

### The Question In Tomorrow's Election

## THE TERMINAL FRANCHISE

#### A Citizen Gives an Interesting and Intelligent Analysis of the Question.

Editor Times: The general situation relative to the Terminal Company making it possible for the Willamette Pacific Railroad Company to secure a way through Marshfield upon its track appears to me about as follows:

When the Terminal Company secured a railway franchise from the City of Marshfield it did not contemplate that the Southern Pacific Company would cross at the sand point and choose the west side for its main line. The decision of the Willamette Pacific Railroad Company to adopt this route threw a new problem upon the Terminal Company which was not apparent in their primary plans to afford transportation facilities for heavy trains by means of its steam line track on Front street. The stockholders of the Terminal Company having secured a franchise that practically blocked any other road from obtaining independent trackage upon the streets covered by its franchise and realizing the great benefit that would accrue to varied interest of Coos Bay territory as the result of the construction and operation of Willamette Pacific Railroad, they have considered it best for the general interest of the public, to turn their franchise over to the Willamette Pacific Railroad Company, however, they desire to consult the wishes of the people in the matter by popular vote, not that they are committed to do so by virtue of any condition in the franchise granted to them by the city council, but for the purpose of getting the consensus of opinion from the people. The stockholders of the Terminal Company no doubt feel that they secured the franchise more through a friendly attitude than through any business representation and in parting with it, the friendly feeling that gave it to them should be consulted when the question came up to transfer it to another holder. There is an impression that the Terminal Company are acting as trustees of the franchise they hold. There is no such provision in the franchise nor do the records of the city council show that any such thing was implied or conditioned upon the granting of the franchise. The franchise is made assignable, showing the power was given the Terminal Company to transfer the franchise if they choose so to do. As far as the city is concerned it is immaterial who holds the franchise; it has made all the reservations in the franchise necessary for the protection of the city, in so far as the judgment of the council has been fit, and the provisions can be enforced as effectively against one holder as another; as long as the terms of the franchise are complied with its life is guaranteed but non-compliance is penalized by sufficient forfeiture clauses.

The question has been frequently asked, "Since the Terminal franchise has a common user clause, why does not the Willamette Pacific Railroad Company use the steam track line as it now stands or will be when it is completed from north to south boundary line of the city? The reason is obvious. If the Willamette Pacific Railroad Company simply wanted terminal facilities it would probably not want the franchise at all or any part of it, but would avail itself of the accommodation given by a common user situation. The Willamette Pacific Railroad Company is trying to obtain a right of way through Marshfield for its main line. For main line service it is apparent that no railroad company could afford to trust to good luck in getting prompt dispatch over an independent line to enable it to maintain a schedule time. In other words the Willamette Pacific Railroad Company cannot afford to have its through trains held up indefinitely at the city limits waiting for the tracks of the Terminal Company to be cleared so they can pass through, but if the Willamette Pacific Railroad Company has jurisdiction over the Terminal Company then it would be in a position to regulate the operations of trains through Marshfield so that through trains running in schedule time would not be delayed.

I cannot foresee any disadvantage that would arise from the Terminal Company transferring this franchise to the Willamette Pacific Railroad Company or any other corporation since it embodies no change in the franchise. The stockholders of the Terminal company are large property holders in Marshfield and if any material injury would arise from such a transfer they would certainly suffer their proportionate share. It cannot be argued that the Terminal Company would profit directly by such a transfer for the reason they are to receive for their franchise the amount of their actual investment in construction plus the usual rate of interest thereon since the capital has been invested. It cannot be said that the stockholders of the Terminal Company are compelled to sell for the want of financial means to carry on the construction and operation of their street railway for all of them are men of means and ample ability. It must be taken for granted that the Terminal Company look upon this transfer with favor or they would have not requested the Council to submit the question to the people and there appearing no special benefit to them to be derived from such a transfer I am led to believe that they are acting to the best interest of Marshfield as they see the situation and understand it from a close analysis of our possible means of further de-

## EXPECT BOTH WILL WIN OUT

#### Special Advisory Election on Next Tuesday—Small Vote Expected.

Considerable interest is being manifested today in the special election tomorrow when the voters will pass on the negotiations between the Southern Pacific and the Terminal Railway and also on the question of the city appropriating \$150 per month for the band.

