

SAYS COOS BAY BAR SHALLOW

Portland Chamber of Commerce Official Makes Statements Which is Resented

LETTERS ARE PUBLISHED

Local Representative of Fuller & Co. Asked for Aid in Relieving Freight Congestion—Communications Resulting from Action

THIRTY FEET OF WATER AT MEAN LOW TIDE

Henry Sengstacken states that the official government report when the dredge Michie left here was that there was 30 feet of water on the Coos Bay bar at mean low tide.

WILL SECURE SHIP

Late this afternoon a telegram was received from Portland stating that probably the Alliance would be secured to come from Seattle and leave Portland Dec. 9 to bring the Coos Bay freight. If this falls through the Portland Chamber of Commerce will charter the Elmore or some other ship and send the freight. The Portland Chamber of Commerce will finance the matter.

A rather hard rap at Coos Bay as a harbor, and one which is not justified by facts, is taken by J. H. Lothrop, Secretary of the Traffic and Transportation Bureau of the Chamber of Commerce of Portland, in a letter which he wrote to W. P. Fuller & Co., of Portland, a firm which does business in this locality and whose representative is E. K. Jones.

Mr. Jones wrote his firm asking if something could not be done to relieve the congestion of freight. The Portland firm in turn asked the Traffic and Transportation Bureau of the Chamber of Commerce of Portland, and in answer Mr. Lothrop states what he claims are his findings after making an investigation. He could not have investigated very carefully, as he says that the freight rate from San Francisco to Coos Bay is \$3 a ton, while the rate from Portland is \$4 a ton. In this the writer is mistaken. The rate is the same from both San Francisco and Portland, and is \$3 a ton.

About Schedules
Mr. Lothrop goes on to say that from November 1 to March 1 each year vessels running to Coos Bay have much difficulty in maintaining even approximately schedules between Portland and this harbor. While it is true that boats are some times bar bound by generally bad weather, it is regarded by many as hardly fair.

It has been but a few weeks since a Portland paper printed a story of how Capt. McLeilan with the steamer F. A. Kilburn had not been detained in making his schedule on the Portland-Coos Bay-Eureka-San Francisco run for a period of seven years.

Say Bar is Shallow

Mr. Lothrop also says that "even though steamers succeed in getting out of the Columbia River or into the Columbia River without much difficulty, they are pretty sure to have trouble at the entrance of Coos Bay. The bar at the entrance of Coos Bay and other Oregon ports south of the Columbia River are extremely shallow and even small boats have to proceed with the greatest caution."

Surely Must Not Know.
Local people contend that such a statement by Mr. Lothrop must be due to an utter lack of knowledge of conditions on this part of the coast. It is held that vessels are detained quite as often at Columbia River as they are on Coos Bay when there are severe storms along the coast. Attention is also called to the fact that the bar here has been dredged and that such vessels as the Adeline Smith and Nann Smith get in and out without difficulty unless the weather is prohibitive to go out.

It is stated that while it is true that the Santa Clara was wrecked recently while entering the harbor due to the rudder not working, it is also cited that Columbia River has not been without its wrecks.

The communications which led up to this statement on the part of Mr. Lothrop are given below in full and explain themselves.

Jones Writes His House
The following is the letter which E. K. Jones, local representative of W. P. Fuller & Co., Portland, Oregon, gentlemen: I have just been notified by the agents of the North Pacific Steamship Co. that their steamer Kilburn was unable to bring all the freight on their dock at Portland and in addition to this unwelcome news the Kilburn is barbound at Astoria.

"I understand from a number of the traveling salesmen that come here to Coos Bay that the Portland Chamber of Commerce is putting in a good deal of time figuring some means to reach the Alaska trade. That puts me in mind of our foreign missionary societies, spend thousands and thousands of dollars looking after those that are miles away and let those suffer and starve at home under their noses.

"Portland has one of the best territories on the Pacific Coast in Coos Bay and when the lumber business is normal I think it is safe to say, that for the population, it is the very best. Still it is neglected year after year in the manner of transportation and steamer shipping facilities. Here we are with only one boat, the Kilburn, which is trying to handle the Coos Bay business from Portland clean to San Francisco, giving us a steamer once in about 15 to 20 days.

It is certainly very discouraging to all concerned; it stifles trade, makes the buyer morbid and disinterested, and the result is NO BUSINESS.

