

# Coos Bay Times

AN INDEPENDENT PAPER 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.

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## WHAT'S THE MATTER WITH COOS BAY.

WHAT is the matter with Coos Bay? What has been the matter with her for nearly forty years? Why, with her wonderful harbor and her magnificent resources is she still unconnected with the great world by rail and so poorly connected with the great world by rail and business? The only question affecting Coos Bay is transportation. There never has been any other question. To transport passengers. To transport freight. To get in and get out again. Why such poor transportation facilities? Somebody said the other day: Coos Bay is like heaven because it is so hard to get into. Another gentleman who seemed to have a grievance immediately retorted that it was also like Hades, because it was so hard to get out of. Now the fact is, this place ought to have a population of more than twenty thousand at this very minute. A dozen cities with far less resources and far more obstacles, outside of transportation, have gone way beyond her. Los Angeles has literally nothing but climate. Eureka which has not even transportation has a population of some sixteen thousand. With the exception of San Francisco and Seattle, Coos Bay has the most commanding position of any centre of population on the whole Pacific coast. Why then does she lack transportation? The people of Coos Bay have in the last few years accumulated and have a great deal of money. They are not poor. The opposite is true. Besides this if the population, which immediate conditions warrant, were here, property which is now considered worth hundreds of dollars and is regarded as over valued at that price would easily command thousands.

How to get transportation is the question which has become practical. For thirty years the people have been congratulating themselves that they held a strategic position in their firm grasp when they kept fast hold of Coos Bay. They were right. But they believed the commercial world would have to come to her. That's true too. But when? When the opportunity for metropolitan greatness is gone? When the present generation and its successors are all dead? The truth is Coos Bay has always been prone to cry out to the indifferent world: "Come over and help us." She has, until a short time ago, say two years, been disposed to depend on somebody to happen in and do the important work. She bethought herself two years ago that she would better get busy and so had an independent exhibition at the Lewis & Clark fair at Portland. It was the first sign of independence Coos Bay had ever displayed. The whole world, so far as it ever heard of Coos Bay, looked on Coos Bay as a dependent unable to do anything for itself. Yet there were hundreds who could not come to Coos Bay who were anxious to come the moment they learned that the transportation problem was to be immediately solved. So when the news went forth that the Drain road was to be completed from the Western Oregon at Drain to Coos Bay the tide of immigration began and continued unchecked until the Loss failure stayed for a time the prosecution of that work. Why did it all seem to depend on the action of Harriman and the Drain road? There are over seven thousand people on Coos Bay now and as stated, these are unusually well to do. They certainly own all the land which would be worth many millions of dollars if there were a railroad here and still more if there were several railroads.

It is time for Coos Bay people to begin to think of doing something for themselves with reference to this railroad question. Most of the great cities of the West have made progress by making some sacrifices.

What made Denver was the Denver & Rio Grande, and Denver parted with property amounting then to hundreds of thousands and which is now worth millions. But the sacrifice was good business because it made millions for the property holders who gave up a percentage of their holdings. Seattle, Duluth, Salt Lake City, Spokane and a dozen other cities have risen to be great through the disposition which they displayed TO HELP THEMSELVES. They made themselves great by their sacrifices, every one of them. They had the spirit and patriotism to become great. The great god Pan, seeing that they would thrive without his help, stepped in and aided, so he could get some credit. It was Napoleon who took a letter from his superior officer to the general of the army recommending him as follows: ADVANCE THIS YOUNG MAN OR HE WILL ADVANCE HIMSELF. When Coos Bay gets ready to ADVANCE HERSELF the transportation problem will be solved. But it never will be solved as long as she is willing to wait for something to turn up to solve it.

