

Coos Bay Times

AN INDEPENDENT REPUBLICAN NEWSPAPER
PUBLISHED EVERY DAY EXCEPT 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.

Entered at the postoffice at Marshfield, Oregon, for transmission through the mails as second class mail matter.

SUBSCRIPTION RATES:

Single copy, daily,	5 cents
Per month, daily,	50 cents
Three months, daily,	\$1 25
Six months, daily,	\$2 50
One year, daily,	\$5 00
Weekly, per year	\$1 00

Address all communications to
COOS BAY TIMES
Marshfield, Oregon.

FIRE PROTECTION.

AS an additional step in a movement to multiply means of prevention of losses by fire, the following letter has been sent from the headquarters at Washington of the International Society of State and Municipal Building Commissioners and Inspectors to the mayor of every city in America:

To His Honor the Mayor:—

Some municipal executives have won fame by at least attempting to reduce the cost of street car travel, others by the strict enforcement of liquor regulations, and still others have done great good for their communities by imitating, or working on behalf of existing wise laws regulating this, that or the other thing that needed regulation. But so far we know of no city whose Executive has zealously striven to eradicate one of the greatest evils that besets and threatens the extinction of every one of our municipalities, fire. Yet its ravages have meant 7,000 human lives in a year, and in money in that same period nearly half a billion dollars. Surely is the matter worthy of your attention!

Our fire departments have been improved to a high degree of efficiency, most of our cities have installed excellent water-works, we have done wonders in trying to cure the evil, but have made few efforts, indeed, in the right direction, that of preven-

tion. Our people have grown heedless of the danger, and keep on building so shoddily that the wonder is that we have not more such disasters as those of San Francisco and Baltimore. Our cities of 200,000 people or so feel well off when the year's fire loss is not over half a million dollars and the cost of fighting fire does not exceed \$300,000; European cities of similar size are sorely stricken when their loss exceeds \$50,000 a year, and the cost of fire departments, etc., is greater than another \$50,000.

Surely the time has come when something drastic must be done. Little dependence can be placed upon the individual; he, the general run of him, erroneously believes that his interests are best subserved by cheap, flimsy buildings. It becomes the duty of the community, through its executive and legislative bodies, to take steps toward its own protection by the prevention of fire in spite of the individuals' indifference in the matter. Stricter building regulations should be enacted and enforced; your building departments should be given more authority and more help, in order that not only the new buildings may be better built, but that the old ones be frequently and thoroughly inspected and their owners compelled to make those buildings less of a menace than they are to their neighbors and to the safety of the entire city.

We bespeak your earnest co-operation in this matter. No one can do so much for his city as can its Mayor; the Press and your most public-spirited citizens will rally to your aid, and, last and not least, this Society is yours to command. We have the facts, the data, the experience, the machinery, so to speak, to help you in any effort you may make on behalf of the movement we have inaugurated the country over for the Prevention of Fire.

Respectfully yours,
F. W. FITZPATRICK,
Executive Officer.

CANAL PROJECT.

CANAL information is of interest to Coos Bay people because it has to do with water transportation. The following gives an idea regarding the cost of building waterways: A dispatch from Ottawa, Canada, states that the Georgian Bay Canal Commission has practically completed, at a cost of some \$600,000, a thorough survey of the proposed 21-foot waterway from Georgian Bay to Montreal via the French river, Nipissing, and the Ottawa river. The engineers of the commission have not compiled a

final estimate as to the whole cost of the canal, but from information now available it is stated that the total expenditure required for a continuous and easily navigable waterway, with a minimum depth of 21 feet from Georgian bay to tide water, will be close to \$105,000,000. It is said that the canal will shorten the distance from Fort William, on Georgian Bay, to Montreal by over 400 miles.

It is estimated that with the completion of the canal there will be 500,000 horsepower available along its course—almost as much as is available at Niagara. With so much cheap power available and with its great resources of iron ore and timber the Ottawa valley is expected to become one of the greatest manufacturing centers of the continent. Referring to the early construction of the canal, Sir Wilfred Laurier recently said that if he had the money to do so he would begin work immediately.

PUBLIC COLUMN

"Whom the gods would destroy they first make mad."

