



GOOD YEAR G-3
ALL-WEATHER

That's the tire to get for
43% MORE NON-SKID MILEAGE*

at no extra cost above regular prices!

G-3 is our biggest selling BLUE RIBBON VALUE.
Acc-high with its users on 3 counts:

- 1 GOODYEAR MARGIN OF SAFETY**—Center Traction for quickest-stopping lasts 43% longer.
- 2 EVERY PLY BLOWOUT PROTECTED** by patented SUPERTWIST Cord, extra springy, extra enduring (ask us to demonstrate!)
- 3 LOWEST COST PER MILE SERVICE**—proved on millions of cars—the safest and longest mileage tire at its price.

***RIGHT HERE IN OUR TOWN**
Tread-prints taken by us of tires still running on the cars of our customers prove absolutely that G-3 delivers at least 43% more miles of real non-skid safety than even former All-Weathers.

Come in, see our proof!

DOUBLE EAGLE AIRWHEEL
G-3 ALL-WEATHER
PATHFINDER
SPEEDWAY

Do you know that you can buy a real Goodyear for as \$4.95 low as \$4.95
Ask to see Goodyear Speedway—world's greatest low price tire

COQUILLE SERVICE STATION

Phone 133

What the Bandon Harbor Means to Coquille Valley

(Continued from Page One)

put his shoulder to the wheel and help. It is your business and why shouldn't you help and interest yourself in the welfare of this community. It is your community as well as mine.

In the days when the Coquille river had sufficient water transportation to take care of all its requirements, plenty of sailing vessels and smaller type of steamers were available. After 1912 very few, if any, vessels and steamers have been built or constructed. In fact, practically no building of vessels has been done since this time, which were suitable for the smaller coastwise streams, and in the interim, all the vessels and steamers that carried on transportation with these smaller harbors have been wrecked, condemned and put in the discard as unfit for further use. As a result, there are practically none available at the present time.

Today the steamers and shipping available are too large for these smaller harbors and in order to secure such shipping, the harbors must be constructed to accommodate this type of shipping. If the smaller harbors are not deepened and enlarged so that such shipping can be secured, then it is apparent that these smaller harbors will be relegated to the scrap heap. There is no alternative if we do nothing about it. Therefore, I am asking you, are we going to sit idly by and be relegated to the scrap heap, without even making a protest? This is what the U. S. Engineers' office wants. They say that it is impractical to make a harbor because it will cost too much. Some years ago they said we had a rock bottom and deeper water could not be had. This was exploded when the port put a blast in the river to prove that this was not the case. About two years ago we were informed that there was a solid rock reef opposite the light-house, and the port constructed a pile

with a steel point on it and drove it through this so-called solid reef of rock and proved again that this theory was wrong. There is a rock shelf presumably from four to possibly six or seven feet thick which is of a soft formation and can easily be removed, by either blowing it out with powder and by the use of a heavy dredge built to handle it. The government, so I am informed, has such a dredge on the Pacific coast. Such arguments will not stand against present day methods of handling, regardless of who may advance anything to the contrary.

When the U. S. engineers conduct this hearing, I would like to see at least several hundred people present and let it be known that we demand proper consideration of the contemplated and proposed improvements. That we must have a better and deeper harbor; that we must have better and cheaper transportation; that we must have better freight rate in competition with other like communities; that in order to market our present timber, farm and other products, we must have cheaper transportation and better freight facilities. It is numbers that count and you can all help. Don't expect Bill to do it all because he has done it before. This is a case where numbers only will count. There are very few but who can take off at least a day in a vital case of this kind. They do it elsewhere and the results are to be seen for such efforts. You will get nothing unless you go after it, whether it be on the Coquille river or anywhere else. It is your business and why shouldn't you look after it?

Do you know that the Coquille river valley and watershed has the best potential prospects for the growing of berries of all kinds of any place along the Pacific coast, on account of the climatic and soil conditions? Do you know that thousands of acres of land are suitable for this one industry if we had the proper water transportation? Without this nothing can be done to encourage and build it up. This one industry would support

hundreds of families. This will apply to the growing of vegetables and livestock.

Do you know that we have billions of feet of timber in Coos county and that practically seventy-five per cent is on the Coquille river watershed, regardless of statements being made to the contrary? With proper and cheaper transportation we should be able to increase the manufacture of lumber and other wood products of all kinds.

Do you realize that we have one of the largest coal deposits in the state of Oregon but nothing can be done with it unless cheaper transportation can be secured?

Do you know that we have almost unlimited mineral resources that can be brought through the Coquille river watershed if we could get cheap water freight rates so that it could be handled? We have large deposits of coal, iron, manganese, copper, chrome and other minerals. What is being done with them? Nothing.

Do you know that barge transportation could be made practical on the Coquille river which, when operated in connection with ocean transportation, should mean the saving of thousands of dollars to this community?

Do you know that thousands of dollars could be saved in the cost of food alone to the people of this valley if it could be shipped by water transportation in preference to the way it is being, and has been shipped for the past number of years? This saving alone should be of sufficient importance to make every one of you take notice.

Don't expect a few persons to do all the work. If this is the case very little is done as a rule. In this case it is numbers that will count and it will be up to you all to lend such help. The wheel that squeaks the loudest generally gets first consideration. It applies to this case and it will be up to all of us to squeak loud enough so that we will get consideration and the sooner we make our wants known, the sooner we will be considered.

STEVE'S GROCERY

PHONE 166

FREE DELIVERY

COQUILLE

"Volume With Small Profits" Is Our Motto

Purex

1/2 Gallon

19^c

HILLS COFFEE

Red

25^c
LB.

Peanut Butter

RICH
and
CREAMY

2 LBS.

19^c

Fresh Fruits and Vegetables

WE SPECIALIZE IN LOCAL FRESH FRUITS AND VEGETABLES TRY THEM. THEY ARE CRISP AND GARDEN FRESH.

Carrots

Local

3 for

10^c

String Beans

Local

2 LBS. for

9^c

Lettuce

Local
Large
Firm Heads

5^c

Tomatoes

Firm

2 LBS.

13^c

Green Peppers

2 LBS.

17^c

Cabbage

Local Fresh
LB.

2 1/2^c

Cantaloupes

4 For

25^c

Bananas

Golden Ripe

4 LBS.

19^c

Lemons

Large Size
Dozen

25^c

KRISPY

Crackers

2-lb Box

29^c

PENNANT

Matches

6-box
Carton

18^c

Tomatoes

Large Cans
Each

10^c

Economy Lids

PKG. **20^c**

Quart Can

Dill Pickles

15^c

White Eagle

Laundry Soap

10 Bars

25^c

WAVERLY

Cocoa

2 lb

15^c

LUXUS Broken Slice

Pineapple

2 1/2 Can

18^c

VAN CAMPS

Hominy

2 1/2

10^c

HARDWHEAT

Flour

Guaranteed

49-lb Sk.

\$1.43