

Coos Bay Times

AN INDEPENDENT REPUBLICAN NEWSPAPER PUBLISHED EVERY DAY EXCEPT MONDAY AND ALSO WEEKLY BY

THE COOS BAY TIMES PUBLISHING CO.

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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Address all communications to COOS BAY TIMES, Marshfield, Oregon.

STREET NAMES.

It is not the purpose of this article to call attention to the lack of art, uniformity and common sense in the use of names, numbers or letters in connection with the streets of Marshfield. No matter what system is used somebody is sure to arrive who knows of a better system and thinks the one which happens to be in effect is very bad. Of course, nobody pretends that the names and letters of local streets are even tolerable so far as the old part of the town is concerned. Nobody doubts that they will be changed when the city council gets to it and everybody understands that the sooner it is done the better it will be, both for the credit of the city and the convenience of citizens who want to tell what street they are on. It would be a wise idea to number the streets too, but you can't expect to do everything at once.

When a stranger happens into a city he feels the novelty and enjoys it. If it is, in its noticeable non-essentials, unlike any other city he ever saw, the better he likes it and the greater his enjoyment. Some cities, like some men, have no characteristics. They are weak and unimpressive. But there are cities which are strong in the historical, commercial and psychological influences they exert. The city which illustrates or memorializes the names of its great men, its commercially subservient and tributary cities, or colonies, or features of its history, leaves a lasting impression. For example, Chicago has the streets named after the Presidents, seriatim, and the streets named after the great explorers whose names belong to Chicago history. Boston has the same plan but a different set of explorers and historical characters. Minneapolis has Hennepin and Nicollet avenues and St. Paul has the names of governors and generals of territorial days in Minnesota. New York's streets are named largely, in the old part of the city, after old and famous New York characters.

Coos Bay ought to have a distinguished and marked character and this should be accentuated in the names of the streets. It is a good suggestion that certain of the prominent features should contribute their names to remind the crowds which are to throng her streets, of the early history and struggles of those who have helped to get this region through the experimental stage. There ought to be a Bandon Street, a Coquille Street, a Fir Street, Myrtle Street and Orford Street. Some of these are now employed, but the suggestion is that whatever names are given should show something more of character and ingenuity than mere numbers or letters can. Nor should those who select the names be mere imitators. Broadway is a name which should not be reproduced outside of New York. This city is not to be another New York. It is to be the only Coos Bay and it is by that theory that all future action should be directed.

PORTLAND'S COAL.

The Portland Evening Telegram contains the following in its editorial columns: "If Mr. Harriman's hired man can find available coal in Oregon and Mr. Harriman will arrange it so that Oregon people can benefit by the find, well and good. They both shall have our vote, be it early and often." This shows pretty well what Portland really knows about Oregon. The great and beautiful city which sits like a sweet morsel in the mouth of the Willamette, never did know much outside of the region immediately tributary to her. In that she has always fallen short of the true metropolitan spirit. A great city should go outside and find what it wants and not wait for some imperial railroad magnate to graciously send his hired man across the continent to tell her what exists under her very nose. Coos Bay is in Oregon and it

she had one railroad would give Portland a run for its money in the metropolis line. Why do not the Telegram and Portland know that this region contains enough coal to supply the state of Oregon with fuel for three hundred years? Why do they not know that Coos Bay coal has been going to San Francisco, four hundred miles south and not to Portland only two hundred miles north? Why does not the metropolis realize that steamships plying between San Francisco and this port have been supplied with this coal for steam purposes for thirty years? Why does not Portland wake up and look around? Harriman has found it. Harriman has acquired some of it, and Harriman will produce it, too; but whether it will go to Portland or not, we can not say. Portland has no right to be ignorant of this great fact which the Telegram is unacquainted with. She has no right to sit back and wait for a railroad combine to buy up these lands when her private capital should be placing collars on the ocean and opening up the coal veins at this place. Portland capital is in possession of some of the land now, but the spirit of old Portland is oppressive enough and the lands are being held out of use. It is to be hoped that new Portland will enlarge its vision, look beyond the Columbia and Willamette valleys, penetrate with its new energy all parts of rich Oregon, and appreciate Coos Bay, the richest part of Oregon. For there are thousands of acres of good coal land which can still be got here.

APPLES AND APPLES.

The Chamber of Commerce meeting Friday evening had what may be considered a continuation of the good work started by the remarkable speech of Hon. J. W. Snover on the Coos Bay Gravenstein. Professor W. D. Reedy's address, which appears in another column of this issue, is an excellent presentation of one man's experience with bench lands and the cultivation of fruit on them. It is couched in the fine English for which the professor is noted, and will prove of great benefit to this section. The Professor does not take issue with Mr. Snover's design to make the Gravenstein apple a specialty and push it as the best the world can produce. His mission was to call attention to the fact that all other apples thrive as well on Coos Bay bench lands as at Hood River or elsewhere, but that the Gravenstein thrives and reaches a better state of excellence on Coos Bay than anywhere else in the world. The special value of such addresses as Mr. Snover's and Mr. Reedy's, is that they show the man of small means where his fortune lies this section. While he may not be able to take up a lumber or coal proposition, he can get a few acres of land and live like a prince and be as contented as a philosopher, if he will devote his attention to fruits. In this connection it can not be amiss to repeat what has been said before in this department. Coos Bay bench lands are cheap and fertile. They do not have to be irrigated. They are not dependent on railroad transportation and the freedom of the ocean highways is theirs. They are surrounded by free fuel, have ample and pure, fresh water, and their scenic beauty is incomparable. The fruit raiser need have but one slogan: "The Coos Bay Gravenstein Forever."

