

Coos Bay Times

INDEPENDENT PAPER
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THE COOS BAY TIMES PUBLISHING CO.

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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.

WILL THE WORLD TAKE NOTICE.

THE unusual richness of Coos Bay as a natural depository of such resources as are absolutely necessary to mankind and the nearness of these resources to one of the greatest natural harbors of earth, causes men to marvel that the light of the Bay should have been so long hidden, so to speak, "under a bushel." Why does not the world take notice without the necessity of any exertion on the part of the few people who are here and who may well be said to have "discovered Coos Bay?" The fact is the world knows very little about it and its resources. When a man discovers a great diamond mine, or a bonanza gold mine, he tries to keep it a secret and feels badly if his secret gets out. But here the resources and advantages do not gain by being kept secret but are increased in value only by the presence of large numbers of people. For that reason the work of advertising the Bay and its resources must go on and the holders of property would be very foolish if they should spare money in any way in the great cause of making the city and country known everywhere. One of the great difficulties in advertising is not to apprise the great body of men of the existence of the advantages which are here, but to convince the leaders the great men, the heads of big commercial enterprises, congressmen and senators that Coos Bay is needed for the general welfare as well as for private investment. Mr. Peter Loggie made this evident when he told the Commercial Club, recently, of his interview with Chairman Burton of the committee on rivers and harbors in the national house of representatives, and said Chairman Burton was surprised to learn that it was possible to obtain forty feet of water on the bar at the mouth of the harbor.

The fact is the people of Coos Bay over estimate the impression they have made on the world. They have certainly done some considerable advertising and while some of it has been wasted, some of it has been very useful. But not in advertising alone will progress be made. There must be a very pronounced expression of confidence in the possibilities by the people who hold fast the natural opportunities. Promises of construction and good things to be done must be kept. The people must be ready to go their full length from a financial point of view in putting substance under boom values. Railroads must be met with a spirit which indicates not only that Coos Bay people believe in Coos Bay but that they intend to advance the place whether the outside world helps or not. They are not woodchucks who will not come out of the hole until they are pulled out, but they are men who will go out and pull things to them. The Pacific coast is on the verge of the best times it has ever seen. What has been done in the last few years is not a marker to what is to be done in the next few. Coos Bay must not forget this and she must get into the work of making a great seaport independently. The railroad situation is unusually promising for this city if the city will look at it right. She does not need to give away her advantages but she can show a readiness to build railroads in cooperation with the people of Douglas and the rest of Coos county. We have not the slightest doubt that if Coos Bay shows this disposition she will find the work of building taken off her hands and a great transcontinental line built in from the east. But she must take hold without depending on any railroad company other than the local one. That is what will bring result. Let Coos Bay put out her own strong hand and she will find that another one will grasp hers and she can pull in success.

THE GOLDEN FLEECE.

EVERYBODY knows the story of Jason and the search which the Argonauts of ancient fable made for the Golden Fleece and the difficulties the heroes had in following its elusive track. The golden fleece of modern times is the commercial prize which the nations reach out to recover or obtain and the vast shipping of the Atlantic, embracing the commercial activity of the whole world, has found its inspiration in that sentiment. But now evidences multiply that the Golden Fleece is passing from the Atlantic to the Pacific ocean and that the future scene of greatest commercial activity will be the western ocean. Seward saw this when he bought Alaska and his prophecy is being fulfilled sooner than even his foresight anticipated. A recent poem on Coos Bay puts the idea in picturesque language:

"The Golden Fleece has passed
Into that ocean vast
Which on thy shores is cast
Coos Bay.

And Commerce here has whirled
The navies of the world
With banners all unfurled
Coos Bay."

And now the United States government has dispatched a great fleet to become permanently stationed in the Pacific and, with Admiral Robley D. Evans in command, it sweeps around Cape Horn with "banners all unfurled." It is an event not to be underestimated and while it suggests possible hostilities with some Asiatic nation, yet it also shows the westward trend of empire and the march of civilization. In this same connection the papers which announce this portentous movement of the nation's sea armaments, also mention the fact that the government is profoundly interested in coal as an indispensable munition of naval equipment. The remarkable figures with reference to this feature of the naval movement ought to have a special interest to Coos Bay people who are acquainted with the coal resources of the Coos Bay country.

It develops, according to Eastern papers, that the government, in order to pass its fleet into the Pacific, has been compelled to make contracts with South American countries for the delivery of coal at various ports along the route so that the ships of the fleet can coal up from time to time. It has already been arranged to transport sixty thousand tons of coal from the Atlantic ports of the United States to the Pacific, and forty thousand tons constitute the naval supply at Manila. This is a mere bagatelle compared with what the fleet will require in the future, and it is certain that the substitution of oil for coal as a fuel for steam purposes in the navy is extremely remote, and is not yet deemed practicable. It is doubtful if it ever will be practical. Steam coal is not found in many localities on the Pacific coast of North America, and not at all on the Pacific coast of South America. The coal measures of Alaska are very promising, but not well located for the easy supply of the whole coast. Puget Sound coal is not very plentiful and Vancouver Island coal is in foreign territory.

