

HIGHWAY PLAN IS APPROVED

Continued from Page One.

lands of the Jersey flats on the Atlantic coast were worth from \$1,500 to \$2,500 an acre while just as good land there was worth but very little in comparison because it was not near to a market. The construction of the road would make greater population and consequently greater markets and would bring the producer closer to the markets.

Must Stand Together

Mr. Hollister said that the road could be built if the people would stand together as an undaunted unit. He said there should be no North Bend and no Marshfield, no east and no west, in this matter, but that the people should stand as a unit in this matter and failure would be impossible.

Military Benefit

After Mr. Hollister had outlined the proposition the first speaker introduced was R. M. Jennings of Marshfield. He told of what was being done on the eastern coast and said that the military importance of the Pacific was to be equally as great as that of the Atlantic and that the Pacific coast needed a military roadway so big guns could be moved on auto trucks. He referred to the big appropriation which the government is contemplating making for military purposes and thought this was an opportunity time to ask the country to enter into such a plan. He also suggested that the greatest care be taken in the selection of committees having the matter in charge so that the men best adapted would be the ones to serve.

Postpones Naming

V. E. Watters was next called upon. He said that he had been asked to present the names of an executive committee but asked that he be allowed to defer that action until the close of the speeches. Mr. Watters gave the proposed project his hearty endorsement. He thought that the principal cities would be along the coast and that they would all be reached and benefitted by such a road.

Would Consolidate

Mayor F. E. Allen of Marshfield gave his approval of the plan and said that much could be accomplished on Coos Bay because the place had the material and the men. He spoke of the necessity of more industries to make payrolls, and said that the two cities should build up one great city and they could worry about naming it afterward. The mayor also said that the people should send L. J. Simpson to the U. S. Senate and Fred Hollister to Congress and they would get what they wanted. He thought it unfortunate that the present Oregon representative lived in the interior but that if they did not give this section what the people wanted the latter should get after them.

Mr. Simpson Speaks

L. J. Simpson, former Mayor of North Bend, was introduced. He asked if the other coast counties had been informed of the move for the road or consulted about it. Mr. Hollister said that they had not, and that the whole project was one which it was intended to emanate from Coos County. Mr. Simpson said he thought it important that Coos get busy and acquaint her neighbors with the plan. He said it would take time and much hard work. He dwelt upon the importance of military protection on this coast. Mr. Simpson took up the consolidation idea which had been brought up by Mayor Allen. He said that the time might not be ripe now, but that the people should forget their city limits and join in building up one great city on Coos Bay, and he expressed the belief that he would see such a move within the next twelve months.

The former Mayor said that he stood for the building of the highway, but that he thought it was probably a matter which should be given much careful thought as to the method of procedure. Mr. Simpson closed with an eloquent appeal for the protection against a possible enemy of the people and their property as the first duty of every community.

Judge Approves Unity

Judge John S. Coke was called upon and said that he wanted to lend his aid and express his sympathy and enthusiasm for the plan for unity of the cities. He said he hoped the time would arrive when the people would realize that it was to the welfare of all to unite. Thus they could accomplish much, while if they were opposed, there could not be much done. Judge Coke suggested that when it came to a consolidation Empire should also be included, as the anticipated increase in population would make it necessary to have the additional territory. Regarding the road project Judge

Coke said that he thought at this time it ought to meet with the approval of the government. He also spoke of the benefits that would be derived in a business way from tourists if such a coast road was built. He urged that united efforts were necessary to bring about the accomplishment of such a big plan.

Business Proposition

Judge A. S. Hammond said the project would be a business proposition. He gave figures to show the amount of timber that the government owned and the great advance in values that the government would receive by the building of the road. He said it was no harder to put through a big scheme than it was to execute a small one.

Other Judges Speak

Judge John F. Hall when called upon by the toastmaster said that he favored consolidation and that Marshfield, North Bend, Empire and East side should all be made one big city. He favored the highway move. Judge Schlabre favored the road movement which was proposed and also expressed his hope that the cities would consolidate.

