

COOS BAY TIMES

M. C. MALONEY Editor and Pub. DAN E. MALONEY News Editor Official Paper of Coos County. OFFICIAL PAPER OF THE CITY OF MARSHFIELD.

THE COMPLETION OF THE CANAL

THE latest news from Colonel Goethals is that the Panama Canal certainly will be ready for navigation in May of next year, and possibly sooner. The Culebra Cut is yet to be finished, and there are about 10,000,000 cubic yards of earth to be removed; but that may be accomplished well within the time indicated.

The benefits to this coast from the canal will begin to be felt about a year before the Exposition in San Francisco to celebrate the event. The time remaining is short in which to prepare for many changes in business conditions and for the new immigration. The water distance from New York to Coos Bay will be cut from 15,295 miles to 5,665, or a saving of 9,540 miles on the journey around Cape Horn. From Liverpool to Coos Bay the distance will be cut from 15,615 miles to 8,322. The shorter distances, of course, will save an enormous amount of time and a reduction in rates, but just what those rates will be it is yet too early to estimate. Mere conjecture is apt to be misleading, and we are not sure that the reduction in rates will correspond with the actual reduction in distance.

It is, however, reasonably certain that the difference in transportation will be enough to insure a new basis for most mercantile business all over the coast.

Captain Roald Amundsen has asked permission to be the first to sail through the canal with the Fram next winter, and his request will probably be granted if the canal is open at that time.

VOTERS USE NEW WEAPONS.

A MUNICIPAL election held last Tuesday in San Francisco is interesting in that the people were called upon to use the three new weapons that populist politics have given them, the referendum, the initiative and the recall. Over 60,000 citizens were interested sufficiently to vote. People were asked to approve or reject the administration, adopt or reject an ordinance cutting the rates of a public service corporation, and virtually try a judge for his judicial acts.

By a vote of two to one the street road agreement submitted to the people by the supervisors was ratified. It extends the municipally owned Geary street railway to the ferries and does away with the horse car, and makes other changes.

The ordinance initiated by the Telephone Users' association, was adopted by 3,000 majority. It cuts the rates charged by the telephone companies and marks the entrance of the gruffer into the initiative legislative business. The association is fathered by a politician who formerly fattened off legislatures or corporations affected by pending legislation, and who has discovered in the new regime opportunity to wax fat at public expense. This "association" hired agents and obtained contracts with thousands of business men to the effect that if rates were reduced through the effort of the association, it should receive a certain percentage of the reduction. The people voted the reduction, therefore the enterprising grafter gets the people to pay him for what they have made possible by their own votes.

The recall movement was also successful. Judge Charles Wells being recalled and Wiley Crist, candidate of the Woman's Recall League, being elected by 877 majority. It is a triumph of women in politics and disproves the oft repeated story that the fair sex are not interested enough in public questions to vote. The recall grew out of Judge Wells' action in reducing the bail of a man who criminally assaulted a girl, thus allowing the assailant to escape. The bail had been set at \$2,000 by one judge and Judge Wells reduced it \$1,000, which was furnished, and the accused man disappeared and forfeited the bail. The campaign was waged on moral lines, and as a result, courts will not be so lenient with this class of degenerates.

The initiative, referendum and recall are evidently appreciated by the people of California and have come to stay.—Medford Tribune.

C. A. SMITH TAKES AN OPTIMISTIC VIEW

IT is seldom that anyone can obtain an interview of any length from C. A. Smith, the well-known Coast lumberman and president of the company which bears his name. He is prone to follow the old-time policy as echoed in the precept: "Don't talk about what you are going to do. Do it before you talk about it, and then when you are successful, you will not want to talk, as your time will be needed for further developments." Recently, however, he gave the following business interview which tersely voices the opinions which caused C. A. Smith to labor for the development of his extensive properties on the Pacific Coast, especially in California and Oregon. That he strongly believes in what he says is evidenced in these two expanding states:

Oregon Possibilities. "It is my belief that Oregon will show greater development and growth in the next decade than any other state in the Union. I could give many reasons that should be apparent to almost everybody, for the future of the state seems very plain.

