

DOINGS OF CITY COUNCIL

WANT OPENING TO WATERFRONT

Ten Petitions, Signed by 250 Citizens, Protest Exchange of Ferry Sites.

Strongly protesting any action of the city to exchange the proposed landing at the foot of Ferry Street for another site along the waterfront a petition signed by approximately 250 citizens of Marshfield, the majority of whom were South Marshfield property owners was presented to the Council by W. F. McEldowney. "Ferry Street he declared," was granted to the people of that section as a recompense for closing Mill Slough, the closing of which lost them their only means of access to the Bay.

Altogether there were 10 petitions all of which were circulated by volunteers, according to Mr. McEldowney. To open the street through there the residents of that section declare small boats could be brought closer to them and this would do away with the packing of freight from the central part of town.

To the statement of Mr. McEldowney that he had heard the site would be traded for a ferry slip at the foot of either Commercial or Central avenues, Councilman Cople declared such talk was only informal and that the prime motive of the entire subject is to secure a proper ferry landing and that because Ferry Street was first considered the people of that section have embraced the opportunity to secure their long wanted street opened to the harbor line.

The feeling was entirely friendly. Mr. McEldowney was told that the City Recorder some time ago sent a letter to C. A. Smith asking him if he would consider a new location for the ferry other than the proposed Ferry Street slip which he strongly opposes. Other than this no action has been taken other than the City Attorney Goss has written the Railroad Commission asking them whether or not the railroad has a right of way over the strip of Ferry Street. The matter was laid over to await further developments.

Dr. Taggart raised the question as to whether or not the council would have the right to trade as a ferry slip a strip of land already deeded to the city for street. As to the action of the Southern Pacific the Doctor declared "they want nothing other than the world with a fence around it."

Would Tax All Vehicles. That it would be unjust to levy a tax on only the rent and stage automobiles Jerry Kinney and Ray Martin appeared to protest the proposed ordinance which would levy a road tax on such vehicles to the exclusion of all other traffic.

Jerry Martin, of the Gorst and Kinney Company, declared he is more than willing to pay a tax providing one is levied on all vehicles, though at the same time he believes ma-

chines run for gain should be taxed additional. "Levy a tax of some sort on them all and put the money into a regular road fund," is the plan proposed by Mr. Kinney.

"We have put a great deal of money into machines and have always paid heavily on the repair of roads," he further stated. "The breakage of the plank roadway on North Front Street is due primarily to the poor setting up of the street, the piles from the underneath protruding through under heavy traffic."

Councilmen Use Roads. "I believe the tax should be made on everyone alike," said D. L. Rood and Mr. Kinney continued to point out that various members of the council use heavy vehicles and therefore should pay their share of such a proposed road tax. "Mr. Ferguson uses heavy drays; Mr. Evertsen runs several bakery wagons," he declared and both these members of the council admitted the law should tax all such users of the road alike and without distinction as to the character of the vehicle.

Ray Martin stated that at the best rent cars pay little profit and an added tax would severely injure the trade. The matter was laid over until the City Attorney presents his sketch of an ordinance when the matter will be definitely settled.

Raise North Front St. That the planking covering a stretch of 140 feet on North Front Street needs raising, was the statement of City Engineer Buckingham and City Commissioner Lawhorn will be given instructions to go ahead with the work, it being thought that he could do it cheaper than through private contract. However five days will be given over to advertising the work, giving the property owners a chance to do it themselves and if not done then Mr. Lawhorn will put his crew at work.

Need to Move Hydrant. A bothersome hydrant sticking up in the middle of the sidewalk at the corner of Broadway and Curtis has been "birdcaged" said Mr. Buckingham because of the danger to the public. The hydrant should be placed on a line with the curbing, but according to the watermain beneath the surface this is impossible and the matter was left to see what action will be taken in regard to it by the water company.

Assistant Engineer Wheeler, of the Willamette Pacific, asked the council to accept the repairing on the street at the intersection of Cent. and Front Streets and also on North Front street where the two rails were taken up. This was done.