Would Require Work

Postmaster Hugh McLain of Marshfield said that the road plan would require a tremendous amount of work and would also take some time. It must be presented to the legislature in order to get state support and must also be taken before congress. He heartily approved of the plan. He spoke of the military importance of the road and said that Port Orford today afforded an unprotected seaport where armies of an enemy could be landed without difficulty. He thought the government should be willing to help by bearing fifty per cent of the cost in view of the benefits.

Others Give Views

A. G. Ruab told what he had seen on his recent visit to the Columbia highway. He gave figures to show the great increase in land values brought about by the building of the roadway, and thought the same thing would happen in this part of Oregon with the construction of such a road as was proposed by Mr. Hollister.

Peter Loggie told of the early days of pioneering in North Bend and of what had been accomplished under great difficulties. He said that the same spirit of courage and perseverance would make it possible to carry out the road plan.

M. C. Maloney spoke of the importance of getting together in this plan as well as in all matters and that the most could be accomplished by concerted action. He said that big projects such as the road proposed could only be brought about by united efforts.

Should Join Cities

Henry Kern said he thought the road would be a great thing for the coast. He also thought the cities should consolidate and the quicker the better. He urged that business men interest themselves in public affairs and hold office rather than to let the official positions go to whoever might be the best politician.

Visitor Called Upon

W. A. Williams of Portland, a real estate man who is on the bay, praised the resources of Coos Bay in the highest terms. He said that unofficially for the Portland Chamber of Commerce he would offer the good will of that body in the undertaking proposed.

W. S. Hardesty, of Astoria, who is a visitor in the city and attended the banquet, told of what had been accomplished by the people of that city. H. C. Diers gave some statistics regarding the amount of timber owned by the government in the section through which the proposed road would pass and of the immense increase in value that the government would enjoy by the building of the road.

Committees Named

Toastmaster Russell then called upon Judge Watters to present his committee. Mr. Watters said that he would merely suggest names and that if they were not satisfactory he wanted any objections to be made. He said his plan is to have an executive committee of sixteen members to consider some plan of action to launch the proposed project. Four were to be from North Bend, four from Marshfield, two from each of the Coquille Valley cities, and two at large. He suggested that as the plan was presented by Mr. Hollister he should be chairman. Those named were as follows:

North Bend—Frederick Hollister, chairman, Herbert Armstrong, Peter Loggie and J. A. Smith.

Marshfield—Charles Hall, R. M. Jennings, Hugh McLain and Judge John F. Hall.

At Large—L. J. Simpson and Judge John S. Coke.

Myrtle Point, Bandon and Coquille members are to be named by the commercial bodies of those cities.

Passed as Presented

Hugh McLain said that he thought the Good Roads Association should be asked to endorse the committee so that there would be no conflicting purposes.

Secretary John Motley of the Marshfield Chamber of Commerce

said the coast road matter had been brought up several years ago and he thought it would be well to have the co-operation of the commercial bodies.

The committee as named by Mr. Watters was passed by a unanimous vote of those present.

Spoke of the Bar

Before adjournment Peter Loggie called attention to the fact that the Government bar project calls for 18 feet of water on the bar at low tide and says that there is already 25 feet of water; at low tide and said that the project should be changed, as the bar has now more water than the U. S. project calls for. He thought the matter an important one, which should be taken up at the next meeting of the Chamber of Commerce.

The Chamber adjourned to meet the third Wednesday in November, when some topic which is of interest at that time will be discussed.