"I will request that you assist as much as possible, together with the other jobbing houses that are doing business in this section to bring about as soon as possible better conditions. The holidays are almost upon us and we are as though we lived in the Fiji Islands so far as service is concerned.

"Yours very truly, E. K. Jones, Marshfield, Oregon."

Answer From Firm
Mr. Jones received the following answer:

"Mr. E. J. Jones, Marshfield, Or., My Dear Jones: Referring to your letter of November 17th regarding poor shipping facilities between Portland and Coos Bay, beg to en-

close letter just received from Mr. J. H. Lothrop, Secretary of the Transportation Bureau of the Chamber of Commerce.

"Mr. Lothrop's letter is not very encouraging. Aside from the difficulty he mentions in regard to return cargo, it seems to be the general impression here that just as soon as the railroad is finished, shipments by boat will be very materially cut down. For this reason, it is a very difficult matter to interest anyone in providing additional service.

"In this connection can you inform me if the Southern Pacific Co. have made any definite statement as to when they expect to commence operations?"

"Yours truly, O. B. Woodruff."

What Lothrop Says

"Mr. C. B. Woodruff, W. P. Fuller & Co., Portland, Oregon. Dear Sir: I return herewith letter to you from Mr. Ed. K. Jones, of Marshfield, Oregon, with respect to service between Portland and Coos Bay.

"During the period from November 1 to March 1 each year vessels have, on account of the severity of the weather and prevailing storms, much difficulty in maintaining even approximately, schedules between Portland and Coos Bay. Even though steamers succeed in getting out of the Columbia River or into the Columbia River without much difficulty, they are pretty sure to have trouble at the entrance of Coos Bay. The bar at the entrance of Coos Bay and other Oregon ports south of the Columbia River are extremely shallow and even small boats have to proceed with the greatest caution.

"With the infrequency of service between Portland and Coos Bay points, any delay often results in an accumulation of freight at the docks at Portland which cannot be handled on the next trip out.

"It is claimed that additional boats cannot operate successfully and profitably as there is practically no return cargo. On the other hand, boats bringing merchandise from San Francisco to Coos Bay and other Oregon ports, have full cargo of lumber returning. They are therefore in a position to make better rates on their merchandise northbound than are made by the boats operating from Portland to the same ports of call.

"The rate on merchandise from San Francisco will average \$3.00 per ton, whereas the rate from Portland to the same ports will run \$4.00 per ton.

"I have gone into this matter a number of times and have asked the advice of others, both shippers and steamer men, but have been unable to find any satisfactory solution of the problem.

"Yours very truly, J. H. Lothrop, Secretary Traffic & Transportation Bureau."

STATE ASSOCIATION MAY AID SITUATION
Secretary Powell, of the Business Men's Association received word today from the Retailers' Association that a meeting would be held in Portland today in hopes of relieving the congestion of freight for Coos Bay. It stated there was no extra vessel available to bring the freight but an effort would be made to have it come on a boat bound for San Francisco.

A LARGE DANCE

The Twin City, or North Bend-Marshfield Dance to be held at Eagles Hall Saturday evening December 4, bids fair to be one of the largest dances of the season. At this dance the management is featuring Jenó Sevelý's famous six-piece orchestra ensemble. Nothing but the last word in dance music will be used. Tipperary and Red Wing will be laid on the shelf. Don't miss this musical event of the season.

BUILD BIG LUMBER VESSEL AT HOQUIAM

Will Carry 1,200,000 Feet and Will Be One of Most Modern on the Coast

HOQUIAM, Wash., Dec. 2.—The Mathews Shipbuilding Company, of this city, has begun preparations for building one of the largest steamships on the Pacific Coast. The keel will be laid within a few days and a crew of men is now engaged in getting out the timbers for the vessel.

The steamer will be for the F. S. Freeman Company, of San Francisco and will have a capacity of 1,200,000 feet of lumber. She will be the last word in economic handling of lumber, and is expected to be used in the coastwise trade, though her cheapness for operation will make it possible for her to ply through the Panama Canal if desired.

The new vessel will have a length on the waterline of 206 feet and a

To the Voters of the City of Marshfield

The election which is to be held on Tuesday, December 7th, is of vital importance to every resident of the city. A Mayor and two Councilmen are to be elected.

If you have not registered, get busy; it requires only two witnesses to permit you to vote.

In view of the fact there has been a deliberate attempt made to befuddle and distort the real issues involved in the election, I feel called upon to make this presentation of my side of what is at stake.