Plans made last year for the proposed room at the foot of Commercial Avenue were shown by the council and the Recorder was ordered to pay Architect Turpen \$10 for the work. The plans will be kept for future reference.

ATTENTION B. P. O. ELKS. On next Wednesday, November 4, one of the most important questions that ever came before the lodge will be fully discussed. There will be also initiation. Every member is expected to attend.

THOS. B. JAMES, Sec.

ORDER PLANS FOR BIG SEWER TRUNK

Council Orders City Engineer to Submit Plans and Specifications for Project.

Plans and specifications for the proposed trunk sewer system draining the whole of Mill Slough and the territory tributary to it were ordered drawn by the Council at its meeting last evening. These will be prepared at once by City Engineer Buckingham, who will map off the drainage district.

That there is need of this permanent improvement the councilmen did not question and the first plan will be temporary to allow the later determination of what should be included within the project.

Mayor Allen, speaking of the work, declared that while in Portland recently he met Manager Hall of the Eugene Concrete Company, who declared his willingness to come to Coos Bay and erect a concrete pipe and tile making plant employing between fifteen and twenty men. Also that J. E. Walling, a former brick man of Coos Bay, declares he has \$100,000 capital raised in Portland which he is anxious to invest here in a brick making plant.

It is likely that several concrete companies will be allowed to bid on the work that will have to be done on the new drainage system.

Want Drainage Money.

That the city is now in need of the money expended on a surface drain through the Mill Slough fill south of Elrod was the statement of Councilman Cople, who declared the work was done some time ago by the city and with the understanding that the Port Commission would assess extra one-quarter of a cent per yard for the fill. Mr. Buckingham stated that the lumbermen have been for some time looking for their money and the time has come when they should be paid. This matter will be presented to the Port Commission at their monthly meeting next Monday morning.

Port Has Low Bid.

To the Port Commission was awarded the contract for making the fill on Pine avenue north, work on which will be commenced either today or tomorrow. But two bids were received for the work. C. R. Flanagan submitted an agreement to do the work for 43 cents per cubic yard, while that of the Port was for 15 cents per cubic yard. There remains between 5,000 and 6,000 cubic yards of fill to be made.

Johnson & Larsen were given the contract for the laying of the plank roadway. Their agreement covers the 615 feet of road to be laid with planking twenty-two feet wide at a cost of \$1.20 per running foot and for the 16 feet of 10-foot wide planking on the alley turns a rate of 72 cents per running foot. The

wooden curbs will be installed at a cost of thirteen and one-half cents per foot.

Open Alleys. The Council decided that the alley in Block 500 between Seventh and Eighth streets and Johnson and Ingersoll avenues should be opened and also the 147 feet of alley north of Johnson avenue to Ingersoll. The estimated cost of this project is \$218.86, a cost put on by the board of equalization. Lots and abutting property will be assessed for the work at the rate of 31 cents per front foot. Bids will be advertised for the next ten days.

Buy Quantities of Gasoline. That cheaper rates may be secured on the gasoline now necessary for the new auto fire truck the fire and water committee was instructed to secure the lowest prices possible and then enter into a contract for the furnishing of the material in drum quantities. Councilman Doll declared the new engine would take at least seven or eight gallons of gasoline per hour while at work and for this reason it would be a paying proposition for the city to buy in large lots.

Sell Improvement Bonds. Ordinances to issue and sell improvement bonds to the extent of \$25,970.46 were unanimously passed by the Councilmen. Of this amount \$22,387.32 covers the unpaid assessments for street improvements on Broadway between Curtis and Hall avenues, and the remaining \$3,583.14 is for the improving of Eighth street North.

These bonds will be issued to mature in ten years and will bear six per cent interest, payable semi-annually.

NEW FIRM IN CANDY BUSINESS

E. D. McArthur and Frank Pugsley Take Over Factory Department Of Stafford's

Frank Pugsley and E. D. McArthur have closed the details of the purchase of the wholesale department of the Stafford Confectionery company. They will continue the confectionery and ice cream business under the name of the Pugsley Ice Cream and Candy Co.