Those Attending

Those in attendance at the supper were:

Geo. M. Sells, A. H. Derbyshire, W. A. Williams, M. C. Maloney, Dr. Phil J. Kelzer, A. K. Arkley, A. Hoelling, F. V. Catterlin, Edgar McDaniel, H. D. Putnam, E. J. Arms, B. G. McNay, Albert J. Davis, W. H. McNay, H. G. Kern, B. E. Welly, C. A. Schlabre, John W. Motley, L. B. Cameron, W. H. Chappell, H. J. Isaacs, R. C. Gladman, J. A. Smith, L. J. Simpson, former Mayor of North Bend, F. E. Allen, mayor of Marshfield, Iris Elrod, A. G. Raab, E. L. Coe, F. G. Powell, E. A. Rose, L. H. Christensen, J. F. Grubbs, G. A. Perkins, Geo. D. Mandigo, John F. Hall, Elmer F. Russell, mayor of North Bend, C. E. Maybee, Carl W. Evertsen, A. E. Morten, Geo. Hazer, Chas. A. King, Ira Padrick, Victor Anderson, A. J. Davis, E. C. Mather, V. W. Rundel, Peter Loggie, Judge John S. Coke, Virgil E. Watters, Dr. Ira B. Bartle, J. E. Stree, H. C. Diers, William Schrock, L. W. Traver, P. N. Kebug, W. S. Smith, Hugh McLain, Fred Hollister, O. W. Briggs, R. M. Jennings, W. W. Aahby, J. A. Allen, Jno. H. Greves, F. W. Wood, J. G. Horn, H. E. Burmeister, M. F. Hardesty, J. A. Fitzgerald, C. F. Greve, Jr., A. L. Murphy, A. E. Guyton, A. S. Hammond.

NOT A CANDIDATE

It was reported here today that Fred Hollister was to be a candidate for Mayor of North Bend. Mr. Hollister is now a Councilman and his term expires. When asked today Mr. Hollister said he would not be a candidate for either Mayor or Councilman again, although he had been asked a dozen times to run for Mayor. He says he cannot give the time to the office.

REAL BEAR STORY

ELMER MURRAY AND COMPANION FACE THREE

Attacked by All Three and Last Shot Kills Third of Tribe, and The Rev. G. Le Roy Hall Tells Tale

To face three bears on a mountain side and have the whole three coming straight toward you is a time to try men's souls. The Rev. G. Le Roy Hall, just returning through the Camas Valley country from Eugene, is telling of the experience a week ago of Elmer Murray, nephew of Police Chief Jack Carter, and a companion about 12 miles out from Camas Valley.

The two men went hunting and early in the day brought down two deer. One of them had just been packed down hill to where the horses were waiting and the men were coming back for the other, having only one gun with them when they heard a "woof," and looked up to find a big mother bear and two yearling cubs had been attracted to the venison feast.

Not only did the bears stare but it is said they stood not on the manner of their coming but came. They came in a hurry. Murray raised his gun, the end of which, instead of staying on the head, kept waving about in the air like a young windmill, so the story goes. The first shot brought no results and the bears drew nearer. A second shot lowered a yearling and by that time Murray's companion had climbed a tree and from the branches kept calling for his dog "Bing," who likewise skeddaddled, but in his excitement he kept yelling "Bear" instead of "Bing."

Murray stuck on the job. He kept firing and pretty soon dropped a second, and, the story continues and its told by Mr. Hall, he dropped the third, the big mother bear, with his last shot when she was only a leap or so from him.

The companion heaved a sigh of relief, took good care to see that all three of the animals were dead, and came down out of his tree. "Bing" came back from a long journey and the two deer and one bear were hastily packed aboard the horses and brought into Camas Valley where the hunters are telling a real bear story "what am."

SHIPPING NEWS

BREAKWATER IS IN REED WAS CAPTAIN

STEAMSHIP ARRIVES AFTER ABSENCE OF TWO MONTHS

Brings Last Shipment to Coos Bay—To Bid Goodbye and Sail for San Francisco

LONG STAY HERE

Word from the Southern Pacific offices this afternoon was to the effect that the Breakwater will remain on Coos Bay until about November 15 before sailing for San Francisco. She will take several hundred tons of sacked coal and must wait for this.

