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To the People of the City of Marshfield

In accepting the nomination as independent candidate for Mayor of the city, I first desire to express my appreciation of the support given



CARL W. EVERTSEN

me at the recent nomination election where I received the nomination of both parties for Councilman and also a splendid vote for Mayor, although only announcing myself a candidate for that office on the day of election.

I submit myself to you as a candidate on the following platform and promise, if elected, to use every

effort to fulfill each obligation of that office and to carry out the following promises:

1—ECONOMY IN CITY AFFAIRS—This is a time when special efforts must be made to retrench in all departments. I pledge myself to the strictest economy in all branches of the city government, consistent with an efficient administration.

2—MUNICIPAL IMPROVEMENTS—Marshfield needs many improvements, and as in the past, I am still always an advocate of all legitimate improvement projects, but all improvements must be made with reference to the wish of the property holder affected.

3—PUBLIC OWNERSHIP—I believe in the ultimate ownership by the city of its public utilities, such as water, light, etc., and if elected I will exert my best efforts to this end. I will insist, however, on the city receiving full value for every dollar expended on the purchase of any utility.

4—FIRE PROTECTION—Marshfield has reason to be proud of her volunteer fire department that is second to none on the coast, and I promise if elected, to vigorously oppose any attempt to in any way impair its efficiency. Money taken from support of the fire department is not money saved. It is criminal waste.

5—THE WILL OF THE PEOPLE—I repeat the stand I have taken in the past as a member of the City Council; that the Mayor and Councilmen are public servants charged with the duty of carrying out the will of the majority of the people, and if elected, I will execute to the letter the desires of the people expressed in any election, regardless of my own personal views on the subject.

CARL W. EVERTSEN.
(Paid Advertisement.)

U. OF O. SURPRISES SNAPS WAR VIEWS

DOBIE'S HUSKIES PILE UP ONLY 13 TO 7 SCORE SATURDAY

Find Californians Unwilling to Play Second Fiddle in Another Pigskin Farce

FOOTBALL SCORES ON SATURDAY

(By Associated Press to Coos Bay Times.)
Colorado Aggies, 24; Colorado College, 13.
Whitman, 9; Washington State, 17.
Idaho, 6; Gonzaga, 3.
Montana State, 7; Utah Aggies, 0.
Washington, 13; California, 7.

(By Associated Press to Coos Bay Times.)

SEATTLE, Nov. 15.—Northwest football circles, and principally Gilmore Dobie, received a direct setback on Saturday when his stalwart huskies were able to pile up only a 13 to 7 score against the University of California.

It was a general surprise. Betting was heavy that the U. of W. would repeat the farce of a week ago at Berkeley and on the home grounds, it was thought that big "Big" Miller, Shields and the rest would get all winded romping up and down between the two goal posts.

But there was no such a thing taking place. The Gold and the Blue team in seven days took one awful spurt, fired Jimmie Schaeffer, their coach, got another, and went into the game determined to put California back on the football map of the Coast. They succeeded.

Neither Oregon nor O. A. C. had a game on Saturday. Their men are working steadily for the big battle of next Saturday to settle the supremacy of Oregon.

MRS. CULLEN'S BODY TAKEN TO MONTANA

Relatives from East Are at Portland to Meet the Remains on Arrival There

When the body of Mrs. Cullen, of the Santa Clara wreck, was taken to Portland it was accompanied by Mrs. Dan McDonald of North Bend, who was going back to Butte, Mont., with the body of her sister, Mrs. Dan McDonald, and the latter's children.

Mrs. McDonald was asked to take after the remains of Mrs. Cullen to Portland and it was expected that the body would be buried there but when the party from Marshfield got to Portland and another relative of Mrs. Cullen had hastened to Portland from Butte, Mont., to meet the remains, Mrs. Cullen was from Montana and the friends of each all made the trip east together.

HAINES FOR PLACE TO ADOPT BUDGET

WANT WELL-KNOWN ENGINEER COUNTY ROAD MASTER

Will Ask That He Be Appointed to Succeed P. M. Hall-Lewis, Who Retires From Position Today

Marshfield business men and good roads advocates will unite in asking the Coos County Court to appoint F. A. Haines, of Marshfield, County Roadmaster, to succeed P. M. Hall-Lewis, who retires from office today. It is expected that the vacancy will be filled soon by the County Court.

F. A. Haines is one of the best known engineers in this section. For many years he was in the construction department of the Chicago & Northwestern Railroad, which has the reputation of being one of the best constructed railroads in the country. Later he made the survey of the Coos Bay and Boise project and was the only engineer of the many who ran preliminary surveys over that route to get easy grades and curves. Later he did much of the engineering on the Smith-Powers line beyond Myrtle Point. He is a brother of A. T. Haines, of Marshfield.

So far he is the only announced candidate for the position, although it is expected that there will be a number of applicants for the place.