"IT WILL BE BUILT," was a very good prophecy. Of course it referred to the Coos Bay-Roseburg electric line. But Coos Bay people have been lulling themselves to sleep with prophecies for forty years. The Coos Bay-Roseburg electric is a great and important thing. It is all the more so because it is an indication to the Northwestern, the Rock Island, the Southern Pacific, and the Great Northern, as well as the rest of them that Coos Bay is getting strong and that if they don't step in and help advance her she will advance herself. If Coos Bay, with her splendid harbor, her inexhaustible resources and her splendid strategic position can't get a railroad, her population are the weakest or greediest self-defeating people ever put into one bunch. But the fact is they are not such a people. They have the enterprise and they have the willingness to act. To the prophecy, let us add, DO IT NOW.

## SIDE THOUGHTS

Notice to capitalists! Seven men who could not secure other accommodations, slept on the floor of the Central hotel last night.

Few powder burns were reported, but parched throats were numerous yesterday morning.

Let's get busy and make two "Rose Cities" on Coos Bay. We have the natural requisites. We need to temper them with a little perseverance, a little care, and plenty of pride.

## ENJOY JULY FOURTH AT PIPER'S GROVE.

The Meteor was an object of interest when it left the dock on the Fourth with a happy crowd of pleasure seekers bound for Piper's Grove. A pleasant time was enjoyed.

Those attending were: Messrs. and Mesdames Birch, Bargelt, Gettins, Haynes and daughter; Misses Mahoney and Bradley, and the Messrs. Dindinger.

High Water.			
July.			
Sat., 6.....	4:40	0.7	4:22 3.0
Sun., 7.....	5:25	0.2	5:18 3.2
Mon., 8.....	6:11	-0.2	5:58 3.4
Tues., 9.....	6:47	-0.4	6:38 3.6
Wed., 10.....	7:15	0.7	7:17 3.8
Thurs., 11.....	7:48	0.7	7:59 4.0
Fri., 12.....	8:22	0.6	8:42 4.2
Sat., 13.....	8:56	0.4	9:14 4.4

  

Low Water.			
July.			
Sat., 6.....	10:46	6.4	10:29 8.5
Sun., 7.....	11:28	6.5	11:02 8.6
Mon., 8.....	12:24	6.6	11:40 8.6
Tues., 9.....	12:02	6.7	0:00 8.0
Wed., 10.....	7:21	-0.5	7:14 3.7
Thurs., 11.....	7:51	0.5	7:47 3.6
Fri., 12.....	8:19	0.4	8:21 3.4
Sat., 13.....	8:48	0.2	8:58 3.2

**Pull the BELL CORD**  
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Leaves Marshfield 7:30, 9:00, and 10:30 a. m., and 1:00, 2:30 and 4:00 p. m.

Leaves North Bend at 8:15, 9:45 and 11:15 a. m., and 1:45, 3:15 and 5:00 p. m.

Makes daily trips except Sunday. Fare One way, 15 cents; round trip, 25 cents.

**Steam Dye Works**  
C Street  
Ladies and gents clean and dye.  
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Our stock is going fast. A trial of our Paints and Varnishes will convince that they are the best on the market  
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Styles, Quality and Fit—all of our goods contain these elements.

**The BAZAAR**  
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**TRAIN SCHEDULE NO. 2.**  
In Effect January 1, 1907.  
All previous schedules are void.  
Subject to change without notice.  
W. S. Chandler, manager; P. A. Laise, freight agent; general offices, Marshfield, Oregon.

No. 1.	
Daily	Stations.
Leave 9:00 a.m.	Marshfield.
9:30 a.m.	H. Junction.
9:45 a.m.	Coquille.
Arrive 10:30 a.m.	Myrtle Point.

  

No. 2.	
Daily	Stations.
Leave 10:45 a.m.	Myrtle Point.
10:30 a.m.	Coquille.
12:00 m.	H. Junction.
Arrive 12:30 p.m.	Marshfield.

Extra trains will run on daily special orders. Trains to and from Beaver Hill daily.

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**Prices**  
25 cents for use of Rink skates.  
15 cents for those using their own skates.  
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It cost you nothing to see them.

This store be open nights until the  
**4th OF JULY**