Not a very large vote is anticipated. The women will vote, but it is not anticipated that a very large number will participate.

Judging from discussions on the street, it is expected that both propositions will probably carry. As to the Terminal Railway-Southern Pacific, the discussion seems to be that it doesn't make any difference as to who holds the franchise, since the franchise has been granted and it governs what the people will get regardless of who is operating under it and furthermore that the owners of the Terminal Railway will probably sell it before many years anyway.

**Boots for Band.** Manager Fred Wilson of the Coos Bay band is arranging to make a strenuous campaign in behalf of the band. He wants to see the band win out by a vote of nine or ten to one.

If the band proposition carries, it is felt that the city council will immediately comply with the wishes of the voters and start the appropriation of \$150 per month for the band. While the result will not be binding, it is believed that the public expression will have the effect desired. While sort of a provision has been made to keep up the band by monthly subscriptions, this is rather uncertain and the band boys are anxious to have the city start the \$150 subscription as quickly as possible.

While the reason given by the council was that it did not have sufficient funds provided in the tax levy this year to support the band, it is believed that if the band proposition carries by a big majority, the council will find some means of providing the necessary funds for the appropriation this year.

Development this assumption is supported by the fact that they are seeking the advice of the public when they are under no direct obligation to do so.

It cannot be denied that the Willamette Pacific Railroad Company has acted openly and liberally in securing all of its rights-of-way from Eugene to Coos Bay without the usual method of startling announcements or braggadocio. The Southern Pacific Company is a heavy tax payer in Coos County, aggregating over \$40,000.00 a year, and it has given substantial evidence of supporting the development of the varied interest of this part of the state. It will build a railroad into Coos Bay at considerable expense and they will be forced to aid in the development of the whole county in order to place their investment on a paying basis. This talk about bottling Coos Bay up and thwarting the development of the harbor is all buncombe; such talk comes from those who have lived a bottled up life and they cannot see any farther than the neck of their own little business. Coos Bay needs men of action who have the nerve to jump into the arena of competition with other ports of the Pacific coast and scrap for business. Transportation companies are the factors that are going to build a large city on Coos Bay, if we are to have one, and every facility possible should be given them for the economical handling of commodities.

A CITIZEN.

### BUY COQUILLE TIMBER.

**Coquille Mill and Mercantile Company Gets Tract Near City.**

The Coquille Mill and Mercantile Co. has consummated a deal whereby it comes into immediate possession of approximately 18,000,000 feet of timber, covering 320 acres. This timber is in the Notley and the Pierce and McCurdy tracts, both of which join the city immediately on the east, and will supply the company's mill for a period of about three years.

Plans are now making to inaugurate logging operations, and only a short time will elapse before in the neighborhood of 30 workmen will be engaged in removing the timber. The company now gives employment to about 30 men, and this new undertaking, as will be seen, will double the number upon its payroll.—Coquille Sentinel.

### AT THE HOTELS.

**CHANDLER**—E. Carlson, E. W. Phillips, Portland; W. H. Seaman, Bay Point, Cal.; Ella Feiter, Bandon; J. T. Conlogue, W. Conlogue, Katherine Conlogue, Bertha Conlogue, Lampa.

**LOYD**—Mr. and Mrs. J. McNeil, Oliver McNeil, Miss C. Clark, Ed Yarbrough, Coos City.

**BLANCO**—J. D. Colvin, Grants Pass; Baxter Robinson, Roseburg; Knute M. Hagestad, Santa Cruz, Cal.; M. Goldberg, Sam J. Wilson, Bridge; C. F. Williams, Baker, Or.

**COOS**—Jas. Waltermelr, Coquille; Mrs. S. Johnson and son, Port Orford.

If you have anything to sell, rent, trade, or want help, try a Want Ad

## BOTH SIDES OF THE BAND QUESTION

VOTERS, PLEASE THINK IT OVER

Editor Times: Tomorrow we'll have to decide whether or not we will give \$1500 a year to the band, and I hope every voter will think twice before casting the vote. Although the band is a good thing but let us remember the immediate necessities which we must have and we are going to have soon. A fire apparatus, a sweeper, a place to take care of contagious diseased people, things for the protection of our lives and property.