WEATHER NOTES OF OREGON TODAY

The total rainfall up to 4:43 a. m. for the 24 hours preceding at Marshfield was .86 of an inch. More water fell during the forenoon.

Snow fell in Denver and Northern Colorado in the last few days.

Lowest temperature in the Rocky Mountains region was reported from Sheridan, Wyoming, where mercury registered 2 below zero.

At Pullman, Wash., temperature has been two below zero and one inch of snow was on the ground Saturday.

The temperature has been down to 33 above zero at Seattle and 30 above in Tacoma.

WILL SHOW PICTURES

The Coos County film which the Elks had taken will be shown tomorrow night at the Noble Theatre. The pictures should be seen by everyone as they show some highly interesting scenes of the county. The pictures include the Elks celebration at Bandon, the beach at that city, scenes on the Coquille River and bar, operations at the Smith mill, the carnival at North Bend and other interesting features.

CITY FATHERS MAY MAKE 20-MILL TAX LEVY TONIGHT

Will Enact Scene of "Cutting Expenses to the Bone"—Several Changes May Be Made.

Decision whether or not Marshfield is to have a 20-mill tax levy in 1916 will be threshed out finally by the City Councilmen at their meeting this evening when the budget comes up for final acceptance.

The cutting off of the liquor licenses will mean a decrease in revenues that must be made up by taxation, say the Councilmen.

When the budget was first given shape several weeks ago the members of the Council took the stand that it is far better to adopt a 20-mill tax levy than to go behind with the city's expenses, which would have to be made up later by bond issues.

May Do Some Cutting

At that time the budget was outlined by City Recorder Butler. Items of the various city departments were gone over. In several places it was suggested that the "pruning knife" could be used. Beyond making the suggestion, nothing was done at that time. It is possible that the act of "cutting expenses to the bone" will be dramatized this evening.

Property holders wishing to make any comment on the budget or to suggest the cutting down of expenses will be given this opportunity to appear before the city fathers this evening.

SIX MEN ARE KILLED IN HUNTING SEASON

Nine Others in Oregon Are Injured According to Reports to State Game Warden

Six men were killed during the recent hunting season in Oregon, says the Roseburg Review. Three of the six were killed through the accidental discharge of their own weapons. In one instance a hunter shot at a grouse and hit another hunter who was out of sight behind a clump of bushes. A total of nine non-fatal accidents was reported to Carl D. Shoemaker, state game warden, who to learn the hunting accidents of the year recently called for special reports from all his deputies.

DON'T MISS seeing the ELK'S pictures at the Noble Theatre tomorrow night.

MAY BUILD TRAILS

SUGGESTION COAST GUARD MEN CUT TRAILS ALONG CLIFF

Condition of Roads Makes Traveling to Weeks That Way Impossible With Their Equipment

In the absence of roads that are recognizable for their traveling possibilities in the vicinity of South Inlet and Sunset Bay, there have been strong suggestions of late that the crew of the Coast Guard station should cut trails and paths about the cliffs south of the Coos Bay bar, thus to better enable them to get to wrecks in a hurry with their equipment.

It is pointed out that on the night of the Santa Clara wreck the crew coming as fast as they could from their station up the bay, were greatly handicapped by the "mud wall" roads that they had to traverse.

Paths along the edge of the cliffs, starting from Coos Head and running south toward Sunset Bay for some distance, would have put them on the scene in much quicker time.

Hard Place to Reach

On the points that put into the ocean below the bar the forests are dense and the underbrush so heavy that passage through there in the dark is almost an impossibility, as was evidenced on the night of the wreck, when the men scaled the cliff at Bastendorf and time and again lost their way in the darkness and the brush. On their backs they carried heavy coils of rope and the line gun, stumbling over trees and thrusting their way bodily through the underbrush.

ABOUT MAIL ROUTE

The Coquille Sentinel says: The Coos Bay papers still insist that the mail comes from Myrtle Point to Coquille by a "star route boat," and now say their newspaper and other mail is coming the same way. The fact is that it comes by auto being brought over by the contractor, J. T. Lewellen, on its arrival from Roseburg.

Libby Coal, \$5.00 ton. Phone 72.

SHIPPING NEWS

TO BE OIL BURNER MAKE GOOD TARS

CHANGE WILL BE MADE IN STEAMER BREAKWATER

Is On Drydock for Repairs—Report Is Capt. Macgenn Will Remain As Master

DOE PAID \$100,000 FOR BREAKWATER

SAN FRANCISCO, Nov. 15.—According to reliable parties here, it is said that Chas. Doe paid the Southern Pacific \$100,000 for the steamer Breakwater which will replace the Santa Clara. This price is said to have been for her delivery at San Francisco in a condition that she pass the U. S. inspectors. The cost of changing her from a coal burner to an oil burner will have to be borne by Doe.

SAN FRANCISCO, Cal. Nov. 15.—

On the arrival of the steamer Breakwater it was made known that before she is placed in service between this port and Portland, going into Humboldt and Coos Bays as well, she will be equipped with oil burners. The vessel has burned coal since coming out from the East Coast, and being under the Southern Pacific flag used fuel from the company's mines near Coos Bay.

