property, whether real or personal property, or both, contains a full and true account of all the real or personal property . . . and the true cash value of such real or personal property, or both, and of the several parcels or items thereof. Should any such person, managing agent, or officer when so required refuse to furnish such list of real or of personal property and of the true cash values thereof, or to swear to the same when required to do so by the assessor, such person, managing agent or officer shall forfeit and pay to the assessor for the use of the county the sum of \$100, which sum may be recovered by action in any court having jurisdiction of matters of debt or contract to the amount of \$100.

"Should any such person, managing agent or officer, when so required, refuse to furnish and swear to any such list, the assessor shall ascertain the taxable property of such person, firm, corporation or association and shall appraise the same from the best information to be derived from other sources. Upon the failure of any such person, managing agent or officer to make such valuation or valuations, the assessor shall be deemed to be the authorized agent of such person, firm, corporation or association for the purpose of making such valuation or valuations and the same, as given in the assessment roll, shall have the same force and effect as if made under oath by said person, managing agent or officer for purposes of taxation."

Along the Waterfront.

Harry Reynolds, purser on the Redondo, arrived here on the Nann Smith this week, coming to take care of the Redondo's freight, which the Nann brought.

The Speedwell will take on its entire cargo at North Bend this time, taking a big consignment of railroad ties from the Estabrook camps on the Sengstacken ranch on South Inlet in addition to the regular cargo of lumber.

RAILWAY NEWS OF COOS BAY

(Continued from Page Three.)

Mr. Harrington of the Southern Pacific arrived in this city from Trinidad last week and will make their headquarters in Crescent City while they complete the work in this vicinity. They were joined Wednesday evening by Engineer C. A. DeCamp, who arrived from Smith River with his crew.

Concerning the work the Del Norte Triplicate says:

"The engineers are following the old survey in the main but are diverging and making cutoffs at points where it will shorten the mileage and reduce the work of grading. One of the old lines was run from Trinidad to Regua where it crosses the Klamath River, held to the coast line until it reached Wilson Creek which stream is followed to the headwaters, crossed the divide and followed Mill Creek to the Smith River, down that river to the coast which is followed to Harbor, Oregon and on up into the Coos Bay territory. The correction will eliminate the necessity for crossing the divide at the headquarters of Mill Creek. The new survey will come directly up the coast near the water line from Trinidad, at the east edge of Crescent City and on up the coast to Harbor. This will shorten the route some twenty-three miles in Del Norte County and give the line a comparatively level stretch of road across the farming section from Crescent City to the Chetco River in Oregon. "Another surveying party is on the Grants Pass and Medford line and are now camped at Gasquet's and it is not likely that the road over the mountains will be far behind the Southern Pacific in reaching Crescent City."

COOS BAY LINE.

A. L. See of Medford Thinks Road Will Be Built Here.

A San Francisco paper says: "A. L. See, a timberman of Medford, who is staying at the Manx, says that there are nearly 100,000 acres of virgin timber land in California and Oregon, and that when these are opened up the northwest will be the timber center of the world for many years to come. Mr. See said:

"Few realize the amount of timber there is in the Rogue River Valley. From surveys just made an estimate may be formed of the amount of timber there when it is said that if four railroads, operating four trains a day each with 100 cars it would require 100 years to haul the timber now standing in the valley. As a matter of fact this section is already taken up by a big company and several railroad companies are bidding for the hauling privileges and are planning to put in roads running from the Rogue River Valley to Coos Bay and Bandon. With the opening of the Panama canal the timbermen of California and Oregon will be able to compete with the world."

PUSHING NEW LINE ON TO COOS BAY

Willamette & Pacific Right of Way From Mapleton to Acme Ordered Cleared.

MAPLETON, Or., March 10.—Right of way for the Willamette-Pacific line between this place and Acme, ten miles to the west, has been secured, except across the land of the Point Terrace Mill Co., according to J. L. Buell, right of way agent for the company. He has directed owners of buildings on the right of way that the obstructions must be removed by June of this year.

Inasmuch as the contractors have all winter been gathering grading supplies here and at their camp a mile up the river, it is believed that work is to be prosecuted this summer on the section of the road between here and Acme, where the line is to cross the Siuslaw and turn Southward to Coos Bay.

