

# DONIGS OF CITY COUNCIL

## BITULITHIC IS PAVING CHOSEN

(Continued from Page One.)

ing where there was only a few cents difference in the cost, but Councilman Ferguson, W. U. Douglas and others protested against the city being required to pay the extra cost on the light traffic paving.

In addition to giving the bitulithic the general hard paving for 1914, the Council threw out the bids on the North Front street job and ordered it re-let so that bitulithic could be put in there. Under the first bids it would had to be paved with either bituminous or sheet asphalt, the latter being slightly the cheapest.

### Enter New Bid.

The L. J. Smith Construction company put in a new tentative bid last night, bidding \$2.08 on the heavy traffic paving and \$1.60 on the light traffic paving, the latter being thirty-five cents per yard less than their first tentative bid, although the specifications for the paving were slightly reduced. In addition to this it was made a part of the new bid that the company was to have the North Front street contract at the first bid and that at least 10,000 yards of additional paving was to be laid during the year.

There was a big crowd present and quite a few participated in the discussion. Mr. Arnold of the Warren Company, Hugh McLain representing wood blocks, W. U. Douglas representing sheet asphalt, and Otto Morrissey representing the bituminous, discussed their paving. Hugh McLain made a plea for the wood blocks as a home product and building up home industry. A. Y. Myers, Hugh Suedden, Claude Nasburg, D. L. Rood, Dr. Taggart and other property owners were present and talked, but expressed no particular preference except the hard surface paving except that Geo. Baines did not want either bituminous or wood blocks. Hugh Suedden favored the bituminous. D. L. Rood thought that the property owners ought to sign up, stating it's kind they wanted.

City Attorney Goss said that the Council could not bind itself to one kind of pavement for a year and that if the property owners, by a big majority, petitioned for a certain kind of paving the Council would be pretty apt to grant their request, that is, if the policy of the past four years was followed.

Councilman Albrecht said that through tentative bids in the past the Council had forced down the price of hard paving from \$2.76 per yard to the present price. He said that his idea was to choose one kind of paving for the year at the best price obtainable. He said that there were only two bids to consider now, the wood block and the bitulithic, as they were the low ones. He said that he did not think it was fair to consider the last bid of the J. T. Smith company, as it was out in after they had learned their competitors' bids.

Otto Morrissey declared that if the Council adopted one kind of paving they would not set any further competition. He said that his company had not bid in competition but had merely fixed the maximum price.

Mr. Arnold said that it would cost his company \$1000 freight to ship in a plant weighing 170,000 pounds. He said that the asphalt paving was controlled by three concerns in the northwest and that he was one of them. He said that so far as the asphalt offering competition it was not correct as it required about \$10,500 to put in an asphalt plant. He said that if the Council wanted to throw down all specifications he could put in paving as low as ninety-eight cents per yard, but he would not guarantee it.

Hugh McLain said that the wood blocks were the best and cited an instance where a white cedar log lying

under the roots of a tree 125 years old was still firm.

G. B. Datson made a talk in favor of bitulithic and later Hugh McLain declared that some of his remarks were misleading.

W. E. Hoagland said the property owners wanted the best paving.

**Buckingham's Opinion.** City Engineer Buckingham said that all four kinds of paving were standard and that there was only a few cents difference on the heavy traffic paving. He said this difference would not amount to \$350 on the biggest job. However, on the light traffic paving, he pointed out that the lowest tentative bid was seven cents higher than the Coos Bay Paving company has been laying it. He further pointed out that the bitulithic was about twenty-five cents per yard higher than the bituminous bid on the light paving.

**Secret Ballot.** Finally a secret ballot was taken, each Councilman writing down the kind of paving he preferred. It resulted in three votes for bitulithic and one for wood blocks. Councilmen Dell and Conble being absent.

Later remarks indicated that Albrecht, Evertsen and Wilson voted for bitulithic and Councilman Ferguson for wood blocks.

**Protest High Bid.** Councilman Albrecht insisted that the adoption was for both light and heavy traffic paving. He said that the Council was not auctioning it off but wanted to play fair with the bidders. He said that he favored home concerns but he wanted the paving at a low price and wanted new concerns brought in here. He said that the J. L. Smith company's last bid was not legitimate.

W. U. Douglas kicked vigorously as a property owner against the Council choosing bitulithic for the residence section, saying that they were saving a couple of cents in the business district and losing twenty-five cents per yard in the residence section.

Hugh McLain insisted that the Councilmen go on record about the residence section paving. Mayor Allen called for expressions and Albrecht, Evertsen and Wilson declared for bitulithic.

Councilman Ferguson insisted that the property owners be allowed to have their say about this as he thought that the difference of twenty or twenty-five cents per yard was too much.

**Election Approved.** The Council approved the election of Den Keating as chief and Homer Mauzev as assistant chief of the Marshfield Fire Department, the returns of the balloting being presented by Wm. Sless and H. Petty.