On The Drydock

The Breakwater was lifted on drydock Sunday. A temporary oil tank is to be constructed to serve until suitable oil storage space can be provided in the main bunker. It is thought the steamer will be ready for service in 10 days, and the substitution of oil as fuel is expected to increase her speed at least two knots.

Macgenn to Stay

So far as is known, Captain T. J. Macgenn, who has been master of the vessel since her operation by the Southern Pacific, will continue in the service of her new owners, the North Pacific Steamship Company.

CANNOT ACCOUNT FOR PHOTOS FROM WRECK

Bandon Couple Receive Picture of Themselves Which Washed Ashore From Santa Clara

A strange incident in connection with the wreck of the Santa Clara which has not been explained, is told as follows in the Bandon Western World: "A puzzling situation has presented itself to E. T. Wolverton, the local real estate and insurance man, and for the past few days he has been scratching his head in a vain endeavor to find a solution.

Individual photographs of Mr. and Mrs. Wolverton, together with one each of well-dressed middle-aged woman and a grown boy, were picked up on the beach at Coos Bay among wreckage of the Santa Clara, which had floated ashore, and Tuesday were brought here by Frank Catterlin. Immediately the sailing list of the ill-fated vessel was scanned for a relative or friend's name who might have been in possession of the pictures, but not a name is familiar. The pictures are in small neat frames, the latter bearing the trade mark of a Detroit firm.

A dozen of each of the photos of Mr. and Mrs. Wolverton were made by J. W. Applegate, former local photographer, last spring. Each one can be accounted for by Mr. Wolverton, but it is impossible to figure out how any of them got onto the Santa Clara.

Letters of inquiry are being sent to each of the parties who had been given the pictures in hopes of receiving information that will solve the mystery.

ALL SAILORS NOW TAKING NEW SEAMAN'S TEST

Affects Crews of Ships to Coos Bay—One Skipper Finally Says Good Word for Part of Bill

Sailors aboard every ship coming into Coos Bay have passed the new seaman's test as provided for in the La Follette-Furest bill, according to the skippers. Had the men not passed the vessels would have been held up before this. Captains now even have a word or two in favor of the bill.

They say that better sailors will be the result and they say that sailors themselves are so worried that they actually study nights, taking an interest in their work that many of them never did before.

One of the skippers, who asks that his name not be used because his sailors and his employers might be angry, said:

"The activity in the forecastle is most unusual. You will find sailors who have put in years afloat putting themselves industriously to the tasks of rope splicing, tying knots, studying the charts and learning to box the compass. I have had sailors in my work recently who could not make a correct sounding. I found my sounding line strung out in the forecastle the other day and the whole crew studying industriously the different marks on it. I was dumbfounded at first, but finally it dawned on me.

"The sailors, as well as the master and mates, must now take an examination. It can't help but result in a larger number of the sailors we want, and also in the reduction of the number of 'hump-backed' seamen who can get the pay of an A. B.

"There is only one drawback in that feature and that is that too many men can give the examinations. Any licensed deck officer of the United States navy, coast guard service, light house service, the steamship inspection service, the inspector of light houses, and others can give these examinations. It may result in too much friendship being shown in some instances, but at least for the present it is making better sailors of our men."

CHAMBERLAIN WORKS FOR APPROPRIATION

Press Telegram Says He Is Urging for Retaining Wall at Coast Guard Station

Encouraging news regarding the efforts to secure an additional appropriation for the life saving station is told in the following press telegram from Washington, D. C.:

Senator Chamberlain has taken up with Captain E. P. Berthoff, commandant of the coast guard, the question of constructing retaining walls around the life-saving station at Coos Bay, Ore., now under construction. Senator Chamberlain visited the site of the station last summer, and became convinced that retaining walls should be provided to guard the station against the action of the elements. He is informed that information is being gathered from Coos Bay, and hopes with a short time to have a favorable report.

DISCARDED BOATS LAND ON THIS COAST

Three Submarines Withdrawn From the Service Are Towed to San Francisco

(By Associated Press to Coos Bay Times.)

SAN FRANCISCO, Nov. 15.—Three United States submarines, the F-1, F-2, and F-3, withdrawn from service after the loss of the F-4, have arrived from Honolulu, after a 13-day rough voyage in tow of the cruiser Maryland.

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Men's \$15.00 Blue Serge Suits, Sale price	\$7.85
Men's Good Overcoats, on sale at each	\$3.95
\$5.50 Boys' Suits, Sale price	\$3.65
\$4.25 Boys' Suits, Sale price	\$2.75
\$3.25 Boys' Suits, Sale price	\$1.95
\$2.25 Boys' Suits, Sale price	\$1.20
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SHOE SPECIAL—Men's \$4.00 Nettleton and Bonister Shoes, now \$1.48 per pair.

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