There had been a more or less general belief that the company would build from Eugene to this place and then having reached tide-water would rest for a time, but the speed with which the right of way has been ordered cleared both lead to the conclusion that there will be no pause in construction work.

With the coming of settled weather the whole Siuslaw valley will be a scene of activity. Nearly a dozen camps have been established by Porter Bros. and their sub-contractors, and more than half of the right of way has already been cleared. As soon as supplies can be taken in, crews will be put at work and grading commenced.

Equipment here includes two sets of steam shovels with donkey engines and dump cars. Commissary supplies have been stored in the warehouse here.

Porter Bros. have work nearly done on their tunnel on the Wildcat creek, a few miles west of Not tunnel through the summit. The Wildcat tunnel is to be 450 long and already over 350 feet have been excavated. From this tunnel a dozen miles either way the grading will be easy, as the valley is fairly open, but as the line nears Mapleton the grading will be heavier and there will have to be several bridges across the Siuslaw in order to avoid tunnels through rock points that come down to the river.

FRIDAY NIGHT

FAREWELL appearance of the favorite REX PLAYERS in that big laughable farce comedy, "CAPTAIN RACKET."

TERMS MADE IN FRANCHISE DEAL

(Continued from Page 1.)

several other considerations from the Southern Pacific. Among them are said to be:

Completion of railroad by 1915.

That Marshfield shall be on the main line of the railroad.

That Marshfield shall be the terminal of the railway or division headquarters in case a through line is built and that shops and division offices be maintained here.

That Marshfield be given terminal rates on eastern shipments which will permit Coos Bay to become a distributing center.

Other requirements are also said to enter into the deal which will prove vital factors in the community deriving all the benefits from the construction of a railway.

Of course, no official statements about the deal are obtainable yet but it is likely that the campaign for the election will probably bring out the details of transaction.

The following is a copy of the much discussed common user clause in the franchise:

SECTION 11. The City of Marshfield, expressly reserves the right and power to permit and allow any and every railroad company which shall desire to run its freight or passenger cars or trains of cars into or through the City of Marshfield upon Front Street North and Front Street South, Broadway South and Kruse Avenue East, and any person, firm or corporation who shall desire to receive any freight cars at any warehouse or factory in said City of Marshfield to connect with the above main tracks of said grantees, their heirs or assigns, with proper spurs and switches and to require said grantees, their heirs and assigns to receive said cars or trains of cars and transport and switch the same on and over said tracks at such uniform and reasonable rates, and under such reasonable regulations as the City of Marshfield may by Ordinance fix and order, and this shall apply to their roads constructed on rights of way acquired over private property on its road where steam may be used in said city.

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 Marshfield.

PLAN NEW ROAD.

Survey for Line from Medford to Crescent City.

PORTLAND, March 12.—The projected railroad from Medford, Oregon, to Crescent City, on the coast of Northern California, appears now quite certain. The survey has been completed and it is understood that much of the right of way has been procured. The road will furnish an outlet for about 1,000,000 tons of high grade copper ore and about 2,000,000,000 feet of fine timber.

M. E. Reed of the firm of Reed & Cheney, engineers of this city, returned from Medford yesterday after having completed the survey of which he has been in charge.

It is said that the engineers in making the survey found a pass over the Siskiyou mountains that offers less obstacles than any yet surveyed through that rugged country, the route of the proposed road showing a maximum grade of 2 per cent or about 100 feet to the mile. This pass is described as being between the Smith and Illinois rivers. The greatest obstruction, the crest of the divide, it is said, can be surmounted by a 2000 foot tunnel.

The survey runs 120 miles through Jackson, Josephine and Del Norte counties and will tap the rich Illinois River, Smith River and Applegate valleys.

NEW LAUNCH FOR SUSLAW.

Joseph Supple Will Build Larger Craft for Engine Testing.

A Portland paper says:

"Siuslaw River is to be the home of a 60-foot gasoline launch that is said by Portland motorboat owners and steamboatmen to be the finest model of the kind they have seen, the craft having been built at the yards of Joseph Supple and was intended for use in testing a new gasoline engine patented, but it was found that an engine under construction is too powerful for the hull, so a larger one will be turned out.

