

In Our Opening Announcements
We Said That This
**Third Big July
Clearance Sale**
Would Break All Previous Records

We told the truth. Every day this store has been visited by hundreds of buyers. Our entire sales force has been kept on the jump. And no wonder! Goods in every department has been sacrificed for this big Clearance Sale. We quote here the prices in one department only—all Corsets in which sizes are broken:

- American Lady Corsets, regular price \$1.25 and \$1.00 Sale... 79c
- American Lady Corsets, regular price \$1.50. Sale... \$1.10
- American Lady Corsets, regular price \$2.00. Sale... \$1.35
- American Lady Corsets, regular price \$3.00. Sale... \$1.95
- American Lady Corsets, regular price \$3.50. Sale... \$2.20
- Modart "Front Laced," regular price \$3.50. Sale... \$2.20
- Modart "Front Laced," regular price \$5.00. Sale... \$3.45
- Modart "Front Laced," regular price \$6.50. Sale... \$3.85

Ladies' Suits, Coats, Dresses, Skirts, Dress Goods, Shoes for Ladies, Children and Boys, and Boys' Suits are reduced accordingly. See big price list—it includes practically everything.

HUB DRY GOODS CO.
SMART WEAR FOR WOMEN
CORNER BROADWAY AND CENTRAL AVE. Phone 361

ASKS FOR CHANGE IN FRANCHISE

(Continued from page one.)

was something that the railroad wanted now and while it was promising better service, the latter was for its own benefit largely and he thought that the city should obtain the other things and possibly avoid costly litigation. Among other things that the city desired he said are

Putting in of sidewalk and fixing up track near North Front and Broadway, according to oral agreement.

Granting of Ferry street crossing which city council has started to condemn.

Settlement of South Fourth street case in which Southern Pacific enjoined the city from improving it.

Copple Thinks It Legal

Councilman Copple wanted to know if there was really any doubt in Mr. Goss' mind about the legality of granting the Southern Pacific relief from the franchise for five years. Mr. Copple said that it certainly would not nullify the franchise and declared that the same thing is being done by many other towns. He said that anyway the council had changed the franchise once.

Mr. Goss said there wasn't much doubt in his mind and thought that the matter could be arranged. However, he said it was different from the usual legal questions in that if the council gave up its rights now, the Railroad Commission might gain authority over the franchise so that the city would really have little to say.

Wants Street Fixed

Councilman Kimball wanted North Front street walk and crossing fixed up so that it would be more slightly and safer.

Supt. Miller said that the railroad wanted, when the track was being constructed and the paying being put in, to have the whole street swung over so as to keep the track in the center. He said that they could not put the wide sidewalk west of the tracks without buying additional property and every time the company tried to buy property, they were held up on the price.

City Attorney Goss said that price did not make much difference to the railroad in some cases, pointing out that they had paid \$100,000 for a lumber yard site in North Bend. Mr. Miller said they did not pay that much but Mr. Goss insisted that the company had furnished evidence to this effect.

Opposes Ferry Street

Councilman Kimball made inquiry about Ferry street and said that he was not familiar with that project. After hearing of it, he said he was opposed to it as it would be cutting up the S. P. yards.

Councilman Albrecht did not look at it that way. At any rate, he said the council ought to have thought of that before they accepted the street from the C. A. Smith Co. in the Mill slough closing negotiations.

McKnight Is Opposed

Attorney McKnight said that if the Ferry street matter was going to be injected into the deal, it might just as well be dropped. He said that

the company would not consider it.

Goss Has Protest

City Attorney Goss said that the attitude by the Southern Pacific, as just voiced by Mr. McKnight, was the one generally shown. Whenever the company saw something that would benefit itself, it wanted it, but whenever the other side wanted something, then it would not deal. He said that the offer of service was made because it would benefit the company.

Miller Scores Jitneys

Supt. Miller denied Mr. Goss' claim about the service to the Coquille Valley and Powers being a money-maker. Mr. Miller said most of the people were riding on the jitneys and autos. He said that in the winter time, it would be different.

Mr. Goss said that if they gave good service, the autos could not compete on the long hauls but Miller insisted that the people would pay more for auto rides even if the autos were not as fast as the trains.

Copple Liberal

Councilman Copple said that the city was displaying the wrong attitude towards the railroad. He said it was antagonistic and wrong. He said that he was free of Southern Pacific influence but just the same he wanted the railroad to be treated fairly. He said that the county was now talking of issuing \$400,000 bonds to build roads to enable the people to get to the towns. Now when the railroad company offered service that would permit the people to get to the towns, they were not met with the proper spirit. He said that the autos and jitney buses were using the streets and roads built at public expense without paying taxes, licenses or anything else.

City Gets Worst of It

Councilman Albrecht said that he always noticed that the city got the worst of it in trades. Councilman Ferguson said that he wanted to be fair to the railroad company but that he wanted the railroad to be fair to the city.

Wants Pay for Paving

City Attorney Goss said that on North Front street when the sidewalk was ordered changed, additional hard paving had to be put in and through an error, it had not been assessed to the railroad and that the city had to pay for it out of the general fund. He thought that the railroad ought to pay for this paving.