THE COMPOSITE CORPORATION.

The discussion of Judge Landis' decision fining the Standard Oil Company of Indiana \$29,240,000 still continues with much confusion and a great variety of speculation as to what it means. It now transpires that certain great railroad companies which are also under indictment for rebating have united with the convicted corporation to fight the government's suits. One can not help believing that these enormous combinations of capital which have been corrupting legislatures and elections, and influencing courts in one way or another, are already all of them backed, managed and largely owned by the same set of criminals. In fact, if a composite photograph of the criminals who have used each of these corporations to defraud the people and break the laws, should be taken in separate groups, it is more than probable that the strong face of one H. H. Rogers and the peculiar expression of one John D. Rockefeller would show through and characterize each and all of them. These men have been for years making and unmaking corporations and the chief and dominating corporations in almost every line of industry belong to them. They are practically the coal kings. They are effectually the copper kings. They are nearly the steel and iron kings. They are, indeed, kings of all American industry by grace of the Standard Oil Company, and that is why they break the law with impunity.

Communication.

Editor Coos Bay Times. Dear Sir: In your issue of July 30, I note an article in regard to the friendship of

the Southern Pacific railroad and its great desire to bridge the bay. Do not sleep nor tire in regard to this most important question, but fight their plans to a final finish. The Harriman line is not the only pebble hunting a location on your beach. You would much better have an open port and room for other roads than concede all the valuable water front to one and exclude others. There are now others who are figuring upon building a line from Salt Lake City to Coos Bay and if you are worth anything to Harriman, no doubt you will be to others, and you may not be compelled to pay for their line as you are now asked to do. You are the most independent country on earth and if you don't see a railroad for the next five years your city will continue to grow and nothing but an earthquake will call a halt.

That bay is your fortune and your water front and timber are your most valuable assets; and do not allow any corporation to obstruct your progress by bridging or obstructing it in any way. As time rolls by, only a few short years, that peninsula will be covered with a town called "Coos City." You are bound to grow out there, so don't let any condition place you in tight pants, but keep your clothes so there will be room for expansion for you are destined to need it.

We all like the good-will of every person and corporation, but there are times when they are not worth the price. So guard well your own interest and put cash into your own trousers, and do not worry about Harriman, he will likely find cash to pay his fine without the help of you people out there.

Respectfully,
ROBERT JOHNSON.

Poetic Pay-Ups.

The editor of the Sun, published at Galt, Mo., seems to have hit upon the solution of the old problem—how to make subscribers pay up. The Sun will print a poem accompanied by subscription money. The result is that even delinquents remit, as witness the following from the Sun's columns:

To lubricate the journals
On which revolves the Sun,
Inclosed I send a dollar
To help to make it run
So smooth that not a wobble
Or squeak of any kind
Its joints will make in motion
Because I am behind.
Think of the editor of the Pawpaw Gazette opening a letter containing paper money and this:
The old Gazette I've read for years
(May Heaven long defend it),
And though I've long been in arrears,
You have not ceased to send it.
It is my purpose to reward
The man that never hollers,
I've not been fair with you;
And credit twenty dollars.
Or why shouldn't the editor of the Billville Bazoo and his regenerated reader be equally happy over one like this:
For lo, these many moons and suns
So please print this one by the bard
I've read your paper, and your duns
Have all gone up the flue.
But I pay up to date today,
And pardon for the lapse—
Please print the poem right away
And sign my name in caps.

AS TO ADVERTISING

The advertiser who orders out his announcements in July and August under the impression that those are stagnant months in which he can safely retrench is usually the one who advertises by a scheme instead of a plan.

Advertising by a scheme is choosing mediums haphazard, being moved chiefly by the eloquence of solicitors instead of placing business according to information secured by investigation. Advertising by a scheme means taking fliers of one to three insertions and then wondering where the results are. For an advertiser of this sort ever to see the utility of keeping up his publicity through the summer months, when sales are perhaps light, is like asking him to see through a millstone.

The advertiser by a plan, however, is more than an advertiser. He is a distributor, and advertising of every sort means to him reaching so many people so many times a year in such and such mediums. He counts on winning over a certain proportion each month and, whether a national advertiser in magazines or a local one in newspapers, knows that his certain proportion of readers are going to be converted just as easily in July and August as in November and December. He has his mind set not on what one ad. will produce, but the legitimate return of results due him month after month through cumulative effect. Pound, pound, pound!