"The hull was patterned after a model made by Mr. Supple for a propeller steamer that was to have been sent to Puget Sound a few years ago, and he was to guarantee her a speed of 18 miles an hour, but the prospective owners failed to complete negotiations. Siuslaw interests propose to install a Palmer engine in the launch and use her for general purposes."

FOR BIG JOBS.

Several Oregon Men Suggested for High Federal Positions.

WASHINGTON, March 11.—Senator Chamberlain sent to Secretary of the Interior Lane the names of the following Oregonians who are candidates for positions under the new administration: For Commissioner of the General Land Office, A. C. Shaw, former associate forester, and J. P. Labin, former special of the Land Office, both of Portland.

For Commissioner of Indian Affairs, E. V. Aldrich, Pendleton, editor of the East Oregonian.

For Commissioner of Pensions, G. W. Wencott, of Roseburg, County Judge of Douglas County.

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TO ENFORCE LAW.

New Postmaster General Will Enforce Newspaper Publicity.

(By Associated Press to Coos Bay Times.)

WASHINGTON, March 12.—Unless the supreme court restrains Postmaster General Burleson from enforcing the newspaper publicity law, as it was asked to do yesterday, he will immediately do so regardless of an agreement by former Postmaster General Hitchcock to withhold action pending a determination of its constitutionality, Burleson so announced today.

Final notices have been sent to a number of publishers that if they do not furnish the information required by law within ten days their publications would be denied admission to the mails. Approximately

51 per cent of the publications affected have filed reports with the postmaster general and otherwise have complied with the law.

PROBE ETON'S DEATH.

Investigation of Sudden Death of Rear Admiral Began.

(By Associated Press to Coos Bay Times.)

NORWELL, Mass., March 12.—An investigation into the death of Rear Admiral Joseph Giles Eton, U. S. N., retired, who died Saturday, is being made by the authorities, the autopsy having been followed by the announcement that "inflammation of the stomach" was the cause of death.

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SYNOPSIS OF THE ANNUAL STATEMENT OF THE

Hartford Fire Insurance Co.

of Hartford, in the State of Connecticut, on the 31st day of December, 1912, made to the Insurance Commissioner of the State of Oregon, pursuant to law:

CAPITAL.		\$2,000,000.00
Amount of Capital Stock paid up		\$2,000,000.00
INCOME		
Premiums received during the year	\$15,443,140.21	
Interest, dividends, and rents received during the year	1,022,094.71	
Income from other sources received during the year	174,594.32	
Total income	\$16,640,029.24	
DISBURSEMENTS.		
Paid for losses, endowments, annuities and surrender values	\$ 8,511,525.60	
Dividends paid on capital stock during the year	709,000.00	
Commissions and salaries paid during the year	4,276,971.42	
Taxes, licenses and fees paid during the year	598,060.10	
Amount of all other expenditures	1,121,171.73	
Total expenditures	\$15,208,528.85	
ASSETS		
Market value of real estate owned	752,600.00	
Market value of stocks and bonds owned	21,177,324.30	
Loans on Mortgages Collateral	624,466.57	
Cash in banks and on hand	1,369,315.76	
Net uncollected and deferred premiums	2,299,918.94	
Other assets (net)	268,490.23	
Total assets	\$26,492,115.21	
Less special deposits in any state (if there be any)	9,664.44	
Total assets admitted in Oregon	\$26,482,450.77	
LIABILITIES.		
Net reserve	\$13,871,766.44	
Total policy claims	1,274,370.54	
All other liabilities	\$32,468.89	
Total liabilities exclusive of capital stock	\$15,178,605.87	
Total insurance in force December 31, 1912	\$26,492,318.21	
BUSINESS IN OREGON FOR THE YEAR.		
Total risks written during the year	\$ 9,327,568.00	
Gross premiums received during the year	141,728.10	
Premiums returned during the year	28,431.55	
Losses paid during the year	69,278.57	
Losses incurred during the year	67,538.47	
Total amount of risks outstanding in Oregon December 31, 1912	\$11,319,959.00	

Hartford Fire Insurance Co.

By (Signed) CHARLES E. CHASE, Statutory general agent and attorney for service; (Signed) JAMES T. DENNIS, Portland, Ore. I. S. KAUFMAN & CO., Agents. MARSHFIELD, ORE.

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