

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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THE RECENT BRIDGE QUESTION.

HARMONY should be the keynote for the relations existing between the North Bend and Marshfield Chamber of Commerce bodies. Let no inference be gathered that this sentiment is expressed because there has been any past misunderstanding. Among the citizens of the two cities on Coos Bay there exists relations cemented by indissoluble ties of friendship and regard. The proposition to bridge Coos Bay, while meeting opposition among Marshfield citizens, the commercial body representing the city, and the Coos Bay Times should not be used as an issue wherein to indulge factional strife. While it is true that the bridging of Coos Bay is a matter entirely optional with the War Department, upon the approval of the plans by Colonel S. W. Roessler, of Portland, it is a public question, the disposal of which will affect the future of the bay. The merits of the bridge have been discussed exhaustively by the press of Coos Bay and, through its columns, by the public. Action by the commercial bodies has been taken. Any dissertations are superfluous at this time. The Marshfield Chamber of Commerce, however, has been founded with motives for which no foundation exists and which places that body as well as certain citizens of Marshfield in a false light.

The Times regrets to state that these false reports have been allowed to get into the columns of outside papers. In justice to the honor of the gentlemen representing the Marshfield Chamber of Commerce and to the city of Marshfield the Times wishes to refute these reports. In taking a stand against the bridging of Coos Bay this paper was actuated because it seemed the future interests of the peninsula could best be conserved without a bridge. It has been stated that the Marshfield opposition to the bridge was backed wholly by men interested in property on the east side of the upper bay. Equally so could those in favor of the bridge be accused. But as the Times knows that among the opposition to the bridging of Coos Bay are Marshfield men who not only do not own property on the mainland, but are property holders in North Bend, and also that among those favoring the bridge in North Bend are men interested in Marshfield property, it believes the majority of those participating in the bridge controversy are actuated only by honest motives, sincere in their expressions that the bridge will work a detriment to the harbor of Coos Bay and retard and limit its growth.

Statements from various sources have been printed that the called meeting of the Marshfield Chamber of Commerce, held recently, was misrepresented; that the impression was put out that a mass meeting was held in which citizens would be asked to vote on the resolutions to be forwarded to the War Department. Recalls issued for the meeting were printed in the columns of this paper. It is stated that the Marshfield Chamber of Commerce would hold an open meeting for the purpose of hearing the citizens voice their opinions. That the Marshfield Chamber of Commerce, as a body, proposed to let citizens not members vote on the resolutions to be forwarded to the War Department there was any intention.

merce let outsiders vote on resolutions than would the North Bend body, no matter to what those resolutions referred.

The commercial bodies on Coos Bay have a right to disagree on any question. So have the papers. And so the citizens. The Chambers of Commerce on Coos Bay are composed of men who are interested in the upbuilding and development of this country. Some are real estate men, some are merchants, some are craftsmen. The personnel of both are with a single purpose. As the North Bend Chamber of Commerce is conscientious in its officially voiced position regarding the bridge, so is the sister organization in Marshfield. The Times from its acquaintance with the gentlemen composing the North Bend Chamber of Commerce believes the reports which have recently found their way into print do not in any way express the existing sentiment of that body regarding the attitude of the Marshfield Chamber of Commerce.

As stated before, let us have harmony. The commercial bodies on Coos Bay have a greater mission than similar organizations throughout Oregon or the United States. Many questions will come up in the future and these bodies representing as they do the citizens of Coos Bay will have upon them the responsibility of solving them.

MR. NIER ON COOS BAY.

QUOTING from the Oregonian: "The fountain head of the opposition to the bridging of Coos Bay by the Oregon Western Railway Company is in the Marshfield Chamber of Commerce, a body made up from my observation of certain real estate men engaged in promoting outside townsite schemes, and an attorney in their employ. Among the members at the meetings of the Chamber of Commerce which I attended there was not one person who had anything at stake on the railroad project whatever." Thus speaks J. N. Nier, right-of-way man for the Oregon Western Railroad in an interview dated at Drain, Oregon. Mr. Nier also observed that at the meetings which (he) attended, according to (his) mind the personnel of the Marshfield Chamber of Commerce was not representative of local business interests.

The Times has not a list of the members of the Marshfield Chamber of Commerce, and is thus unable to publish the membership of that body. Mr. Nier is correct, however, in some respects. There are numbered in the Marshfield Chamber of Commerce

practically all of the real estate men in the city. If the right-of-way man will start from Puget Sound and travel southward along the most beautiful country in the world, the Pacific coast, he will find numerous Chamber of Commerce bodies in the thriving little cities that are springing up. He will also find real estate men.

If he carries long enough in each city to become acquainted with the personnel of the commercial bodies he will find that these same real estate men belong.