With high taxes and an increase of 25 per cent valuation, and as Banda Rosa says we are paying for all of that so we think it over twice before we VOTE.

A TAX PAYER.

BANDA ROSA.

(The following article was in type for Saturday's Times, but was crowded out by other matter.)

By ROBERT O. GRAVES.

During the summer of 1909, Eugenio Sorrentino's celebrated band, known as the Banda Rosa, had a six weeks' engagement in the city of Minneapolis. Each evening during that time thousands of people wended their way toward the Lake Harriet Pavilion and listened while those musicians rendered musical numbers that held the vast crowds in ecstasy.

The writer had the privilege of being one of the crowd that listened there. He heard the famous "Willow Grove March" played three and again, for that splendid number, then entirely new, was encored time after time. Other numbers attracted and held Minneapolis spellbound—and, Minneapolis paid a fortune to that band for its services during the short six weeks.

Marshfield is not so large, but she has within her own doors a musical organization that is just as well disciplined as the Banda Rosa. Marshfield's band, although not so strong numerically gives Marshfield music that is just as attractive, that does just as much to please, that does just as much good for Marshfield's people as Sorrentino's band did for Minneapolis. It seems to me as I listen to the strains of "Willow Grove" played by our local artists that it is just as pleasing, and just as beautiful as it was when played by the Banda Rosa—but, to have our band in Marshfield FOR AN ENTIRE YEAR means that it will cost each one of us a small fortune. It will cost Eighteen Hundred Dollars for the services of some thirty men who make up the local band, for a whole year. In other words, it will cost each taxpayer approximately eight-tenths of a mill on each One Dollar he is assessed to keep the band with us.

Suppose that Mr. John Pinch has property that is assessed at \$5000. In order to keep and pay the band for a whole year, Mr. Pinch would be taxed Four Dollars, or about 8 Cents per week? Let's see, that would be costing the man who owns property that is assessed at \$5000, a trifle more than ONE CENT per day. That is rather cheap for good music, isn't it?

But there is another side. Nearly every man likes music. If a man is poor, he forgets his poverty while the band plays. If he is rich, he forgets his wealth and its attendant worries while the strains of music enrapture him. If he is mean, he listens and quite his meanness. If he is sorrowful, he becomes joyful. If old, he becomes young again. If he has any sense of municipal pride he will point out the band to the stranger who stands at our gates and says to him, "Friend, you are in a live city. Do you hear that band?" When the stranger listens in amazement and inquires, "From whence came that splendid band?" the proud citizen can say, "Bless you, my friend, that band is from Marshfield," and the stranger will begin to stay.

To keep the band by taxation is the only equitable way. Since all men receive the benefits of it, all of them should pay something. What could be fairer than for the local millionaire to pay just as much in proportion to what he is worth, as the man who labors pays in proportion to his wealth? By taxation, we all pay something—not very much. It is true, but enough so that we may have the honor of calling the band, "Our Band."

To show the world that we are alive and up-to-date, each of us should walk up to the ballot box and with Civic pride, cast a ballot that counts in favor of Marshfield's Band, the Pride of Coos Bay.

—R. O. GRAVES.

ELECTION IN COQUILLE.

Notwithstanding the time for the spring election is still somewhat distant, there is some talk about candidates. The retiring aldermen are Messrs. Cary, Pierce and Skeels and these places, together with that of city recorder, must be filled. The opinion seems to prevail that the present incumbents should be returned to office.—Coquille Sentinel.

HAS BAD REPUTATION.

Edward Wilson, a former resident of Gardiner, and incidentally a "bootlegger," was arrested at North Bend, Coos county, on a statutory charge preferred by a young lady of that city. This information was received here today by Sheriff Quine, who is well acquainted with Wilson and his shady operations while a resident of Northern Douglas county.—Roseburg News.

## Where Sail Meets Rail

## TAKE ON COAL FOR FLORENCE

#### Roscoe, Roberts and Nehalem Get 800 Tons Here for Siuslaw Work.

The tug Roberts loaded 300 tons of coal at the Libby bunkers for the government work at the Siuslaw, and sailed north yesterday. The coal will be used in operating the engines on the jetty work at Florence.

