

COOS BAY LIVELY RAILROAD CENTER, SAYS COL. GRIMES

Contracts for Two Parts of One Line Let—Three Others Under Way—Plan Harbor Improvement.

With contracts for a portion of one railroad, with large crews surveying two others and with preparations being made to handle a bond issue for a fourth, the survey of which has been completed, Coos Bay is about the busiest railroad center on the coast, according to Colonel William Grimes, who is in Portland spending a little money with Portland contractors, and others.

That doesn't include the Marshfield Terminal railroad, a franchise for which will be voted upon at North Bend in December and which is planned to handle the business of all the other lines that will build to the Coos Bay cities, and bring their cars down to the waterfront and the public docks, the locations for which have already been purchased.

"The Southern Pacific's Eugene-Coos Bay line is assured; contracts have been let, as everyone knows," said Colonel Grimes, "but the others are working hard, spending money and saying nothing."

English Syndicate.
"The first of these is the survey of the English syndicate, who are represented by a group of wealthy San Francisco bankers. This line runs to Coos Bay via Roseburg and east of Roseburg runs through Sutherlin to some point the other side of the mountains. There are three or four surveying crews in the field and right of way is being acquired rapidly.

"The other survey being run is that of the Pacific & Western, which runs from Eugene to Coos Bay, in many places paralleling the line of the Southern Pacific. President Summers, who is in personal charge of the engineering work, has two or three surveying crews in the field and has his main camp at Winchester Bay, below Gardiner.

"The Clark-Helms survey from Coos Bay to Boise, via Roseburg, is not dead by any means. We turned it over to some Portland people two years ago after our effort to build the road independently. Lately it has been impossible to get any information out of these people, but they have had a number of bankers and bond buyers in the past week going over the survey and my understanding is that a bond issue is to be made. The line has a splendid survey as good as any of the others, if not better.

Terminal Railroad Formed.
"We have organized a terminal railroad in Marshfield and if we get a franchise at the December election will go ahead at once to build it so that it will be ready for the new lines when they reach Marshfield. W. S. Chandler of the First National bank, C. A. Smith of the C. A. Smith Lumber company, Mr. Simpson of the Simpson Lumber company and other well known Marshfield people are interested in the line which it is proposed to carry along what is now Front street, facing the waterfront. The franchise also carries the right to build and operate an electric streetcar line when the city is large enough to warrant it.

Colonel Grimes, who acquired his title when he was United States marshal for Texas, is doing a little building on his own account. The colonel and W. S. Chandler own the Hotel Chandler at Marshfield, which people generally regard as some hotel for a place the size of Marshfield. In fact, it is so popular and Marshfield is growing so fast that Mr. Chandler and Colonel Grimes are going to put up a five story fireproof annex. It will give the hotel about 200 rooms when it is completed. Another five story building is to go up on the same block adjoining the hotel, and Chandler and the colonel are preparing to install a central heating plant that will care for all their buildings on the block.

Better Harbor Planned.
Colonel Grimes is also interested in getting better harbor facilities for Coos Bay. When he passed out the other day there was 25 feet on the bar, but he and the rest of Coos Bay people want a 1000 foot channel and a depth of 40 feet. They say an appropriation of \$1,000,000 would insure it. The present 17th Jetty has to be rebuilt, where it was washed away, and extended about 1000 or 1500 feet while a 1500 foot jetty should be built on the south side also. This, with the dredge provided for already, would mean an ideal harbor. The city has already voted a bond issue of \$300,000 to aid in this work and to keep the small streams by which the farmers journey to Coos Bay in their motorboats free of sand.

There's another interesting thing the colonel can tell about—the handy way in which the C. A. Smith Lumber company is using electricity. Recently electrical cranes have been installed on the docks that load 2,000,000 feet of lumber on the Nan Smith in 11 hours. That has the world beaten. Another is the supplanting of the noisy and familiar steam donkey with electricity, in logging. The company has tried out electrical logging engines and found them highly successful—so much so it is arranging to carry power 25 and 40 miles up into the mountains back of Coos Bay to get logs out by electricity. The electrical engines are lighter, quicker and less expensive to operate, says Colonel Grimes.

Lafferty's Speaking Dates.

A. W. Lafferty, representative in congress, will address the people of the new Third congressional district upon pending political issues as here advertised. The public is cordially invited to attend without other or further notice:
Montaville, Grabel's hall, Friday, November 17, 8 p. m.
Gresham, Commercial club hall, Saturday, November 18, 8 p. m.
Sunrise, Ford's hall, Monday, November 20, 8 p. m.
Woodstock, Woodstock hall, Tuesday, November 21, 8 p. m.
Lents, Alcazar hall, Wednesday, November 22, 8 p. m.
Sellwood, Strahman's hall, Thursday, November 23, 8 p. m.
Williams avenue and Russell street, Hill's hall, Saturday, November 25, 8 p. m.

\$260—Autopiano—\$260

In our bargain and exchange we have many player piano bargains, Autopianos, \$260; another, \$8 note autopiano, \$295; free music rolls. Kohler & Chase, 375 Washington st.