The matter of retaining the Coos Bay Concert Band under city appropriation, the question of constructing a city hall and the 20-mill tax levy will come before the Mayor and ALL THE CITY COUNCILMEN, after the first of the coming year for adjustment.

My position is this: If the voters of Marshfield want the band and a new city hall, and their expression at the polls shows they do, insofar as I can do so, their wishes will be carried out. In any event I will try and do everything which fairness and the situation requires I should do and, if elected, the same course will be followed throughout the term of my office.

In regard to adjusting the current expenses of the city of Marshfield under the changed and peculiar conditions which have arisen — and which we are bound to face squarely during the next two years, I intend, if I am elected, to do all in my power to LOWER and REDUCE the running expenses and keep them within reason.

My one object as Mayor of Marshfield will be to PRACTICE ECONOMY and to try and obtain for Marshfield such public utilities and resources as will pay a profit into the city treasury.

Referring to the selection of city officials named by the Mayor and confirmed by the City Council, I unqualifiedly say all those officers who have heretofore proven efficient and trustworthy, will be retained during my administration, so long as they faithfully serve the interests of Marshfield. On the other hand, whenever it is demonstrated it will be for the best interests of the city to remove an officer, it will be done to the end that no favoritism shall be shown.

I ask for your support on sound, square business principles and will, if given power to do so, represent each and every one of you fairly.

Go to the voting booth and do your duty to yourself and to the City of Marshfield.

Carl W. Evertsen

Candidate for Mayor

Paid Advertisement.

SHIPPING NEWS

KILBURN OUT TODAY MICHIE GOES NORTH

STEVEDORES WORK UNTIL MORNING ON FREIGHT

Steamship Gets Away At Seven a. m. For South—Barometer Keeps Going Down

Until after midnight stevedores worked in the hold of the steamship Kilburn taking out the big shipment of 450 tons that arrived yesterday from Portland and left out this morning at 7 o'clock for Eureka and San Francisco stopping for two hours in North Bend before crossing out.

The departures were: Mrs. I. Hill, Mrs. B. Howard, F. D. Layton, L. Campbell, E. M. Elliott, W. S. Hodge, George Williams, Mrs. Williams, Mrs. B. Essert, J. M. Elmwood, H. J. Perry, R. C. Chase, R. McIntosh, L. R. Garrett, Mrs. Garrett, P. Megale, R. W. Campbell, Frances Campbell, Ben McLeilan, P. Campbell, Alfred Campbell, Mabel Campbell, Mrs. Campbell.

RUBY ON THE RUM

Will Make Coquille River for Prosper Company

The Bandon Recorder says: "The good ship Ruby which has been absent for some time from Bandon but which is scheduled to return for a six month's charter from the Prosper mill has been waiting outside for a chance to get in the river and begin her duties. The Ruby is a three master built in San Francisco which has taken many a load out of the river. Some months ago she had a gasoline engine put aboard and with her new dignities made a trip to Australia and to Alaska. Captain Korth, former resident of this city is in charge of her.

length over all of 215, with 42-foot beam and 14-foot draft. She will be of the double-end type, similar to the Daisy Gadaby, built by the Mathews company about four years ago, but will have greatly improved facilities for loading and discharging. She will have no passenger accommodations.

The new steamer is to be ready to leave Hoquiam by June 1 for San Francisco where she will receive her engines. This will mean the employment of about 100 men at high wages.

COOS BAY BAR DREDGE TO WORK AT GRAYS HARBOR

Vessel Will Not Lie Idle in Portland This Winter—Will Return Here in Spring

Bound for Grays Harbor there to attempt the deepening of the bar this winter the government dredge Colonel P. S. Michie, of Coos Bay, sailed away from Portland last evening.

How the dredger will be able to work on the Grays Harbor during the very months that storms prevented her work here, is a mystery to mariners. However, had the ship remained here during the winter she would have tied up inside at a great expense, all of which would have been paid out of the annual government appropriation for the dredging of the local bar. For this reason there is little grief felt that the Michie is gone for the winter.

The dredge was loaned to the Washington district by the Oregon district and will return to Coos Bay in the spring and recontinue her work on the entrance. Last season she removed close to 1,000,000 cubic yards of sand from the bar and gave a general depth of 30 feet at the entrance.