The tug Roscoe, belonging to Porter Bros., was also here with the barge Nehalem, which was loaded with 500 tons at the Libby mine bunkers. The coal is to be used for the company's work along the lower Siuslaw.

Manager Doal of the Libby mines had arranged for supplying the coal and had it ready at the bunkers so there would be no delay in loading.

The Speedwell sailed yesterday afternoon from North Bend for San Francisco and San Pedro. She had a big shipment of railroad ties from the Estabrook camps on the Sengstacken ranch on South Slough and also a big shipment of lumber from North Bend.

Among those sailing in the Speedwell were the following:

Mrs. F. G. Gamble, W. A. Lee, R. E. Lee, N. H. Bean, E. W. Kammerer, W. E. King, E. F. Hart, Clifford Perkins, F. W. Kern, Miss C. Cordell, Mrs. Varm, Dr. Elliott, Mrs. Elliot, Mr. Bellent, Mrs. Bellent, N. V. Gray, D. C. Seldon, Steal Burton, Miss Burton, Mrs. Mondo, Mrs. McShepherd, Miss R. E. Rourke, Miss M. E. Rooney, Jas. H. Lamont, Mrs. Lamont, D. H. Hakom, Chas. Gage, Farston Farmer.

The Redondo sailed at 4:30 yesterday for San Francisco and San Pedro, carrying a big cargo of lumber and considerable miscellaneous freight. She had a good outgoing list of passengers.

On her next trip north from San Francisco to Coos Bay the Redondo will bring a big steam shovel for Willett & Burr, to be used in the construction of the Smith-Powers road. On each of the two subsequent trips, she will bring a large locomotive for the Smith-Powers Co.

The Redondo is scheduled to sail Tuesday, March 25, from San Francisco for Coos Bay.

Among those sailing from here yesterday on her were the following:

Mrs. Harris, Mrs. T. J. Saegenn, Mrs. Atkinson, H. L. Tower, Jr., H. S. Tower, Mrs. H. S. Tower, Mr. and Mrs. C. A. Palster, Minnie Pykhila, M. E. Brown, Mrs. Brown, C. E. Allman, Joe Urban, Peter Maguda, Helen Yates, Mrs. L. A. Widner, Mrs. B. Gross, J. V. Smeaton, D. C. Desmond, Henry Helz, L. H. Hart, R. R. Dinnegan, F. E. Westerberg, J. M. Satter, A. Davis, J. Johnson, W. Allen, J. Arbrle, P. Tyler, F. Silver.

CORBUS IS NOT DEAD.

**Report Says Trapper and Hunter Resides Near Allegany.**

In its issue of February 21 last, the Sentinel published a communication from Mrs. J. C. Corbus of Monroe, Oregon, inquiring about the death of her husband, J. C. Corbus, whom she supposed had died at Grayce hospital in Coquille. Now comes word that Corbus is not dead, but is a resident of the Fall Creek country, where he is engaged in hunting and trapping. A short time ago, 'tis said, Corbus came to Coquille to collect bounty on varmints he had killed. Our informant says Corbus lives in a small cabin near Allegany, and during the summer months serves in the capacity of fire warden.—Coquille Sentinel.

LAUNCH CAPSIZED IN BAY.

FLORENCE, Ore., March 17.—While crossing the Siuslaw river Tuesday night in his small launch, Tom Wolfe, of Glenada, ran into a government scow and was thrown by the capsized launch into the river. He got out without trouble.

## Our New Spring Suits

are simply bubbling over with crispness of style and neatness of pattern. We really can't tell you how good they look, but we can SHOW YOU in a very short time.

Come in while the assortment is complete. We're glad to have lookers any time.

You know that our methods of doing business is the right one. Don't help to pay for the other fellow's suit when you pay CASH for YOURS.

That's why we say—

**"MONEY TALKS"**

**Hub Clothing and Shoe Co.**

MARSHFIELD MYRTLE POINT Bandon



## NEWS OF NEARBY TOWNS

**NEWS OF FLORENCE.**

Events on Siuslaw as Told by The West.