Mr. Copple then moved that the council adjourn, evidently being irritated by the questions raised by Mr. Goss. However, the other councilmen did not take his view.

Later Mr. Copple said it seemed that Mr. Goss was taking the place of the whole council and the latter did not have anything to say. Mr. Goss said that he was simply calling the various matters to the council's attention so that later they could not say he had been derelict in his duty.

Messrs. Miller and McKnight said that too many questions were being drawn in to it. They said that the matter would have to be taken up again with the higher officials and would require much time. They disliked the delay.

However, Mr. McKnight said that he wished the council to be properly advised about the change in the franchise and that it should have the city attorney give them a written opinion about the matter.

Kimball Would Trade

Harry Kimball said that if the motor car was losing \$1,200 a month that perhaps the company would be willing to pay the city \$1,000 and

drop the service altogether. Mr. Kimball thought that this would take the place of the saloon licenses which the city will lose. He made the suggestion in a joshing way. Mr. Miller said that his company wanted to put on a better service but lacked equipment. He said that he tried to get in two additional coaches here but the steamships wanted \$400 apiece for freight on them and the company would have to pay the insurance, etc.

Not a Club

Councilman Copple objected to the franchise being used as a club over the railroad company. Mr. Kimball said it was not being used as a club. It was simply a question of trading and doing business.

Mr. Goss said that it was not being used as a club. He said that in negotiations, lawyers always raised all the questions involved and settled them in a give-and-take manner.

Albrecht Criticizes Copple

Councilman Albrecht objected to the attempt to rush the franchise change through. He said that once before Councilman Copple had rushed the electric light company's contract through and now was sorry for it.

Councilman Copple vigorously denied the lighting contract, saying he had opposed it. Mr. Albrecht said that he wished they had a shorthand reporter to take down the proceedings so that the record would be kept clear.

Finally the council adjourned without anything definite being done except to ask Goss to investigate it.

OIL TANKS DEEPER

COUNCIL WILL RIGIDLY ENFORCE ORDINANCE

Decide to Sustain Stand of Fire Chief Keating—Want Paving Mixed and New Walk Put In

The city council last evening decided that the ordinance governing gasoline tanks should be strictly enforced.

The matter came up in connection with the tank which the Marshfield Hardware is installing. City Engineer Gidley said that he understood the matter had been referred to him, and he had approved the plan for putting the tank down two feet in the ground under the cement sidewalk.

Later Fire Chief Keating found about it and would not issue a permit for it, saying the ordinance required that it be three feet underground. Mr. Gidley said that he thought that two feet with a concrete walk on top made it perfectly safe. However, he said Messrs. Harjano and Neff were ready to change it if the council insisted, although it would mean some additional expense.

At first the council were inclined to let it go but when Mr. Keating's attitude was stated, Councilman Kimball said that the council had recently criticized Keating for not doing his duty and now when he was, they should stand behind him. The rest of the council took the same view.

During the discussion it was stated that J. L. Koontz had recently put in a tank on a permit given by Tribbey.

To Fix Street

City Engineer Gidley was instructed to take up with Supt. Miller the question of fixing holes in the North Front street paving which were made by the jitneys, causing the dirt to settle under the sidewalks. Mr. Miller could not believe this was the cause but Mr. Gidley said that he would show him.

To Fix Street

Mayor Allen and the councilmen will confer with C. E. Nicholson and other property owners and try and arrange with them for small stretches of land near the North Front street turn so that the proper kind of a walk can be put in along the railroad tracks.

DRAIN AUTO LINE STARTS MONDAY

EDWARDS & OIT AND FOOTE ARRANGE FOR FINANCIAL SERVICE BETWEEN MARSHFIELD AND THE RAILROAD—THE MOST SCENIC RIDE.

The Drain-Allegany-Coos Bay auto line will start next Monday morning and Messrs. Edwards & Oit and D. L. Foote are arranging for the best service that has ever been maintained between Marshfield and the railroad.

A fast but certain schedule has been arranged, passengers leaving Marshfield in the morning and arriving at Drain early in the afternoon and vice versa.

The road is reported in good shape all the way. Supervisor Attegg and other supervisors between Allegany and Scottsburg and Loon Lake have done a lot of excellent work this season. The route is one of the most scenic and enjoyable rides in the state.

The fast launch Cadillac will handle the passengers between Allegany and Marshfield and D. L. Foote, with several excellent autos and careful drivers, will handle the service between Allegany and Drain.

The Smokehouse in Marshfield will be the local agent for the line and will be pleased to furnish any information desired concerning it as well as selling tickets and making reservations.

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

NOTICE TO BIDDERS

Bids will be received by John Blasco on July 19 for 50 cords of 3 foot fir wood and 25 cords of 3 foot alder wood to be delivered at school house in District No. 25, Coos River.

BECAUSE

of the freer circulation of money in the East and Middle West and the general prosperity that is coming to those sections and which will soon reach this portion of the country, the REYNOLDS DEVELOPMENT CO. is beginning now and extensive improvements in FIRST ADDITION in anticipation of the improvement of present conditions.

