

Coos Bay Times

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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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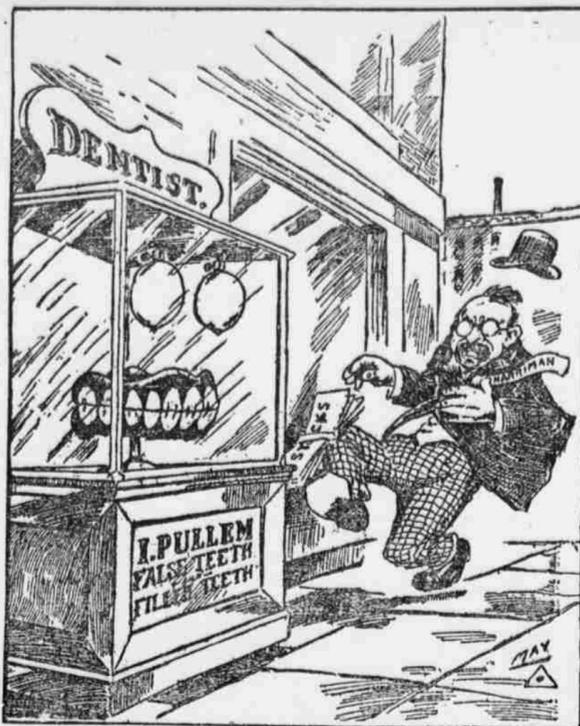
MR. Bryan has announced that government ownership will not be an issue in the coming national campaign, but that the issue will be government regulation of railroads. It is evident that unless the republican party should escape entirely from the influence of Mr. Roosevelt that the railroads will scarcely be an issue at all. Mr. Roosevelt and Mr. Bryan are both anxious to keep the great corporations under government control and prevent their extortions and exactions. Should Mr. Roosevelt be the republican candidate, his practical course as shown by a remarkably successful administration of his great office, will be accepted as a guaranty of his future energetic action in this direction of government control. Nobody doubts Mr. Bryan's earnestness in the same direction, so that it is safe to say that government regulation is already assured.

As for government ownership, even if it were desirable, it must be regarded as entirely impracticable in this country. There has never yet risen in this or any nation a statesman capable of solving a problem of such gigantic proportions as that involved in financing and taking over so vast an interest as the railroad systems of this country. It is easy to suppose that the government might take possession of the various lines through the exercise of its right of eminent domain. But to have that right and to get the people to approve the exercise of it, are two entirely different matters. The railroad problem in all its ramifications reaches so many diverse interests, as to render its solution by radical methods impossible. Regulation does not seek to stem the current of railroad progress, but only to confine and direct the current within its proper channel and keep the system within bounds. It is possible and practical, but when Mr. Bryan accepts it as an issue, is he not stealing Mr. Roosevelt's thunder? Is he not retreating on the president for what he, Mr. Bryan, has humorously charged was Mr. Roosevelt's theft of other issues claimed by Mr. Bryan? There seems to be a delightful unanimity of sentiment between the opposing factions of young America.

CITY STREET ROLLERS.

A GREAT CITY, whether prospective or actual, has many responsibilities, and is obliged to maintain an air of respectability and be always in fashion. It must have parks in which the people can enjoy recreation, and its streets must be kept orderly, clean, safe and sightly. It will not do to maintain a plank pavement on its principal retail and business avenue or to have that pavement so rotten that it is necessary to drive a team through with more caution than along a mountain road. It will not do to leave the plank sidewalks in such a condition that if a passenger steps on one end of a plank the other end goes up and he goes down. Above all, the city council of such a city should never build a house in the street—particularly one of the most important and sightly of its streets—to keep its street roller in. It seems hardly credible that the city council of a city, prospectively or actually great, should go to great expense to buy a roller, use that roller on its Broadway and then build an unsightly board shanty over the sidewalk and rolled street, to keep the roller in.

But it is not only the duty of a city council to refrain from such absurdities as that mentioned, but it is their plain duty to grow in dignity as fast as their city grows out of village littleness. A long planked, straight, splendid street ought not to be disfigured, and when strangers come into the city they should not be disturbed by the rough and ragged



Harriman: "Geo, that startled me!"
—May in Detroit Journal.

appearance of the modern parts, no matter how rough and ragged the ancient water front may be. Both people and government have some responsibility with regard to their city and its appearance. Especially is this so where nature has made it possible to make a "City Beautiful" with very little expense.

CORRECTS ARTICLE OF RECENT DATE.

Editor Coos Bay Times.
Dear Sir: I noticed an article in your valuable paper of recent date stating that M. S. Smith, superintendent of the Bandon Woolen Mills, was visiting in Marshfield. I want you to correct this at once. M. S. Smith severed his connection with our company some time ago; he is not superintendent, and is not even in our employ, and has not been for some time; and furthermore, will not be in our employ at any future time, as long as the company retains the present manager.

BANDON WOOLEN MILLS.
By R. E. L. Beddison, manager.