Oscar Gates orders his paper sent to him again at Bullards, Oregon. He spent the winter near San Diego, Cal., and has just returned to his former location on the Coquille.

A letter was received yesterday by I. B. Cushman, president of the Port Commissioners, from Henry J. Beck, lighthouse inspector for this district, stating that he had recommended to the lighthouse board that a white light be established at or near the present end of the north jetty at the mouth of the Siuslaw river; also that he thinks the light will be established without delay.

Florence is greatly in need of houses to rent. People are desirous of moving here, but there are no houses to be had. This is a fine opportunity for those who have the means, to make an investment that will bring them good returns on the capital and at the same time help to build up the town. Lots can be purchased quite cheap and they are certain to increase rapidly in value as the place builds up and the number of inhabitants increases. By buying these lots and building on them, the owner will get the income from the rent and at the same time have the benefit of the advance in value.

MANY TAKE COAST ROUTE.

**Two Hundred Make Trip Between Florence and Gardiner.**

FLORENCE, Ore., March 17.—Logan Barrett states that something like 200 passengers have been carried on the Florence-Gardiner stage along the beach the past month. Owing to the cut-up condition of the Eugene-Mapleton road and the day and a half required for passage over it, a great many people prefer to take the Drain road, thence down the Umpqua to Bonnet's stage. The stage runs three times a week, and times itself for low tide, thus starting sometimes at 6 in the morning and sometimes at midday.

BEN M'MULLEN'S RANCH.

Ben McMullen of Myrtle Point has purchased the Pierce place just across the river from Fred Noser's, two miles below Bridge. The farm already has several acres in young apple trees and Mr. McMullen is having ten acres cleared at once to be planted to apples. He already has men at work on the place. A bridge will be built across the river at this point and later Mr. McMullen will build a house there. He expects to make this an up-to-date fruit farm.—Coquille Sentinel.

**MILL RESUMES OPERATIONS.**

New Company Plans to Extend Florence Timber Enterprise.

FLORENCE, Ore., March 17.—This week, for the first time since July, 1911, the Florence saw mill is operating. The plant has been taken over by the Tidewater Lumber Company, and has a capacity of about 150,000 feet per day, is to be enlarged.

The mill company owns steamer Roscoe, but has arranged for three lumber schooners to be used in carrying the lumber to the San Francisco market. As soon as the insurance will permit, probably in April, a new steamer Speedwell is being put on this run, and an attempt is being made to organize a company to build a large steamer especially for the local trade.

**BRIEFS OF BANDS.**

News of City-by-the-Sea as Told by The World.

L. C. Soule has accepted a position as engineer in the Smith at Marshfield, the family will move there, however, until close of the school year.

The Anvil crossed in Saturday. After April 1st she will resume carrying passengers and will sail from Portland to Bandon. She will, however, stop at Siuslaw on her return trips.

The Boy Scouts of Bandon are qualified in the tenderfoot work of the organization. Out of 27 sponsors to roll call, 24 gave evidence of their right to wear a badge. Bandon now has a reputation troop of scouts.

RESULT OF CONTEST.

**Pacific University Man is Crowned Champion Orator.**

NEWBERG, Ore., March 17.—Samuel M. Grathwell of Pacific University, Friday night won first place in the annual Oregon intercollegiate oratorical contest. Howard Zimmerman, of the University of Oregon, won second place and Miss Lorraine Johnson, of the Oregon Normal School, won third. The contest was held in Pacific College and 700 attended.

Following are the contestants and their orations, with the school represented: Albany College, Miss Thilford, "A Neglected Friend"; Oregon Agricultural College, G. H. Hoerner, "England and India"; Pacific University, Salem, Eric Lamette University, Salem, Eric Bolt, "National Vitality"; Pacific University, Samuel W. Grathwell, "The College Man and Social Service"; McMinnville College, Stewart, Jr., "Internationalism"; University of Oregon, Howard Zimmerman, "Un-guarded Gables"; Oregon Normal School, Miss Lorraine Johnson, "Education and Progress"; Pacific College, Newberg, Maud Elliott, "The Peril of Democracy".