

Coos Bay Times

AN INDEPENDENT REPUBLICAN NEWSPAPER
PUBLISHED EVERY DAY EXCEPTING MONDAY AND ALSO WEEKLY BY

THE COOS BAY TIMES PUBLISHING CO.

FRED PASLEY, EDITOR.
REX LARGE, BUSINESS MANAGER.

The policy of The Coos Bay Times will be Republican in politics, with the independence of which President Roosevelt is the leading exponent.

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COOS BAY TIMES
Marshfield, Oregon.

BRIDGING COOS BAY.

The Times in opposing the bridging of Coos Bay, is interested only from the standpoint of being the instrument which to a certain extent is regarded as a factor in the development of Coos Bay and its unlimited area of resources. A newspaper should stand as a guardian to the rights and interest of the communities it represents, and it is a sacred duty of the press to conserve zealously those interests. Its chief aim should be to stand above individual feeling and to consider all questions that arise in a dispassionate manner.

There is no question but that a bridge can be placed over Coos Bay which will allow of ocean craft passing. But when this bay is bridged it will then lose its position now maintained as a Pacific coast seaport and descend to a level with inland waterways.

The majority of the men who have settled on Coos Bay are here because of a firm conviction that this place has a future. The future is based on the harbor. Magazines and newspapers have given so many columns to the ultimate destiny of the Pacific coast that it would be superfluous at this time to dwell upon the time when the demand for seaports will necessitate the making of one by the Government. We believe Coos Bay will be chosen as that seaport. It is the imperative duty of every citizen on this peninsula to work toward those ends that will tend to expand the possibilities of Coos Bay. If we place a bridge across the bay at the northern point of the peninsula we have bottled up the key to the situation. New York was once in a relative position to Coos Bay. Before that harbor attained the value which it now possesses millions were spent upon dredge work. But an outlet was demanded and the government made it. The same will be true of Coos Bay.

With a future the breadth of which we can scarcely realize, before us, would be deliberately do something that would act as an almost insurmountable obstacle to the consummation of that work which means so much not only for Coos Bay, but the dependent country. For many years the Pennsylvania Railroad expended every effort to place a bridge across the Hudson river to connect Jersey City with New York. The city of New York fought the plan, and now the Pennsylvania Railroad is tunneling under the Hudson river. The road was further compelled to tunnel under Long Island Sound to get into Long Island to place the terminal of its system on the extreme point at Montauk. The point at which the river was tunneled is almost two miles wide. New York has no bridges over its egress to the sea. Ocean craft land at the docks without obstruction. The Brooklyn bridge which connects New York with Brooklyn over the East River measures 7,580 feet in length, and is high enough to permit vessels of the deepest draft and loftiest topmast to pass under safely. The middle span of the bridge stands 135 feet above the river at high water. But the East river in New York is but a subsidiary to the Hudson river and the bay proper.

If the city of New York deemed it wise not to place bridges over its egress to the ocean why should not Coos Bay? It has been argued that rivers have been bridged where the traffic is much greater than at the present time on Coos Bay. True, inland waterways have been bridged, but an inland waterway is not a seaport. We believe that dredging will make Coos Bay far superior to the Columbia river as a deep sea harbor. Yet not one bridge obstructs the Columbia between Portland and the Pacific Ocean. The Times believes a bridge over Coos Bay will work an injury that can only be remedied by the removal of the bridge. If we

wish to attain the rank of Golden Gate, Puget Sound, and even the Columbia river the first and most vital matter is to expend our efforts along the lines of co-operation with the future improving of our harbor.

BATES OREGON PEACHES.

The best advertising results are not obtained through the classified advertising mediums. It is those unique ideas which catch the public fancy and hold it because of some novel feature that attain for communities as well as merchants widespread publicity. Oregon, as a state, is securing the equal of possibly thousands of dollars in straight advertising, through the tour which Philip Bates is now making of the eastern states with his carload of fifteen Oregon young ladies. The article which appeared in the Washington Herald relative to the two days' sojourn of the young ladies in the capital city, is worth pages of magazine advertising. It will draw and fasten attention to the state, where, as the writer said, "trees grow a mile high and the pulp is cut out of pumpkins and people live in them; where men play billiards with green peas and wheat stalks." At every place where the Oregon damsels have stopped they have been feted and press chronicled, and thus the story of Oregon on the Pacific is becoming familiar to the sister states on the Atlantic.

TO MAKE NAVY ATTRACTIVE.

The navy department has experienced so much difficulty in securing the enlistment of desirable men for the navy that schemes to show the service in its most attractive forms have been resorted to.

During the winter months a recruiting ship touched the south Atlantic ports and even went to non-seacoast towns which could be reached with the vessel, to illustrate the life of the sailor aboard. A more recent idea as an incentive is about to be introduced and consists of an exhibition of naval scenes by means of moving pictures.

As many as 10,000 feet of biograph films have been made from a large number of pictures, taken on board the ships of the Atlantic fleet while at Guantanamo, Cuba, and some fifty subjects dealing with the life of the bluejacket will be illustrated.

It is planned to send the biographs with traveling recruiting parties, accompanied by electricians to operate the machines, throughout the interior middle west and give exhibitions in connection with lectures to be delivered as a means of advertising the advantages of enlistment.

GIRL'S AMBITION NOT HIGH.