Loaded with 750 tons of steel rails and 20 miles of telegraph wire for the Western Union the steamship Breakwater, Captain T. J. Macgenn, arrived today and will sail in a few weeks for San Francisco there to be tied up until sold or otherwise disposed of.

It is about two months now since the Breakwater has been on Coos Bay, losing her first trip, except when laid up for an overhauling, in some eight or nine years. United States steamboat inspectors declared that she again needs repairs. It is said the work would amount to about \$2,500 and inasmuch as of late the Breakwater has been a losing proposition and the railroad will be completed within a short time the Southern Pacific officials believed she should not be repaired at this time.

Captain Macgenn has been on the Breakwater for years, in fact the Breakwater and her skipper have made history on the bay in the past 10 or more years the vessel has been running into this port.

It is said that Captain Macgenn will take the vessel south and remain with her for a time, though he has intimated that he will secure another berth at sea for he is still active and in no mind to retire from his life on the briny.

WESTERNER LOADING

The steam schooner Westerner will probably sail Friday for San Pedro. Captain Patterson says he will take about 400,000 feet of lumber from the C. A. Smith mill and about 150,000 from the North Bend Lumber Company. The vessel will go direct to San Pedro.

EXAMINE SEAMEN

Edwards and Fuller Prepared for Rules of the New Act.

Inspectors Edwards and Fuller, of Portland, have received the requisite blanks and now are busy examining seamen who are seeking their A. B. papers before the new seaman's act goes into effect November 4.

The men are first examined as to whether or not they have served a year on the seas or the Great Lakes; next the doctor takes a peep at them, and as a last step they are taken to some vessel in the harbor and there told to splice ropes, let boats down the sides of a ship, pull an oar in the stream, box the compass and 101 other nautical practices are run off before they be declared qualified. They must pass with a 70 per cent average to receive their papers.

The requirement affects all seamen coming into Coos Bay who would receive the pay of able-bodied seamen, which is several dollars a month in advance of the ordinary seaman's pay.

HAZARDS OF WAR NOT FOR SEAMEN

SEATTLE, Oct. 28.—United States District Judge Jeremiah Neterer decided that, regardless of treaty provisions, shipping articles become abrogated by declaration of war when the war subjects seamen to extraordinary hazards. Judge Neterer's decision was in a case brought by four members of the crew of the British steamer Epsom. The men signed in England, February 13, 1914, for a voyage to Seattle and other ports for a period of three years. After arriving here the men left the ship on the ground that continued service would subject them to the hazards of war, and brought suit for \$200 wages each. Judge Neterer allowed their claims.

Hallowe'en ball, Eagles hall, Saturday night. Platt's Orchestra.

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SUPPORT IS GIVEN

SECRETARY OF COMMERCE WRITES NEW CORPORATION

Organization Is Perfected Today—Plan Is Similar to That Adopted By The Netherlands

(By Associated Press to Coos Bay Times.)

NEW YORK, Oct. 28.—The American Overseas Corporation formed to facilitate American trade with neutral nations somewhat after the manner adopted by the Netherlands Overseas Trust, met today to complete its organization.

The idea of the corporation is to give assurances to belligerents that shipments are not contraband and will not reach the enemy countries. A letter from Secretary of Commerce Redfield, promising cooperation of the government, was placed before the meeting.

FRENCH POTATO AND FORAGE CROP LARGELY COMPENSATES THE SHORTAGE IN WHEAT IN THIS COUNTRY ACCORDING TO REPORT MADE

(By Associated Press to Coos Bay Times.)

PARIS, Oct. 28.—Senator Joseph Meline, former president of the republic, presided at the annual meeting of the Agricultural Assembly, presenting statistics showing that the potato and forage crops this year are so abundant as to compensate the shortage of wheat. The excess of hay produced over other years will enable feeding of enough live stock to make up for all the necessary requirements of meat for the army. "The rationing point in the meat crisis," Meline says, "will come after the war when all the belligerent nations will be pressing needs with reduced means of production. Consequently the forage crop means quite as much to France as its production of wheat."



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