Mr. Pugsley has been in charge of the candy and ice cream factory for Mr. Stafford for the past five years and his success is too well known to require any additional statement now. That he will extend his success his friends are certain. Mr. McArthur has for years been in the pharmaceutical and real estate business on the Bay and they will make a strong team.

Mr. Stafford found that his growing retail business made it impossible for him to devote time to the other branch of the business.

DR. H. E. KELTY, DENTIST— Phone 112-J, Room 204, Coke Bldg.

Libby COAL. The kind YOU have ALWAYS USED. Phone 72. Pacific Livery and Transfer Company.

BELGIUM NEEDS AID VERY MUCH

Ambassador Page Cables New Yorkers to Hasten Shipments of Foodstuff.

[By Associated Press to Coos Bay Times.] NEW YORK, Nov. 3.—Regarding the situation in Belgium, Ambassador Page wired Norman Hapgood of the Committee of Mercy. "I hope the committee on Mercy will do our country honor and send a ton of food quickly to the worst-stricken three million women and children in the whole world, who are now suffering from actual hunger."

MANY GIFTS TO BELGIAN RELIEF

Six Dollars Received So Far to Assist Starving People in European War Zone.

That Marshfield and Marshfield people are always ready and willing to aid in cases of distress and suffering has been borne out in the recent appeal for aid for the suffering Belgians. Little Edwin Labowitch of the Fair store was the first to respond to the appeal and has deposited with the Times office \$1 just half of what he had saved, to help buy bread for the starving boys and girls of Belgium. Another kind friend who does not wish his name published has given \$5. An itemized account of all donations will be published every day and receipts will be issued to all making contributions.

Mr. Henrik Gjerdrum is another to respond to the appeal and is making arrangements to give a concert for the benefit of the fund.

EUGENE AND RAILROAD IN ONE DAY

Train Service Opened to Mapleton—Stage from Coos Bay to Make Connection.

To leave Coos Bay any day of the month and reach Eugene that evening is more than a probability when yesterday the first train over the Willamette Pacific from Eugene to Mapleton made its run and began its regular schedule. Trains will leave Eugene at 8:00 a. m. reaching Mapleton at 11:30 from which place they will leave on the return trip at 1:30 arriving back in Eugene at 5:00 p. m.

Asked as to whether or not there would be through stage connections J. G. Kinney of the Gorst and Kinney beach stage line declared the machines would remain on the run from here to the Umpqua where boats will ferry passengers across to a waiting six horse bus for the 23 mile run to the mouth of the sluslaw where the boat will be taken to Mapleton.

Tides on ten days of this month will prohibit the stage leaving here before seven o'clock in the morning, the time necessary to make the train before it leaves. But to overcome this Mr. Kinney declares a new schedule will be in effect by another week which will take passengers out of here at an hour early enough in the morning, on those ten days of bad tides, to make the train on time when it leaves.

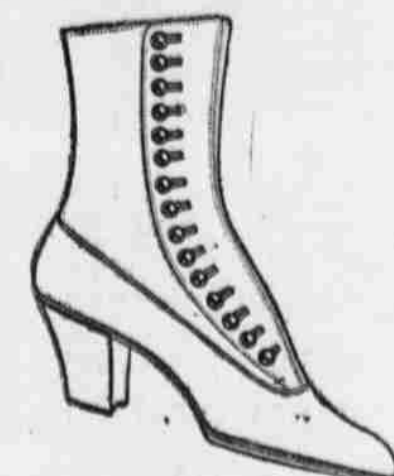
For this winter two six horse buses will be used on the beach line from the mouth of the Umpqua to the Sluslaw, a distance of 23 miles because of three creeks which are too badly swollen in the winter time to allow their crossing in machines. Beginning in April an auto stage line will be in effect the entire distance from Coos Bay to Florence.

THE NEW WATER RESERVOIR

The water company's new reservoir was put into use last week without any interruption to the service as all the new pipe and connections to the new reservoir were in place ready for use was the announcement made yesterday by Manager Corey.