"The natural resources of Oregon are amazing. The timber, a crop that never fails—billions upon billions of feet. When the timber has been removed the soil is adaptable for agriculture, or it may be reforested. In the Coos Bay country we have coal and I have started in a small way to develop a mine there which will soon yield about 200 tons a day.

Coal Development. "There are other coal mines under development there, and the Government reports show that in the Coos Bay region alone Oregon can take out 10,000,000 tons of coal per year for a period of 1000 years. How many people have stopped to think of that; yet the figures may be had any time. The Government reports show that on Coos Bay there are 400 square miles of coal, which means 250,000 acres, each acre averaging 5000 tons of coal. And it is one of the cleanest coals for domestic purposes.

"But coal is not all. It is only a portion of the natural resources to be developed. We are now installing a paper pulp factory that within the next three months will demonstrate whether or not it is possible to manufacture successfully paper pulp from the sawmill waste of Douglas fir. My experts who came from Finland tell me it can be done, and so far as I have been able to ascertain, it can be done. Now, that means something to Oregon, for the United States imports annually \$10,000,000 worth of wood pulp from sawmill districts of Finland, Germany and Sweden. As by-products, too, we will manufacture from the wood waste rosin and turpentine while manufacturing the pulp. The remainder of the waste from the mills will be used for generating electric power for the operation of mill and logging machinery. Thus everything will be utilized.

"We need more people in Oregon, and I believe they will come in large numbers soon. The opportunities are here. We need not fear too large a population of workers, for there is a disposition among all of us to see the other fellow work, and there are plenty of men who have the means to furnish employment that will result in the development of the country. Gradually the workers of today will become the business men of tomorrow, and so we need not fear for an invasion of men without money, as long as they are willing to work.

"It would be splendid for Oregon and a great benefit if we could get, say, 10,000 workmen here every month for the next five years. The Pacific Coast has a population of only about 3,000,000, and Oregon has less than a good-sized city. But we need people who will go into the county and produce and develop the resources.

"England seems to be the only country objecting to free tolls for American vessels in the coastwise trade. Last summer I visited Europe and nowhere except in England did I read of opposition to American legislation providing for free passage of American vessels in the domestic trade. And as for the general public in England, I believe they are not concerned one way or another.

"To me, it appears that the opposition originates with the Canadian railways, which fear free tolls to

American bottoms in the coastwise traffic will reduce their earnings, which it may.

"The canal will mean much to the Pacific Coast, and fully as much to the Atlantic Coast, for it will afford a means of transportation that will bring about an easier exchange of products.

"I believe it will be two years before the railroad from Eugene to Coos Bay will be ready for operation, for it is a big undertaking, one tunnel alone being a mile in length.

"Such projects take time for completion, but when the road is completed, it will mean a big thing for Coos Bay and for the whole state of Oregon. And I firmly believe Coos Bay will have other lines than the one now being built." (From Pioneer Western Lumberman)

WITH THE TOAST AND THE TEA

GOOD EVENING

Courage and Victory. "Be of good courage," is the very best advice that can be given to a human being, for good courage will never acknowledge defeat, never be cast down, never despair. It holds "We fall to rise, are baffled to fight better," it breathes an invincible hope of final victory. —Aymie Mastindale.

CONFESSION.

I know not any form for These by any visioned art. Great source of conscious being and beauty, all in all. I only know that I would tell my joyfulness of heart For the dear daily blessings that in my pathway fall.

Life is so large and wonderful and love's unworied speech Is signaled by the mighty stars that hold the highest star In heaven's space unwearied and keeps within its reach. The dew drops that are needed down where the daisies are. —San Francisco Star.

It doesn't take nine tailors to make a self-made man.

In the game of love a girl plays her heart against a diamond.