NORTHWEST WEATHER.

Western Oregon, Western Washington, showers, followed by fair and warmer weather.
Eastern Oregon, Eastern Washington, Idaho, showers.

Business Directory

Doctors.

E. E. STRAW, M. D.
PHYSICIAN AND SURGEON
Diseases of the Eye, Ear, Nose and Throat a specialty.
Office in Lockhart's Building.
Marshfield, Oregon

DR. HAYDON

Office opposite Union Furniture Store. Hours 10 to 12 and 2 to 5.
Special attention paid to diseases of the urinary and digestive organs.
U. S. Pension examiner

DR. W. W. INGHAM

Physician and surgeon.
Office over Sengstacken's Drug Store
Phones—Office 1621; residence 783

Lawyers.

E. L. C. Farrin Geo. N. Farrin
FARRIN & FARRIN
Attorneys at Law
City Attorney, Dep. District Attorney
Will practice in U. S. Courts and before the U. S. Land Office.
Lockhart Building, Marshfield, Ore.
Phone Main 41.

J. W. BENNETT,

Office over Flanagan & Bennett Bank.
Marshfield, Oregon

Francis H. Clarke Jacob M. Blake

Lawrence A. Liljeqvist
CLARKE, BLAKE & LILJEQVIST,
ATTORNEYS-AT-LAW
Times Building, Marshfield, Ore.
United States Commissioner's Office.

C. F. McKNIGHT,

Attorney at Law.
Upstairs, Bennett & Walter Block
Marshfield, Oregon

COKE & COKE,

Attorney at Law.
Marshfield, Oregon

PIXLEY & MAYBEE,

Attorney at Law.
Office over Myers' Store.
Phone 701 - North Bend, Ore.

BRIGHAM & BELL,

Architects.
North Bend, Oregon

Real Estate Agents.

DIER LAND COMPANY,
Real Estate Brokers.
North Bend, Oregon

MR. ALBERT ABEL,

Contractor for teaming of all kinds.
Phone 1884.

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

TRAIN SCHEDULE NO. 2.

In Effect January 1, 1917.

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	Stations.
Except Sunday.	
Leave 9:00 a. m.	Marshfield.
9:45 a. m.	B. H. Junction.
Arrive 10:20 a. m.	Coquille.
	Myrtle Point.

No. 2.	Trains.
Daily	
Except Sunday.	
Leave 10:45 a. m.	Myrtle Point.
11:30 a. m.	Coquille.
	B. H. Junction.
Arrive 12:30 p. m.	Marshfield.

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

Steam Dye Works

C Street.
Ladies' and gentlemen's garments cleaned or dyed.
Philip Becker, Proprietor.

Skating Rink

D. L. Avery, Manager.

Thursday and balance of the week

"THE AMERICAN BIOSCOPE"

Under the direction of Mr. G. A. Hager,
Will present a long series of the Latest and Timely
Subjects in

MOVING PICTURES

THE EXCEEDINGLY FUNNY COMEDY FILM.

"A VOYAGE TO THE MOON"

Illustrated Songs

Music by the Eminent Piano Soloist
Prof. C. A. Cundiff.

A refined entertainment for Ladies, Children and Gentlemen. One performance every evening. Change of program Monday and Thursday. Box office opens at 8 p. m. Performance at 8:30. Admission—Children 15c, Adults 25c.

ALL PARTS OF THE WORLD

We use the necessary facilities for sending money to all parts of the world, and without danger or loss.

THE FIRST NATIONAL BANK OF COOS BAY

Marshfield, Oregon.

California and Oregon Coast Steamship Company.

Steamer Alliance

B. W. OLSON, Master.

COOS BAY AND PORTLAND

Sails from Portland Saturdays, 8 p. m.
Sails from Coos Bay Tuesdays, at service of tide.

F. P. Baumgartner, Agt. L. W. Shaw, Agt.
Couch St. Dock, Portland, Ore. Marshfield, Ore., Phone 441.

A nice line of

Souvenir Postals of Marshfield

NORTON & HANSEN

Portland & Coos Bay S. S. Line

BREAKWATER

Sails for Portland and Astoria every Thursday

C. F. McCollum, Agt.
Phone Main 34 - - - - A. St. Dock

WHY DO PEOPLE BUY IN SENGSTACKEN ADDITION BECAUSE

It is choice inside residence property, lots 50x100 with alleys, is well sheltered with a good bay view and prices of lots are reasonable. For particulars see

TITLE GUARANTEE & ABSTRACT CO.

Henry Sengstacken, Manager.

TRY A TIMES WANT AD.

FOLEY'S HONEY AND TAR

CONTAINS NO HARMFUL DRUGS

Cures Coughs, Colds, Croup, La Grippe, Asthma, Throat and Lung Troubles. Prevents Pneumonia and Consumption

The Genuine is in the YELLOW PACKAGE