It covers nearly two acres and will be nearly twenty-five feet deep at the screen well. It holds when full about 2,500,000 gallons which is nearly double the requirement of the State Railroad Commission. The company planned to make the capacity 3,600,000 gallons but the unusual early rains for the past few weeks prevented the building of the dam to the desired height. There will be sufficient water for four or five days

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"Smart Wear for Women"

supply without any pumping from the station at Pony Creek. The new reservoir is equipped with a screen well having a 24 inch intake gate controlling the water admitted to the supply pipe line. In front of this gate are two sets of screens three feet wide extending from the bottom to the top where there are pulleys to lift the screens for cleaning.

All water entering the system is then double screened through the wire mesh having eight wires to the inch with space of less than an eighth of an inch between wires. There is a ten inch blowoff pipe under the dam with its outlet three and a half feet below the intake gate so that any sediment can be blown off without emptying the reservoir.

AT THE HOTELS



Chandler Hotel.
Russell Beal, Live Oak, Cal.; Bert H. Church, Coos River; A. J. Sherrill Portland; Phil F. Keizer, Baker creek; Claude H. Giles, Myrtle Point; Mrs. W. G. Hofer, Myrtle Point; A. E. Crouch, Coquille; Mrs. L. W. Turnbull, Coquille; O. W. Meeker, Oregon.

Lloyd Hotel.
F. Schaffer, Portland; L. Larson, and wife, Roseburg; J. Acorn, Blue Lake; C. Breder, Salt Lake City; J. Carter, Daniels Creek, G. Martin, Myrtle Point; O. F. Timm, Spokane; St. Lawrence Hotel.
Nelle Smith, Portland; Mrs. E. L. Bessey, Coos River; J. Cormac, Portland; F. T. Moore, Seattle; S. Weber, New Era, G. Neff, Bandon.

Banco Hotel.
George R. Hartung, Tarheel; H. B. King, Tarheel; John McDonald, Myrtle Point; Harry Leitnerell, Myrtle Point.

REPORT FROM SERBIA

Claim Austrians Defeated in Tiber Hayonet Battles.

NISH, Serbia, Nov. 3.—A special note says: "The enemy opening Oct. 29 in the direction of Emino and Banja. Our counter attack developed into violent hand-to-hand combat in which the enemy, after heavy losses, was forced to retreat in disorder leaving thousands of men and about 300 men on the spot. The enemy delivered another attack in the evening but was forced to retreat with heavy losses. Nothing of importance has occurred on the border of the front."

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A WORD TO THE WISE
SELECT YOUR CHRISTMAS GIFTS NOW—They may be gone later. A small deposit will save them for you.

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Phone 122.

Clearance Sale

THE QUALITY STORE ELECTS THE FIRST WEEK IN NOVEMBER AS A TRADE STIMULATOR IN THE SUIT DEPARTMENT AND OFFERS THE THIRTY SHOPPER AN UNPRECEDENTED OPPORTUNITY IN A GREAT MONEY-SAVING EVENT, COMMENCING TODAY.

<p>SUITS</p> <p>All very latest models—long-coat suits that were \$16.50.</p> <p>NOW \$11.15</p> <p>That were \$20.00 NOW \$13.40</p> <p>That were \$24.00 NOW \$16.00</p> <p>That were \$27.50 NOW \$18.55</p>	<p>COATS</p> <p>ALL NEW FALL COATS</p> <p>\$12.00 Coats FOR \$8.95</p> <p>\$18.00 Coats FOR \$13.50</p> <p>\$20.00 Coats FOR \$15.95</p> <p>AND MANY OTHERS</p>	<p>SUITS</p> <p>A group of mid-season models; the coats a trifle shorter.</p> <p>That were \$25.00, \$27.50, \$32.50, all the one price, \$12.75</p> <p>Another group of \$20.00, \$25.00 and \$30.00 suits, marked, only \$7.50</p>	<p>DRESSES</p> <p>ALL NEW \$20.00 Dresses FOR \$16.00</p> <p>\$30.00 Dresses FOR \$22.50</p> <p>DRESS SKIRTS</p> <p>One lot of mid-season garments that sold for \$6.50, marked \$3.90</p> <p>One-fourth off the selling price of any other dress skirt during sale.</p>
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MATSON'S
QUALITY STORE