Oaks Rink, well conducted and is popular with the better classes.

WELL KNOWN ARTISTS HERE IN COMIC OPERA



Gladys Caldwell, soprano, and Joseph F. Sheehan, tenor, two artists with The Sheehan Opera company, which began an engagement of four performances at the Hellig theatre last night. The bill this evening, and at the special matinee Saturday, will be the comic opera success, "The Love Tales of Hoffman," and Saturday night, Verdi's grand opera masterpiece, "Il Trovatore."

ASTORIA BOND ISSUE OF 1891 IS RENEWED

(Special to The Journal.)
Astoria, Or., Nov. 17.—Municipal bonds have been issued renewing the \$50,000 issue of November 2, 1891, which matured November 2 of this year. The entire old issue of bonds was received from New York yesterday and was canceled by the city treasurer. The old bonds bear the signature of Samuel Elmore, mayor, and T. S. Jewett, auditor, and were first sold to the Astoria Savings bank, which afterwards turned them over to the Importers & Traders' bank of New York.

SUIT DESIGNED TO FORCE ANNUAL LICENSE FEES

(Salem Bureau of The Journal.)
Salem, Or., Nov. 17.—In a letter today Secretary of State Olcott advises District Attorney Cameron to bring suit against the General Film company of New York to compel it to file articles of incorporation and pay annual license fees in Oregon, as required by law, since it is doing business in the state. The conviction of the film company is desired as a lesson to other foreign corporations.

BRYAN PICKS FOSS AS "POSSIBILITY"

Commoner Urges Democrats of Nation to Rally Around Bay State's Governor.

(United Press Leased Wire.)
Lincoln, Neb., Nov. 17.—Coming out strongly for Governor Eugene N. Foss, of Massachusetts, as a presidential possibility and declaring that the political backing of Governor Judson Harmon, of Ohio, is shifting to Congressman Oscar Underwood, of Alabama, whose nomination as Democratic candidate would be unfortunate for the south, William F. Bryan urges today in the Commoner the endorsement of Foss by the Democratic party as its standard bearer.
"The reelection of Foss as governor of Massachusetts on a radical platform advances his stock in the presidential market," declares Bryan in his editorial. "If you are a progressive Democrat, read the Massachusetts platform and the election returns and then ask yourself 'What's the matter with Foss?'"
"The Commoner takes pleasure in calling attention to the fact that Foss is not only one of the men to be considered but the further fact that his claims upon the party have been strengthened by the endorsement given him by the voters of Massachusetts."
After stating that Harmon's strength is drifting to Underwood, the Commoner adds:
"Underwood's nomination would be unfortunate for the south, for his defeat would be wrongfully charged to his location, instead of being attributed, as it should be, to the fact that he is not in harmony with the progressive spirit of the day."

PARKER TO BOOST FOR PORTLAND ON HIS TRIP

Colonel and Mrs. Frank J. Parker left Portland last evening on the Shasta Limited for San Francisco, San Diego and probably, Goldfield and Tonopah. Colonel Parker has mining interests in the latter places. While gone, Colonel Parker will make a specialty of advertising the coming Rose Festival and Elks grand lodge reunion next summer. He expects to cross the boundary into Mexico before his return and take a trip across the isthmus on the Tehuantepec railroad and then on south to Panama to inspect the Panama canal.
Colonel Parker has been backing the Pacific Northwest for more than 45 years. He was among the first to boost the country and attempt to influence people to move to this section to settle. People laughed at him and told him he was doing wrong. He did not quit, however, and has seen the day when this advertising is carried on to an extent then beyond any dreams.

RIDDLE ROADS, ALREADY GOOD, ARE MADE BETTER

(Special to The Journal.)
Riddle, Or., Nov. 17.—District Road Commissioner Bail is busy with a large gang of men and teams, graveling the county roads throughout his district. He reports that he expects to complete the resurfacing of 20 miles of road this winter. The new cutoff which he has recently completed to connect Orchard Valley is now in first-class shape for traffic. This road connects Orchard Valley with the new Pacific highway, one and one-half miles from Riddle, and is a saving of from two to five miles each way to the farmers living in Orchard Valley, over the old road, in getting to Riddle, and is greatly appreciated by all concerned. This locality believes it has one of the best road systems in the state.

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Fine Cashmere, \$2.00 per box	Silk Lisle, \$3.00 per box
Silk Lisle, \$3.00 per box	
FOR CHILDREN	
Egyptian Cotton, sizes 5 to 7 1/2, \$1.50 per box	Egyptian Cotton, 8 and larger, \$2.00 per box
Silk Lisle, sizes 5 to 7 1/2, \$2.00 per box	Silk Lisle, 8 and larger, \$3.00 per box
Fine Cashmere, sizes 5 to 7 1/2, \$2.00 per box	Fine Cashmere, 8 and larger, \$3.00 per box
Pure Silk, Guaranteed 3 Months	
Men's Pure Silk, \$2.00 box, 3 pair	Women's Pure Silk, \$3.00 box, 3 pair

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