But the coal measures of Coos Bay are practically inexhaustible and are valuable for steam purposes as well as for domestic use. Not all is considered good for steam making, but tests of the product of many of the new veins show that for this use Coos Bay coal is unsurpassed. The extreme importance of Coos Bay as a coaling station in the development of American naval and commercial power on the Pacific becomes more evident every day.

THE COLONIST RATES.

THE colonist rates go into effect September 1 and continues until October 31. This is the rate that brings the actual settlers to Oregon and means that people can come to this State from Kansas City, St. Paul, Minneapolis, and all the great territory between the Missouri river and the Rocky Mountains for \$25; (to all points east of Umatilla, \$22.50); St. Louis, \$30; from Chicago, \$33. It should be borne in mind that the most important thing of all is that these people must buy their tickets direct to the towns they want to reach. This is true with regard to Medford, Eugene, The Dalles, Astoria and every other city or town in Oregon. Many people get the impression that they can come to Portland and then continue their trip to point of destination, and it devolves upon each and every community in Oregon to advertise this fact, and through the correspondence and advertising of their people, get new settlers.

It is important that the Chamber of Commerce bodies on Coos Bay prepare to reap the advantages from the colonist rates. Concerted action along the proper lines can have but one result. It must not be forgotten that those purchasing tickets must buy to the points they wish to go. And, again, Portland, Eu-

gene, and every other city and town in Oregon will be doing their utmost to draw the trend of colonist travel. Thousands of people will look toward Oregon this summer, and it is up to the Chamber of Commerce bodies on Coos Bay to impress the advantages of this section on the minds of each of those persons.

PERSONAL NOTES

Rev. Summerlin and family, of North Bend, are spending a few days at Daniel's Creek.

Mr. and Mrs. Pettyjohn and Miss Cannon leave today for Ten Mile on a ten days' outing trip.

Mr. W. H. Dindigen expects to leave in a short time for Portland.

Mr. H. R. Fowler, of the Pacific Milling Co., is in Marshfield working this territory with local agents—Pettyjohn and Nichols.

Charles Watson, representative of Wadhams & Kerr, arrived in Marshfield yesterday from the Coquille country which he has covered. Charley's friends are always pleased to see his genial countenance and his welcome on Coos Bay is always of the warmest.

Dan Reece and family went to Ten Mile Lake yesterday, where they camp for about three weeks.

Gus Peterson was here from Empire yesterday.

George and Mrs. Snyder and Miss Laura Sturtevant went to Myrtle Point yesterday to visit the ladies' mother.

BONITA and NORTH BEND FASTEST BOATS ON THE BAY Half Hour Schedule

Run Between Marshfield and North Bend Made in 12 Minutes Private Landings.

Fare: One way, 15c; round trip, 25c.
J. A. O'KELLY, Proprietor.

James Barclay, M. Irwin and A. G. Sergeant returned yesterday from Bandon, where they had been engaged in executing the masonry work on the Cody Lumber Company's new sawmill.

Mrs. Roakum, of Coos River, was in town yesterday.

Miss Mildred Rogers and mother were town visitors Tuesday.

Mr. C. H. Marsh leaves for Ten Mile Wednesday.

R. E. Shine, of Empire, passed through Marshfield yesterday on his way to Coquille.

Mr. H. Painter left town yesterday on a business trip to the Coquille country.

Mrs. W. H. Morgan, of Dunlap's Creek, was in town on Tuesday.

Mrs. A. Kruse was in town yesterday shopping.

Miss Parker, of North Bend was

The C. B., R. & E. R. R. and Navigation Co.

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

No. 1.	Trains.
Daily	
Except Sunday.	Stations.
Leave 9:00 a. m. Marshfield.	
9:30 a. m. B. H. Junction.	
9:45 a. m. Coquille.	
Arrive 10:30 a. m. Myrtle Point.	
No. 2.	Trains.
Daily	
Except Sunday.	
Leave 10:45 a. m. Myrtle Point	
10:30 a. m. Coquille.	
12:00 m. B. H. Junction.	
Arrive 12:30 p. m. Marshfield.	

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

in Marshfield yesterday.

Thomas Harvey returned from a visit at Graciosa Pass, Sunday.

Nels Munsen and daughter were down from Ten Mile yesterday.

PILING FOR SALE.

Sealed bids will be received up to noon on July 25, 1907, at the law office of C. A. Schilbrede, in Douglas Building, in Marshfield, Oregon.

for the cedar piling and saw timber standing and lying on the NW 1/4 of the NE 1/4 of Section 28, Township 25, S. R. 13 W., the said land being situate adjoining on the west side of the Marshfield Water Works Company's pumping station.

The purchaser to have six months from the date of purchase in which to remove such piling and timber from said premises. Terms cash.
MATTHEW VONEY, Owner.
Mrs. Robertson, of Catching Inlet,

NEW LINE OF SOUVENIR SPOONS

Special die work of scenes on Coos Bay and building in Coos County and Marshfield.

H. T. TOWER JEWELER

JOB WORK of BEST QUALITY

When you have a job of printing you naturally want the best quality, work that shows taste. Especially so if it is a job of commercial stationery, such as letter heads, bill heads, etc. We have an old experienced job printer in charge of this department. This experience together with modern facilities enables us to turn out the best job work ever done on Coos Bay. Call up phone 1331 and a man will call and give you a good figure on that job.

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