We are preparing to meet the demand that will be forced upon us and are opening some of our choicest lots by terracing and grading.

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(OWNER)
178 Central Ave.

SHIPPING NEWS

ELDER DUE SUNDAY OVERCOME BY GAS

IS TAKING PLACE OF STEAMER SANTA CLARA

Later Steamer Goes on Dry Dock at San Francisco for General Repairs

The steamer Geo. W. Elder will arrive here tomorrow, taking the place of the Santa Clara which has gone on the dry docks at San Francisco for general repairs. The Elder will sail from here at 1 p. m. tomorrow for Portland. She will leave Portland Wednesday at 10 a. m. and sail from Coos Bay for Eureka and San Francisco Thursday, July 22.

The Elder has been on a run from Portland and San Diego by way of San Francisco. When C. P. Doe, head of the North Pacific Steamship company was here recently, he spoke of the possibility of putting three vessels on the run between Portland, Coos Bay, Eureka and San Francisco and if three boats are used the third would probably be the Elder. It is likely that the Santa Clara will be ready for service by the time the Elder has made one round trip.

ENGINEER OF RESTLESS HAS A NARROW ESCAPE

Brother Worked With Him for Two Hours Before He Could Be Revived

On the last trip of the gasoline boat Restless from Coos Bay to the Siuslaw her engineer, James Jackson, had a narrow escape. While filling his lanterns in the engine room he was overcome by gas and fell over unconscious. This was at two o'clock last Sunday morning while off the mouth of the Umpqua River.

Andrew Jackson, a brother, going to find out the reason for the engine stopping, found his brother on the floor. For two hours he worked over him before he regained consciousness.

VESSEL MOVEMENTS

Rustler, from Rogue River, this morning.

Relief, from the Siuslaw, last night.

Nann Smith, from San Francisco, 4 p. m. today.

Due Here.

Geo. W. Elder, Eureka, tomorrow.

Due to Sail

Geo. W. Elder, Portland, 1 p. m. Sunday.

Rustler, to Portland, tonight.

Arriving last Sunday, July 11, at Powers. The occasion being a dinner given by Mrs. Ingblom in honor of the marriage of their daughter May to Victor Lindstrom.

Dinner was served under the shade of the trees on tables beautifully decorated with flowers and evergreens. The young couple left on the evening train for their home at Conston. The best wishes of a host of friends goes with them on their journey through life.

Many beautiful and useful presents were received by Mr. and Mrs. Lindstrom.

Those present were Mr. and Mrs. Harry Hampton and daughter Etta, Mrs. B. Hampton, Mrs. Will Preston, Miss Eva Lewis, Miss Eva Kenney, Mr. and Mrs. G. C. Moore and children, Marlan, Ivan, May, Ha and Master Grover, Mr. and Mrs. Grant McMahon and children, Willie, Vista, Monroe, George, Bessie and Master Harry, Mrs. L. M. King and three children, Orval, Leslie, and Floyd, Mr. and Mrs. Ernest Valney and baby, Gladys Valney.

COQUILLE MINISTER BRINGS HOME BRIDE

Rev. Leggett, of Christian Church, Marries Miss Fannie Cornelius of Eugene.

Rev. Mr. Leggett, of the Christian church in Coquille, went out to Eugene a short time ago a single man. Yesterday he returned home with a bride, having married Miss Fannie Cornelius. Their marriage came as the culmination of a romance started there many months ago when, both were students at the Eugene Bible University.

Rev. Leggett attended both the Bible University and the State University, the campus of the two institutions adjoining, so that he had classes in them both. A year ago in June he graduated and received

degrees from each school. For the past eight months he has had charge of the Christian church at Coquille. He formerly lived at Riverport. The bride is well known in Eugene.

FOR TRANSFER AND STORAGE OF HOUSEHOLD GOODS FREIGHT AND BAGGAGE

Call FERGUSON TRANSFER Phone 163 Residence Phone 13-J Market Ave. and Waterfront

SUMMONS

In the Circuit Court of the State of Oregon, in and for Coos County.

Hilma Ahlquist, plaintiff, vs. Egen Ahlquist, defendant.

To Egen Ahlquist, the above named defendant:

In the name of the State of Oregon: You are hereby required to appear and answer the complaint filed against you herein within ten days from the date of the service of this summons upon you if served within this country, or if served within any other county in this state, then within twenty days from the date of such service, but if served by publication or by personal service outside of the State of Oregon, you shall appear and answer on or before the 9th day of August, 1915.

If you fail to appear and answer said complaint as above required the plaintiff will take judgment against you for want thereof and will apply to the Court for the relief demanded in this complaint, a succinct statement of which is:

That she be granted a decree of divorce from you;

That she be awarded the care, custody and control of the minor children of the plaintiff and defendant.

Service of this summons is made

by publication pursuant to made by the Hon. John A. Circuit Judge of Coos County, Oregon, which order bears date 24, 1915, and directs publication hereof in the Coos Bay Times each week for a period of the first publication thereof made on the 26th day of July, 1915.

E. BERG Attorney for Plaintiff First publication June 26 and last publication August 10, 1915.

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