When a railroad or other public service corporation seeks some privilege or franchise to which there may be objection, it invariably happens that the people to be affected get at logger-heads over the proposals and soon the air is filled with charges of bad faith, etc. Then, unless the people stop their senseless clawing long enough to view the situation calmly, the corporation, whether its designs be good or bad, gets what it wants. The situation relative to bridging the bay seems to be fast reaching this status. Charges of bad faith, "graft" and of ulterior motives having for their object the furtherance of selfish personal interests, are made with breezy freedom and frankness by those having opposing views. The situation in this respect is so illogical that the stranger can scarcely escape the conclusion that they must all be right—otherwise they are acting, unwittingly, as puppets in the game.

Meetings called to discuss the bridge are given over to men who engage in purely personal exchange of dubious compliments. Why is it that a subject regarded of such great importance can not be discussed in a dispassionate way? Even the much respected Father Donnelly so far forgets the amenities as to charge those whom he thinks responsible for opposition to the bridge with being "birds of passage who, after they fat-

tened their maws and feathered their nests, will wing their flight to other fields of promotion and exploitation." And this is precisely what is charged against those who favor the bridge, which means, it must be assumed, that "the colonel's lady and Judy O'Grady are sisters under the skin."

It is often noticeable that the less we know about a given subject the more ready we are to give an opinion; but opinions are valuable only in so far as they are based on provable facts. Specialists only are permitted to offer unsupported opinions on subjects strictly in their line. Of what value is it to say that no bridges are permitted across the bay at San Francisco or at other points unless the similarity of conditions with Coos Bay are shown? Nor does it serve any good purpose to point to the drawbridge entering Portland or in the vicinity of Boston unless the conditions necessitating their existence in relation to conditions at Coos Bay are pointed out. Preambles and resolutions carry little weight with the engineering departments of government, neither do the opinions of so-called prominent citizens unless backed up by pertinent facts. If the engineers of the War Department decide wrong on the bridge question it will be because they had more opinions than facts before them. And this will be the fault of the Coos Bay people. If shipping and industrial interests see in the proposed bridge a menace to navigation they should take steps to gather the evidence and submit it to those who will be called on to decide the fate of the bridge.

AN OBSERVER.

CORTHELL & DURKEE

Contractors and Builders

Plans drawn, estimates furnished. Call for Durkee, back of Hibbard's grocery store.

P. O. Box 358.

MARSHFIELD GENERAL HOSPITAL

MISS M. BLACK, Matron

Hospital for Surgical and Medical cases. Rates reasonable.

Phone 991.

CLOTHES FOR MEN

You will agree with us when we say: Get quality by all means—its vital; but don't overlook style. You can just as well have the newest design, the proper length coat, the latest shape lapels, the right proportioned shoulders, and you should see that you get these essentials.

No matter where you live, or what your calling may be, you are certain in buying Adler garments that you are properly dressed. There's quality and style in an Adler garment a liberal supply of both, they are a ways distinguished for their refined appearance. We are sole agents for David Adler & Sons fine tailored clothing.

Planz & Rolandson

2nd Street In Sacchi New Building

"North Bend---Its Payroll Talks"

"If a man can write a better book, preach a better sermon, or make a better mouse-trap than his neighbor, though he build his house in the woods, the world will make a beaten path to his door."—RALPH WALDO EMERSON

Just now empire builders are building iron-shod paths to the commercial door of North Bend because its factories have the freight to ship, and their payroll talks.

Like seeks like. Is an eternal law of nature. Although but imperfectly recognized, is absolute. This same law holds good in building of factories. A factory is built always at that point where there are fewest obstacles to be overcome, where tributary raw materials are unlimited and markets unrestricted. If this holds good in one case it will hold good in several—a dozen or a hundred.

North Bend but a few years ago had one factory, soon it had several, now there are a dozen, and the raw materials are her for a hundred more. Factories make payrolls, these in turn create business houses which invite banks, jobbers, traders and transportation facilities, and all go to the making of a city because "Its Payroll Talks," which creates a demand for real estate. There is beaten path to our door because we have the best bargains in North Bend real estate.

DIERS LAND COMPANY
NORTH BEND, OREGON