"OH! YOU BALL PLAYERS!" Captain McArthur says that B. P. O. E. stands for "BEST PLAYERS ON EARTH!"

Love bugs at locksmiths and ignores chapones.

Industries of Coos Bay. New industries day by day. Are now coming to Coos Bay. To the broom-handle factory on later kentack. We do wash it the greatest of "ack.

And our friend the contemplator. Of the fruit evaporator. Will the friends of Coos Bay greet And his patronage will meet.

And then in some future day. We do hope to hear them say. That was their most lucky day. When to our Coast they came to stay.

For a pulp mill we did pine And with our cone-bearing trees sublime. We had no nothing to repine. Looked so temptingly did they. That the Nerdrum Brothers did say. That our Coast was just the place. So here a pulp mill they would raise.

Soon their mill will be complete. With its walls built of concrete. Who will then but advocate Work triumphant within our gate?

Now, a brick-yard we have in view. And great success we wish it, too. They say our clay is just the sort. Good brick they can make for our grand resort.

Soon we expect to hear them say Oregon's greatest city is on Coos Bay. —M. E. H. Marshfield.

DOINGS OF CITY COUNCIL

FRANCHISE IS TURNED DOWN

W. S. Chandler Explains the Heating System Situation —Matson's Application.

W. S. Chandler last evening sent a letter to the City Council rejecting the heating franchise which was recently granted him, the franchise in its amended shape not being such as to enable him to go ahead. After the reading of his letter, the Council merely laid the matter on the table, but it may be brought up again in the near future, as it is understood that local parties who desire the service and the benefit the heating system would be to the town are said to be drafting an ordinance that will be suitable.

Mr. Chandler's letter is as follows: "I am in receipt of a copy of ordinance No. 572, amending ordinance No. 476 which grants to this undersigned an extension of the territory within which to operate a steam heating system.

"This ordinance has received my careful consideration and I would respectfully decline to accept same. "The application for an extension of my former franchise was made at the instance of city residents who lived beyond the limits of operation of said franchise. I am still of the opinion that a central heating plant would be of great advantage to the city in the lessening of the insurance risk and in providing a more economical, cleanly and attractive heating service. No question of rates or monopoly could arise, for both wood and coal will be plentiful in this community as fuel for the individual for centuries to come. It will be to succeed only as it may be able to furnish a more economical service; possible for a central heating plant, the presence of wood and coal in unlimited quantities will always be a safeguard to the consumer against exorbitant rates.

"The field of municipal heating plants is yet an experiment. It may or may not be a financial success in this community where fuel is comparatively cheap and plentiful. I understand that Mr. Albert Matson has applied for a similar franchise covering the entire city and including the territory granted to me. Two systems could not possibly survive in the same territory. Mr. Matson has the larger and more extensive plans, and I do not wish to oppose him in any particular. Any person who is willing to devote time and money to the installing of this experimental service, which can only operate for the good of the community, should receive the moral support of every citizen.

"My former franchise by any event will enable me to heat the buildings in which I am personally interested from a small private plant. As to the additional territory granted me by the amended franchise, I would withdraw in favor of Mr. Matson and hope that he may receive every consideration at your hands."

City Loses Case. City Attorney Goss reported to the Council that the city had lost the Lichtwerck case. Judge Benson of Klamath Falls deciding adversely to the city. This case was similar to the MacLeod case on North Broadway which the city lost some time ago.

Race Track Street. A letter from Superintendent W. F. Miller of the local railway making a new offer about opening Fourth street from Kruse avenue to Coal Bank Inlet, through the race track grounds, was read. Mr. Miller said that if the city postponed the improvement now he would enter into a contract to improve the street immediately on the expiration of F. P. Norton's lease on it, January 1, 1915, or sooner, in case the Council should decide it was necessary.