**Resolutive Proceedings.** Mayor Allen suggested to Chairman Evertsen of the Light committee that he have the light at Seventh and Johnson moved out so that it would serve both streets.

The ferry Transit's slip has filled in again, causing the ferry to land at the old Breakwater dock. It was decided to have it cleared out and when the dredge Seattle gets down near the slip, Council Ferguson proposed to have it dug out the slip to a much greater depth.

City Engineer Buckingham was ordered to prepare plans for paving South Broadway from Curtis to Hill with bitulithic.

Otto Morrissey reported that seven blocks of hard paving was to be petitioned for by residential property owners.

Claude Nasburg requested that C. R. Flanagan be advanced a payment on the North Second street work, the payment to be in place of the payment of assessment by the Southern Oregon Company, which cannot pay for sixty days yet owing to the Davis heirs suit. He said that Flanagan would not claim interest, but would use the funds to hire men to complete the street.

Claude Nasburg protested against Jenner avenue being filled now. He said the street would not be of any use, but that it would interfere with the Nasburg estate getting their lowland filled. He said they owned about two-thirds of the abutting property.

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## CENTRAL AVE. SLIP APPROVED

### Council Grants Business Men Right to Construct It After Discussion

After a prolonged discussion, J. T. Harrigan and Ivy Condron, representing Central avenue business men, were given permission to put in the slip for small boats at the foot of Central avenue at once, the slip to be built under the supervision of the City Engineer. The slip is to be the width of the street and extend out ten feet of the twenty-five feet between the dock line and the harbor line.

Mr. Harrigan explained that the committee had raised the money to build the slip and been given permission by the old waterfront committee of the Council to do the work. He said they waited until they had a chance to confer with Arno Meren of the C. A. Smith Company, to make sure it would not interfere with the C. A. Smith Company. He said that Mr. Meren agreed and further promised that when C. F. McGeorge's lease expired that the slip could be extended northward a considerable distance. Further, Mr. Meren endeavored to have Mr. McGeorge withdraw his objection. Then he said the contract was awarded and Chas. Noble had been delayed by the Mill Slough work.

Dr. Houseworth spoke in favor of the slip, saying that certainly the Council should not object to an improvement which would benefit the public and which would not cost the city anything.

Mr. Harrigan said that City Attorney Goss had informed him that there was an old permit granted to the E. B. Dean Lumber Company, predecessors of the C. A. Smith Company, allowing them to build the Central avenue dock, which would have to be revoked.

Councilman Evertsen said that he thought that the slip should be built and wanted to know why the steamship company had not been paying some rent for the several years they had used the street.

City Attorney Goss explained about the old permit to the Dean Company and said that McGeorge might claim some rights under it. However, he said that he was confident that the ownership of the street still remained with the city, although that the abutting property owners by having been permitted to rebuild the wharf a few years ago might have gained some special rights. He said that Mr. McGeorge stated that in view of having been allowed to use the Central avenue dock, he had granted free dockage to Government vessels, etc.

There was a little clash between Mr. Harrigan and Goss because Harrigan intimated that Goss should have instructed them in the first place that the old waterfront committee did not have the power to grant the committee the right to go ahead without the committee first reporting to the Council and having the Council authorize it. Mr. Goss grew rather indignant over the inference and said that he was simply trying to straighten the matter out.

Ivy Condron talked on the necessity of immediate action by the Council.

Finally Councilman Albrecht made a motion that the old permit of the Dean Company be revoked and that the citizens be allowed to build the slip at once. This was unanimously carried.

Previously Councilman Ferguson explained that his committee had ordered the site construction stopped until the Council met in order to give both sides a hearing. Mr. McGeorge was not present last night and no objection was voiced by anyone to the committee going ahead.

Mr. Goss said that it might be necessary in case of a legal controversy to have the slip built in the regular way, requiring procedure by ordinance.

**Improve Alley.** City Engineer Buckingham was instructed to prepare plans for rebuilding the alleyway between Front and Pine streets, just north of the Brewery saloon. Mr. Buckingham stated that years ago H. Hacker and another man had paid \$50 apiece for the eight-foot strip but that as it had been used as a public highway so long it was now public property.

The city attorney was also instructed to investigate another alleyway just north of the E. K. Jones property which has been fenced up for a long time.

## NO SEWAGE IN MILL SLOUGH

### City Council Will Not Permit Connections With Big Drain Now

The City Council last night decided that under no circumstances are sewers to be permitted to connect with the new Mill Slough drain box.

This was brought up by the indirect request of several for permission to do so and also by the statement that the closing of the slough would make a problem as to what

## SCHOOL PUPILS TRY TO BUY MAKE FURNITURE

### Original Idea for Oregon Building at Fair in San Francisco

Supt. F. A. Tiedgen of the Marshfield schools is in receipt of the following letter, which is self-explanatory:

"The Oregon Commission for the Panama-Pacific Exposition has asked whether it would be possible for the manual training departments of our high schools to make the furniture to be used in the Oregon building. All furniture would be subject to sale the amount to go to the school making the furniture, or to be returned to the makers at the close of the Exposition. The freight expense will be taken care of by the commission.