CANDIDATES ARE ADMITTED

Coquille M. W. A. Initiate Large Class Into Lodge Mysteries.

THIRTY NEW ONES IN ALL

News In General From Coos' County Seat—Sheep Shearing Season Here.

(Times Special Service.)

Coquille, July 24.—The Modern Woodmen initiated a large class of candidates into the mysteries of Woodcraft on Saturday night last. District Deputy B. M. Watson, of Grant's Pass, and N. C. Kelly, clerk of this camp, rounded up about thirty for membership in the lodge. After the ceremonies were over, the young people served a delicious lunch and several happy hours were willed away. Every one enjoyed a social visit, long to be remembered. One of the new members gave a short address which was listened to with deep interest. An excursion to the sounding sea, where the blue waves of old Pacific roll, is being planned for the future. Beaver Camp lodge is only eighteen months old, but now has 100 members.

J. Quick and his three daughters, Mrs. Chas. Levine, who lives here, and Misses Flora and Mary, who are here on a visit from Pendleton, have gone to Bandon beach to camp for two or three weeks.

T. C. Robison and wife were down from Fishtrap one day this week visiting at B. B. Paul's and also having some dental work attended to. Mr. Robison reports the hay crop fine, gardens and fruit also.

Sheepshearing is on hand. Peter Nichols went to Fishtrap today to engage in shearing. He expects to relieve fifty sheep of their coats in one day.

J. G. Fish returned from Portland Saturday, where he took Mrs. Fish for medical aid. She had been operated on and was doing finely when Mr. Fish started home.

Mart Sherrard, of Port Orford, was at the county seat on Saturday.

W. M. Hamilton, of Fishtrap, visited our town Saturday.

Corey Stillwell, of Bandon, was on our streets on Monday.

J. W. Briggs has finished flooring and railing the Henry street bridge. It looks well, and people appreciate it.

Mrs. William Gauntlett, of Seattle, Wash., passed through town Wednesday en route to her old home in Curry county.

Samuel Rouen, of Fishtrap, has bought the Harry Baldwin place at Bandon for \$2,300. It is one of the finest residences in Bandon.

H. J. Radabaugh, from Norway, was able to visit our town on Saturday, after a long siege of sickness.

I. A. Otto, of Bancroft, had business in town Saturday.

Mr. and Mrs. J. O. Farmer were shopping here last Monday. They are living at Cody's camp.

Dr. Wetmore made a professional visit to Myrtle Point Tuesday.

Ed. Boyrie and family, from Portland, are here visiting his mother.

Thomas Ashton, of Parkersburg, visited town on Friday.

Will Oddy, the real estate man, has gone to Portland.

Mrj and Mrs. Fred. Mosier, of Gravel Ford, were in town the other day.

C. C. Price, from Riverton, rode the Woodman's goat last Saturday night.

John Perry starts for Idaho soon.

INQUEST OVER TRAIN VICTIM

Coroner's Jury Finds That Jesse Thomas Met Accidental Death.

FUNERAL THIS AFTERNOON

Services Will Be Held at Residence of David Cowan at One O'clock Today.

The inquest over the body of Jesse Thomas, who was killed at the Eagle Point log boom on Tuesday was held at the Johnson undertaking rooms yesterday forenoon. The

jury consisted of Emerson Ferrey, J. D. Johnson, M. Poyntz, I. S. Kaufman, Capt. Lightner and Charles Marsh.

The witnesses examined were Ed. Dailey and Lester Summerlin, brakemen on the train, Conductor Hy Wright, Dr. McCormac, Dr. Taggart, Thomas Coke, a scaler, and Mr. Abbot, train dispatcher.

Nothing more was learned of the accident than was recorded in yesterday's Times. Mr. Coke stated that Thomas had been put in charge of the work at the boom on Monday last. He further said he believed that Thomas was engaged in trying to get something out of his eye when the logs started. Immediately before the accident, Thomas had said to him that he had something in his eye, and though Coke could not see Thomas when the logs started, he thought the deceased was engaged as stated.

The evidence brought out the fact that the stakes on the cars are cut before the train is pulled up to the sideway, as the rails are somewhat slanting at this point, and should the stakes be loosened after the cars

are placed there, the danger would be much greater than otherwise. Coke saw the logs starting and tried to give warning. There were six logs on the car, only three of which rolled off. When Thomas was taken from the water he was between the two logs which rolled into the water.

Dr. McCormac gave evidence that the deceased was employed by both the Southern Pacific railroad company and himself, each interested party paying half his wages.

The jury returned a verdict of accidental death.

The funeral will be held this afternoon at the residence of David Cowan, in West Marshfield, at one o'clock, and the burial will take place in the Odd Fellows' cemetery.

—Attention, Red Men!—The members of the order are requested to meet at the Red Men's Hall today at 12:30 o'clock, to attend the funeral of our deceased brother, Jesse Thomas.

By order of
HUGH McLAIN, Sachem.

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