MANY SEAMEN FAIL TEST

About 14 percent of the sailors taking the tests under the new Seaman's law have failed on this coast, according to figures given out by Capt. John Bulger, supervising inspector of U. S. steam boat inspectors on the Pacific. In all there have been approximately 2,700 men examined.

Those who fail in the examinations may come up again for further trials, possibly after they have gained more experience. Being unable to pass the tests required of them, these men cannot ship as able seamen, but must go as ordinary seamen and at the corresponding low wages.

Capt. Bulger said that the law is rapidly increasing the efficiency of seamen, and in this respect is exceedingly beneficial.

Dr. Leslie, Osteopath, Marshfield
DR. H. E. KELTY, Dentist, 204
Coke Bldg. Phone 112-J.

FREIGHT IS LEFT

AT PORTLAND 150 TONS FOR COOS BAY IS HELD

Could Not Be Brought Down on Last Trip of Kilburn—Congestion Will Increase

A large amount of Coos Bay freight is still at Portland according to the following from the Oregonian: "On the departure of the steamer F. A. Kilburn early this morning for the Golden Gate, making calls on the way at Coos and Humboldt Bays, there remained close to 150 tons of cargo on Columbia dock that could not be cared for and unless the steamer Breakwater is ready for service within a week the prospects are that the congestion will grow.

WATERFRONT NEWS

Will Egenhoff is again captain of the launch Ranger of the Smith-Powers Company.

Libby Coal, \$5.05 ton. Phone 72.

HEATING STOVES at reduced prices. Pioneer Hardware Co.

71 MARKET AVENUE

Is a mighty fine place to trade, if you are looking for the best and latest in

QUALITY GIFTS

We have a variety of MAILABLE GIFTS from 25c to \$25.00

BROWN DRUG CO
GRADUATE CHEMISTS
71 Market Avenue, Marshfield, Ore.

The Thing for Christmas

Our stock includes useful gifts for every member of the family. Before you make your Christmas purchases you had better drop in and look them over.

For Ladies
For small gifts our line of Handkerchiefs will be the most acceptable. Here are a few prices: Three embroidered Handkerchiefs, in special Christmas box for 25c. Three better ones, in special Christmas box for 25c. Three still better ones in special Christmas box for 25c. Three of the very best in special Christmas box for 25c.

For Children
Three for 15 cents, and three for 25 cents.

For Men
Initial Handkerchiefs, 15c per dozen handkerchiefs, regular value for 35 cents. Then we have the Sanjac at five and ten cents with some three for 25 cents and two for 25 cents.

Put us on your shopping list.

Phone 32.

Bunker Hill

Department Store

Phone 32.

Model Cash

Grocery's

Pure Food

Groceries

We stand behind all our Groceries as to their PURE FOOD QUALITY. Pure Food Groceries at REASONABLE PRICES. Together with a PROMPT DELIVERY SERVICE is our motto. It brings and holds every customer that ever gives us a trial. Won't you try us and be convinced? Phone us your order today.

We are ever ready to serve you as best we know how.

88 COMMERCIAL AVENUE
PHONE 454

Pretty 11 Inch Dolls FREE at The Fair

To All Customers purchasing 25c or over worth of merchandise at our store on Saturday, we will give FREE a pretty 11-inch doll. Come and see the NINE BIG specials we are offering for Saturday, Monday and Tuesday.

\$1.25 Boys' Pajamas

69c

Boys' two-piece flannellette Pajamas, the ideal sleeping garment. Only 69c.

10c and 12 1/2c Best

7c

Extra good quality, big assortment of colors and patterns. Now selling at 7c a yard.

12 1/2c German

8 1/2c

Imported German-town yarn, all shades full size skeins. On sale at 8 1/2c.

\$1.25 Children's

48c

Children's wool Sweaters, ruff-neck style, white or red; only 48c.

\$1.75 and \$2.00

95c

Made of splendid leathers, perfect fitting, nicely finished; now priced at 95c the pair.

Mergerized Crochet

10c

All shades, similar to D. M. C. Specialty priced, 10c.

Infants' 25c Hose

10c

One lot infants' cashmere hose in tan and blue, with silk heels and toes; only 10c a pair.

\$1.00 Fancy Pillow

75c

Best quality tubing, hemstitched, stamped in beautiful designs, with any initial, now only 75c pair.

STAMPED LINENS

Greatly Reduced

You can save 10c to 35c on each item. Come and see what we are offering.

The Fair Next Door to -:- Chandler Hotel