"We have to make a report next week upon this point. Will you write me by return mail, telling me to what extent your school could assist in this work? The working designs for the furniture will be prepared by the architects for the commission. You would have the balance of this school year, and I think, up to December 1 of next term. It certainly will be a great advertisement for the high schools of Oregon if they can claim the distinction of having furnished the Oregon Building.

"Thanking you for your consideration of this matter, I remain, Very truly yours,

J. A. Churchill, Supt. Public Instruction, February 9, 1914.

Supt. Tiedgen replied as follows: Mr. J. A. Churchill, Salem, Oregon. Dear Sir:

Replying to your letter relative to co-operating in making furniture for the Oregon building, will say that we shall be glad to do something—in fact count it an opportunity. However, our department is now established this year—and so we ask that some of the simpler things be sent our way. We have a myrtle wood in this section that works up attractively. Some use might be made of this. We are using some of it as present in our more advanced class. If we could know definite things soon it would be a favor.

Respectfully, F. A. Tiedgen."

to do with the sewers that have been emptying into it.

It was stated that C. A. Smith, owner of most of the property that the Mill Slough drain box runs through had stated at first that no sewers were to be allowed to empty into it or cross the property. The city ordinance prohibits erecting any building over a wood sewer and hence the objection.

However, it is hoped to get a permit from the C. A. Smith Company to lay a temporary wood sewer alongside the Mill Slough drain to temporarily accommodate the affected sewers down town until the Anderson avenue sewer can be put in.

In the case of G. W. Kaufman and W. R. Haines, Mr. Buckingham reported that a plan had been made whereby they could construct a joint sewer along the curb line of Tenth street and connect up with the Central avenue sewer.

**Third Street Sewer.** The problem of handling the Third street sewer was left to City Engineer Buckingham and the Health Committee. This old sewer empties into Mill Slough and is about two feet too low to be connected on to any other sewer. It cannot be connected up with the new Mill Slough drain box and about the only way to handle it is to either require the property owners to build a new sewer to take its place or to build an outlet along the Mill Slough drain box to the Bay. The latter will cost about \$200 and it will probably have to be paid by the city.

R. F. Williams is arranging to construct a sewer similar to this along the drain from Broadway to the bay to take the place of the old system from the Williams building which empties into Mill Slough.

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## TRY TO BUY LOCAL DOCKS

### RUMORED THAT C. P. DOE OF NORTH PACIFIC WANTS SMITH PROPERTY NORTH OF CENTRAL FOR BOAT OFFICES.

According to a rumor afloat here, some steamship company, presumably the North Pacific, is negotiating for the purchase of the C. A. Smith company's holdings north of Central avenue and west of Front street with a view to putting in a large warehouse there.

Nothing definite could be obtained about the report today, although it is known that negotiations have been pending. The C. A. Smith company has nearly a block of property there. The North Pacific company has been operating the Alliance in here, but is figuring on changing the Alliance to the Alaska run and putting the Roanoke or one of its other larger boats on the Coos Bay run.

A Portland paper says: On the receipt of a telegram from C. P. Doe, head of the North Pacific Steamship company, confirming an offer he made to the Pacific Steamship Company for the charter of the steamer Alliance-Alaska service, negotiations for the vessel probably will be closed. Mr. Doe left the city for San Francisco Friday night and a telegram was sent to him.

The acquisition of the Alliance to the fleet is desired because she carries passengers in addition to about 700 tons of cargo. Cannery interests in Alaska, which annually send large crews to their plants, have suggested that in starting the service the company make provision for passengers, though at the outset the principal aim was to assemble a fleet of modern freight vessels.

The Alliance has been on the run out of Portland for years, being now in service on the Portland-Coos Bay-Eureka route on a ten-day schedule. She was built in 1896 at Fairhaven, Cal., and is 164.4 feet long, has a beam of 35.6 feet and a depth of hold of 12 feet. The Alliance first sailed from here in the Gray fleet, making Coos Bay regularly, but it is said her owner favors a smaller vessel for the trade, one that can be used to better advantage at Coast ports.

## UNCLE TOM'S CABIN COMING

### A Superb Two-Part Film of the Great Story Coming to The Grand

Manager Marsden of the Grand Theatre continues providing his patrons with the top-notch features in the moving picture world. His latest acquisition is a superb two-part adaptation of Harriet Beecher Stowe's immortal story, "Uncle Tom's Cabin," which will be shown at this popular play house on next Thursday evening.

This play offers some unusual opportunities for beautiful pictures and the producers have taken advantage of it by producing a splendid series of scenes—the cotton fields in full bloom, a Mississippi River steamboat trip and Eliza's thrilling escape across the ice. Then there are the other thrilling scenes, the death of Little Eva and Legree's brutality to Uncle Tom, presented so vividly as to make this the most realistic portrayal of Mrs. Stowe's story ever attempted.

Remember the day and date—Thursday evening, February 12 at the Grand Theatre.

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