City Attorney Goss said that no binding contract of this kind could be made. He said that the property was owned by the Southern Pacific, while Mr. Miller represented another corporation. However, he said that if the Council desired to grant the company's request, it could be done through injunction proceedings. If the Council attempted to do it otherwise, it would be necessary to start the improvement of Fourth street all over again. The matter was referred to the street committee, after George Baines had stated that everyone on the street wanted to have it opened through to Coal Bank Slough at once.

Ferguson Building. Councilman Ferguson asked permission of the City Council to improve his warehouse on the waterfront by making some alterations in it and painting it. He said he would agree to remove the building at any time the city wished to open up the waterfront street. He said that the building extended only three feet over the line and he merely wanted to make it look decent. He said he had waited for two years, thinking the city would get the waterfront matter under way but had finally decided it was too long to wait.

Councilman Winkler objected to granting such a permit. He said it was contrary to the building ordinance and that if it was granted to Ferguson, 15 or 20 more would try to do the same. He said he wanted to see the old shacks moved off the waterfront.

There was quite a little tilt between Ferguson and Winkler and finally the matter was referred to the waterfront committee. F. E. Allen said he favored granting the permit and Mr. Winkler said he would oppose. Carl Albrecht, the third member of the committee, was not

NEW OFFER BY WATER COMPANY

Street Work.

Owing to an error in the notices and estimates on South Fourth street, that project had to be started all over again and will delay it some.

The Eleventh street project could not be hastened owing to City Engineer Gidley, City Recorder Egler and City Attorney Goss having difficulty in figuring out an intersection assessment.

Fourth Street Assessment. The council decided to meet May 19 as a board of equalization on South Fourth street after having adopted the following assessment: Elrod to Golden, \$2.84 per front foot.

Golden to Hull, \$5.73 per front foot. Intersection of Golden, \$1,477.93. Intersection of Hull, \$991.40. For 250 feet south of Hull, \$2.53 per front foot.

South to Kruse avenue, \$5.05 per front foot. Intersections of Ingersoll, Johnson and Kruse avenues, \$1,082.20 each. From Kruse to Coal Bank Inlet, \$1,047 per front foot.

Ferry Matter Up. Messrs R. J. Whitty, John Olson and J. C. Steckel, members of the Eastside city council, appeared before the Marshfield city council last evening with a proposition to change the ferry service. They stated that Eastside was willing to extend McKay street across the mud-flat to the Bay and make a more convenient route if Marshfield would provide a landing on this side. McKay street is the most direct street to the Eastside business and residence district and is also a through thoroughfare from the Bay to Catching Inlet. In order to get a change, it will be necessary for Eastside to bulkhead the street on the mud-flat and have a suction dredge cut a new slip about 300 feet long from the present channel to the harbor line, the dredgings to be used in filling the bulkheaded street.

This brought up the question of Mill Slough. Councilman Allen said that he understood C. A. Smith was averse to keeping the mouth of Mill Slough open as he wanted to put in a long wharf there. He said that the foot of Curtis avenue, south of the slough, might be dredged out for a slip for the ferry. Councilman Winkler insisted that something ought to be done. He said that the interests and wishes of the people should be considered before the wishes of one corporation.

Councilman Ferguson thought that if it could be amicably adjusted by moving the slip a few feet further south, it would be better to do it that way. Finally it was referred to the waterfront committee to report back to the council.

Other Business. The Council allowed the usual grist of bills, including \$85 for the library and \$150 for the band.

D. A. Jones was present and urged the hastening of the street improvements in Ferndale. The plans and specifications are not quite ready for them.

COST OF ELECTRICITY. There is food for thought in the printed report that the electric light company at Gardiner is selling its product for nine cents per kilowatt hour, and throwing in a meter to record the amount of juice consumed.—Coquille Sentinel.

JOHNSON AVE. WORK DISCUSSED

L. A. Whereat Says Assessment is Inequitable and Protests—Much Talk.

Declaring that the present system of assessment is unequal and unjust and that the property on Johnson avenue west is not valuable enough to allow its improvement, L. A. Whereat and J. C. Hansen and others entered protest against that improvement at the Council meeting last night. They presented a petition signed by L. Abel, E. E. Perry, J. T. Myers, J. C. Hansen and Mr. Whereat. The Council finally decided to refer it to the street committee.

