

Coos Bay Times

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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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ALASKAN COAL.

THE geological survey of the United States government at Washington is continuing its field work in Alaska to ascertain the extent of that country's coal supply, two of its experts having been thus employed since early in May and they have already finished the work in the southeastern part of that territory and it is thought that the investigations this year will add greatly to the existing knowledge of the coal resources that far north.

Alaska has 600,000 square miles, and of this it is estimated that over 12,500 square miles are underlain by coal bearing rocks which contain large seams and over 1200 more have workable coal ranging in age from carboniferous to tertiary and in composition from anthracite of good quality through high grade semi-bituminous steam and cooking coals and ordinary bituminous coal to lignites of various characters. Many of the known coal deposits are of great thickness, especially where the coal carries a large carbon content, but high grade of coal and great thickness of beds are as a rule accompanied by geologic structure unfavorable to mining.

From the Pacific coast to the Behring sea and the Arctic slope, through the valleys of Copper and Yukon rivers and their tributaries coal beds are widely distributed; and

although it is unlikely that any except the high grade coals of the Pacific coast and the Matanuska and Bering river fields are suitable for shipment far from the mines, many others may be locally of extreme importance and great value.

The coal mining industry of Alaska is still practically undeveloped, the total production for 1906—the year of greatest output—being 6660 short tons, valued at \$20,000. The most active mining operations have been on Cook Inlet, in southwestern Alaska, on the Yukon, in Seward peninsula and at Cape Lisburne, all undertaken to provide fuel for local use, by small coast-wise or river steamers, at mining camps, and at canneries.

COAST TRAFFIC.

FIGURES compiled at the request of E. H. Harriman show the great extent to which Pacific Coast shippers are delaying the unloading of freight cars urgently needed to move the record breaking freight traffic on the Southern Pacific. The records of the principal California and Oregon shipping centers show that since April 1st an average of 3632 cars per day were held overtime for unloading on the Harriman lines in the two states.

From that date on May 1st conditions grew rapidly worse, but the June records show considerable improvement owing to the railroad's insistence that cars be released. Portland shippers on April 1 were holding 674 cars, which they had increased to 832 on May 1, and reduced to 216 by June 11. San Francisco had 1260 cars tied up on April 1, was holding 2358 May 1, and 1640 June 12. Oakland's record was 494 for April 1, 429 for May 1, and 365 for the middle of this month. Sacramento and Los Angeles shippers are holding 150 more cars now than on May 1.

The average number of cars so withheld from service aggregate over twenty per cent of the total new equipment bought by the Union Pacific and Southern Pacific for delivery up to July 1. This new equipment amounts to 8,000 cars for the latter system and 7,000 for the Union Pacific lines. The advantage shippers would derive from this large addition to the Harriman lines' equipment, involving an outlay of \$31,000,000, is materially offset by shippers' delays in unloading and releasing cars.

Owing to the freight congestion four months ago, when the Southern Pacific was loading forty cars a day into San Francisco in excess of the number of cars unloaded, warning was given that embargoes or increased demurrage charges would be

necessary if cars were not released more promptly. These warnings have been repeated more lately in other quarters, and the utmost effort is being made by the company to secure the cooperation of the shippers in getting the freest use of its cars, and to make shippers realize that the use of freight cars as storage warehouses is unfair both to the railroad and to other shippers.

**STATE OF OREGON
SESSION LAWS**

An Act Passed By Recent Legislature of Interest To Fruit Growers and Dealers

Sec. 1. Any person, firm, association or corporation engaged in growing, selling or packing green fruits of any kind within the state of Oregon, shall be required, upon packing any such fruit for market, whether intended for sale within or without the state of Oregon, to stamp, mark or label plainly on the outside of every box or package of green fruit so packed, the name and postoffice address of the person, firm or association or corporation packing the same; provided further, that when the grower of such fruit be other than the packer of the same, the name and postoffice address of such grower shall also prominently appear upon such box or package as the grower of such fruit.

Sec. 2. It shall also be unlawful for any dealer, commission merchant shipper or vender, by means of any false representations whatever, either verbal, printed or written, to represent or pretend that any fruits mentioned in section 1 of this act, were raised, produced or packed by any person or corporation, or in any locality, other than by the person or corporation, or in the locality where the same were in fact raised, produced or packed, as the case may be.

Sec. 3. If any dealer, commission merchant, shipper, vender or other person, shall have in his possession any of such fruits so falsely marked or labeled hall be prima facie evidence that such dealer, commission merchant, shipper, vender or other person, has so falsely marked or labeled such fruits.

Sec. 4. Any person violating any of the provisions of this act shall be deemed guilty of misdemeanor and, upon conviction thereof, shall be punished by a fine of not less than \$5,

nor more than \$500, or by imprisonment in the county jail not less than ten nor more than 100 days, or both such fine and imprisonment, at the discretion of the court.

Approved by the Governor, February 7, 1907.

Filed in the office of the Secretary of State, February 7, 1907.

A LYRIC IN PROSE

In Which the Coming Celebration At North Bend Is Anticipated With Pleasure by the Author

OUR COMING FOURTH.

To all Greeting:

The people of North Bend, the of the Bay, having declared themselves, have sent one of our mittee to Portland for the purpose of buying a carload of fireworks some of the finest imported that will ever be spread before public. And among all of things that Coos County can us with will be Gamble's Pe and a Clambake. We, one send out to everybody a most and welcome invitation to join with us in this, the any Fourth of July celebration held on the Pacific coast. We expect you will come. We know you will. We have the glad hope, over, around and across give you the grandest time of your life.

When you have tired your many homes, you, have something to entertain pass away many a long when you recall your happy at North Bend.

And the little, wee on an everlasting prattle. They will talk about and relate in their child happy moments at the B

Come everybody, for it free as the water on you and as plentiful as the rain Coos Bay in winter time.

Good-bye to all until we for the grand and good old time.

LONESO

—NOTICE.—Teachers want application will be received by of school district No. 6, Empire Ore., for the position of principal and assistant; references must accompany application.

“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 here 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