We are glad to see that visitors to the bay observe the fact that we are expanding. Whenever a city begins to reach out for additional territory that is a sign of expansion. The American real estate man is the most progressive fellow in the world and he generally anticipates this same expansion by securing the agency for those lands which he thinks the natural growth of the city will absorb. We don't know how many real estate men there are on Coos Bay. We believe there are a good many. We would like to believe there are many more. A real estate man doesn't generally invest in cemetery lots. He goes where there are prospects and he generally figures right, for he is a master in the game of cause and effect. That is why there are so many real estate men on Coos Bay, or, as Mr. Nier explained it, in Marshfield.

Stop a moment and ask yourself the question: Why am I here? You are here because you have more faith in Coos Bay than in some other Pacific coast vent. If you are a live Yankee—and Yankees were never yet accused of being dead—you would be in Portland, San Francisco, or the Philippines, if you thought the opportunities were there. But we are all here—on Coos Bay—the real estate men, newspaper men, merchants, bankers, laborers, clerks. If Mr. Nier comes to visit us ten years later he will find us still here. He will also find those same "townsite real estate agents." The only difference will be that the real estate agents will be selling townsites about ten miles further out than at present. We advise Mr. Nier to buy some of the lots offered now. He will realize several dollars if he holds on to them for a few months.

Mr. Nier says several other things which are, to say the least, unkind and unwarranted. We wish to state that the gentleman will find on the membership roll of the Marshfield Chamber of Commerce the representative men of this city. If he will glance at the recent subscription list raised for the publicity fund he will

find there the merchants, bankers, and retired citizens, whom apparently he intended to make conspicuously absent in his interview with the Drain correspondent. Mr. Nier calls us "knockers." Continuing, he says the railroad has surveyed such a course that the knockers cannot interfere.

The Times is sorry to contradict this statement. But the recent action of the Southern Pacific, in making a marine and railroad coaling station of this port; the action in establishing a steamship line exclusively between Coos Bay and Portland; the buying up of the coal mines and the official declaration that the company would mine from 1,000 to 1,500 tons of coal on the start entirely refute Mr. Nier's statements. The Times begs to venture the suggestion that the Southern Pacific, so far as slighting Coos Bay, is only too glad to "get in." Talk as its agents will of the road's indisposition towards Coos Bay we who live here and have seen, know that Coos Bay, with its coal, its timber, its agricultural resources, all in virgin wealth, is a prize that any railroad man may well covet.

FIRE PROTECTION.

SINCE the great conflagration at San Francisco a number of engineers have become engaged in a movement that approaches a crusade against lax building methods. Investigations and tests have shown that fireproof buildings are very rare, and that many which are labelled fire-proof, in large letters, are not so at all. The consensus of expert opinion seems to be that the remedy lies in strict and strictly enforced building laws. In other words: Do not trust to putting out fire, but remove the possibility.

The United States Geological Survey has received reports from three eminent engineers who made an exhaustive study of the condition of buildings after the fire in San Francisco. These engineers are Prof. Frank Soule, Dean of the College of Civil Engineering in the University of California; Captain John Stephen Sewell, of the Corps of Engineers, United States Army; and Mr. Richard L. Humphrey, expert in charge of the Structural Materials Division of the Technical Branch of the Geological Survey and Secretary of the National Advisory Board on Fuels and Structural Materials. "They reach the conclusion," remarks the Engineering Record, "that the lessons from the Chicago and Baltimore fires have not yet been learned, and that a

great conflagration, with its attendant loss of life and millions of dollars in property, is possible in every big city in the country."

Mr. Humphrey says in his report that the defects of construction so strongly condemned in San Francisco "are no worse than those generally practiced throughout the United States." The cause of this, according to reports, is the short-sightedness of builders, who, seeking a large immediate return on investment, refuse to pay for good construction. Fire statistics in this country it is pointed out, show the false economy in cheap construction. If individuals will not cease to put up unburnable buildings, say the experts, it is the duty of communities to do so by law.

In his report Captain John Stephen Sewell says: "A conflagration never yields comparative results, but from such results as are available I think there is no question that the best fire-resisting material at the present time is the right kind of burned clay."

This view is shared, apparently,

by the foremost building experts. The steel frames of the largest and highest structures under way in New York and other cities are being protected by hollow terra cotta blocks, burned clay products which keep the heat away from the steel columns and girders which they surround.

The general conclusions of the three experts may be summed up in Mr. Humphrey's words: "The only buildin oyardens.' g bz bz bz bz sure way to remedy grave defects of this character is to enact strict building laws which will compel an observance of the essentials for fire-proof construction."

Pantatorium Enlarges.—Clifford Bayless, proprietor of the Unique Pantatorium, yesterday sold a half interest in the business to Roy A. Mercer, who has had twelve years' experience in San Francisco. The new firm hopes to be prepared to block and clean all kinds of hats within a month. It will also make a specialty of ladies' work at a tailoring establishment to be started soon for that purpose.

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in our new store room in the old Central Hotel Building on Front street. We have the only exclusive Sporting Goods Store in Coos County. Come in and inspect our line of

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