Mr. Whereat in talking to the Council about the matter said that while the reconstruction was being done by a minority, there was also minority on the petition for the improvement. He said that only 31 had signed the petition, while 26 lots were signed for on the reconstruction and that there are 29 lots on the street. He said that on his corner lot he was assessed \$100 for the improvement, while the lot was assessed for only \$50 by assessor Thrift. In consequence, he said that he could not avail himself of the ten-year bonds. He said that the lot was worth more than \$50 but that it was assessed on the same basis as other lots throughout the city.

In addition to this, he said that the Reynolds Development Company, which owns property outside the city, was instrumental in getting that street improved now. He said that they should be required to pay part of the cost of opening the street. He said that Portland required this of outlying additions. In addition to this, he said the Marshfield system of assessment was wrong as for the next to his was assessed only \$12 while he had to pay \$50 on his corner.

A. Y. Meyers, of the Reynolds Development Company, said that he and his company had tried to do in getting the street opened. He said that they had first proposed to come down Lockhart avenue, but a number of Tenth street property owners had requested that they come that way. Then, he said, when it was taken up with the Council, he had agreed to continue the street on beyond the city limits to the old county road, a distance of half a mile, with the same kind of improvements as the city put in. He said there were lots of people who would be accommodated and that it would benefit the town as well as the outsiders. He said that F. W. Payne, one of the property owners on Johnson avenue near where Mr. Whereat's property was, wanted the street to go through and that Mr. Payne had used his three lots at \$2500.

J. C. Hansen wanted to know where the city was going to get the dirt to fill Johnson avenue as the street itself would not supply enough. City Engineer Gidley said that it could be secured and then he charged Hansen with having misrepresented the grade to other residents on Johnson avenue, declaring that he had been told that Hansen claimed there would be a six-foot cut at Hansen's corner instead of a two-foot cut. Hansen denied misrepresenting it.

City Attorney Goss said that in the North Cedar street case, now in court, the question of the Council's right to deviate from the present system of assessments for street improvements was being threshed out. Mr. Whereat thought the city should enable the Council to adopt a more equitable system of assessments. As to the claim that the Reynolds Development Company ought to pay part of the cost of the street, Mr. McDowd said that he thought they had done better than that by agreeing to put in a half mile of street beyond the city limits. Finally the matter was referred to the street committee to look up.

Establish Grades. The City Council established the grades on several streets last evening. Among them were: Fir, between Eighth and Ninth. Fourteenth, from Central to Highland, making about a four-foot cut at Commercial.

Ninth, between Date and Fir. Hemlock, between Sixth and Eighth. Fourth, from Kruse avenue to Coal Bank Inlet.

Other Business. Councilmen Allen and Ferguson reported adversely on Councilman Winkler's plan to have a playground for children established. Mr. Allen said that there was plenty of ground for the purpose and Mr. Ferguson said that it would cost about \$1500 to fix up a playground and then a caretaker would have to be kept to look after it.

Councilman Winkler insisted that one was needed and that the cost would not be as great as Mr. Ferguson figured. He said that many people had approved the idea and wanted to see the children kept off the streets and waterfront. The other Councilmen declared that if children went to the waterfront, because they liked it and not because playgrounds were scarce.

Always listen to a friend's advice. It may enable you to show him that he didn't know what he was talking about.

And it is easier for a woman to wear her clothes well than it is for her to wear herself well.

Mighty May Garment Sale —at— MRS. ELROD'S —of— New Spring Evening Dresses Suits and Coats Began Yesterday, May 5th 'The Evening Dresses are the swellest ever shown in this city. Ladies invited to call and inspect this beautiful line of dresses. Remember the place and time. MRS. ELROD