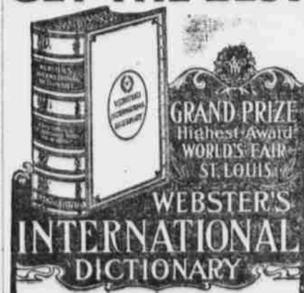
A Kansas girl graduate who had been given the theme "Beyond the Alps Lies Italy" promulgated the following:

"I don't care a cent whether Italy lies beyond the Alps or in Missouri. I do not expect to set the river on fire with my future career. I am glad that I have a good education, but I am not going to misuse it by writing poetry or essays on the future woman."

"It will enable me to correct the grammar of any lover I may have, should he speak of 'dorgs' in my presence or 'seen a man.' It will also come handy when I want to figure out how many pounds of soap a woman can get for three dozen eggs at the grocery. So I do not begrudge the time I spent in acquiring it. But my ambitions do not fly so high."

"In view of all this I do not care if I get a little rusty on the rule of three and kindred things as the years go by."

GET THE BEST



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COOS BAY IS WELL KNOWN

Dr. J. W. Ingram In His Travels
Eastward Finds Many People
Familiar With It

RIDES JIM HILL'S ROAD

And Believes If That Railroad Mag-
nate Would Build Here Benefits
Would Result.

Coos Bay Times:—I have, at least, traveled in safety half my journey to the Atlantic Coast, and I fancy the least interesting half at that.

I arrived in St. Paul this afternoon at 2:15 over the Great Northern, somewhat the worse for my trip. Expect to leave for Chicago over the Chicago, Rock Island & Pacific tonight at 8:05 and barring mishaps and delays will reach the "Windy City" on Sunday morning at 10:45. My train and time from there east I will tell you of tomorrow. To those of you who have never had the pleasure, perhaps it is better said to say unpleasant privilege, of testing the roads from the Pacific coast east, I would advise, from my knowledge of them all, either the "North Coast Limited" of the Northern Pacific, or the Denver & Rio Grande, over the Union Pacific lines.

The Great Northern is truly a great northern belt of steel stretching across a vast plain of waste land and its promoter deserves the more praise for running, undaunted, thru such a country to reach the Pacific.

After leaving Spokane, Wash., the points of interest can be counted on the fingers of one hand. The time drags wearily by, until the state of Minnesota is reached; then small towns full of prosperity loom up every few miles and each such town is blessed with a beautiful brick and stone depot, no matter how small the place. One cannot help but wish for a few men of Hill's persistence and push to enter his own little town. I

fancy Marshfield wouldn't long be a small town if such could be brought to pass.

I have spent lots of time enroute talking "Coos Bay" and I find our little "Indenture on the Pacific Coast," the Americana puts it, well advertised all along the way. There is one thing to be remedied and that is the confusion that one often finds to exist regarding the Bay, for instance, you mention Marshfield, North Bend or Empire and nine out of ten know nothing of them, but mention them in connection with the Bay and see the difference.

Why wouldn't it be well to have it Coos Bay always and use the station method for mail distribution; for instance Marshfield would be Coos Bay station N. 1, etc. This always brings Coos Bay into the letter, then allow the individual place to rely on the resources, advantages, inducements, etc., they can offer to hold the new arrivals as they come to invest. This seems to me to be a good plan sooner or later to be adopted if we grow as we hope to.

Wishing my friends of the "Times" a newsy time until you hear from me again I must close. Yours
J. W. Ingram.

FIRST BAPTIST CHURCH.

June 9th, 1907: 10 a. m., Bible School, Alva Doll, Supt.; 11 a. m., Sermon, "The Man"; 3 p. m., Junior Union, Mrs. T. E. Wheeler, Supt.; 7 p. m., Young Peoples Service; 8 p. m., Children's Day Services, by the Sunday School. Program in tomorrow morning's paper.

Strangers especially invited to worship with us.

D. W. Thurston, Pastor.

OVERHAUL ROBERTS.

The tug Roberts, of the Sinslaw river, is on the ways receiving a thorough overhauling, and after being fully repaired and put in the best of condition she will be repainted, which will put her in almost perfect condition. The Roberts will arrive at this port for a cargo of general merchandise soon after being taken off the ways.

STEAMER RETA

will run an excursion up South Coos River tomorrow. Will leave Old North Bend 7:30 Sunday morning. Fare, 50c. round trip. Children accompanied by their parents free. Strawberries furnished at reasonable rates.

NEATLY PRESSED CLOTHES

Every man knows the advantage of neatly pressed clothes. We do the best work of this character in Marshfield and at reasonable prices. Will call for and deliver all work.

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Over Walker's Art Store

WE SELL Coos Bay Real Estate

Residence and Farming Property

A snap 40 acres on Catching Inlet 4 miles from city
15 acres bottom land under dyke.
40 acres on County Road 4 miles from city \$18 per acre.

For further particulars call on
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Nasburg bldg.

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Phone Orders promptly attended to. Phone 481.

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Henry Sengstacken, Manager

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ON EAST SHORE OF BAY
Level bench land, all cleared, for business blocks
Gentle sloping, Alder covered land, for residence lots.
Reasonable Prices---Easy Terms
Also 550 acres Dairy Farm on Kentuck Inlet.
Free Launch from Marshfield and North Bend.
Call at our office opposite Central Hotel, Marshfield, Ore. or call us up on phone.
Coos Bay Townsite Company
O. C. SETHER, Pres, and Gen. Manager
N. F. THRONE, Secretary