

# 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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**COOS BAY TIMES**  
Marshfield, Oregon.

### THE BENCH LANDS.

The most conservative man in the world is the farmer. He is not inclined to experiment very much and he has good reason not to do so. A farmer is necessarily a capitalist and is usually imbued in a small way with all the caution and characteristics of one. His capital is small and is almost always accumulated by the sweat of his brow. He is capitalist and laborer rolled into one and as such holds the balance of power in determining the destiny of society. The human race and human society will reach no higher mark than the farmer permits and decrees. He is not an experimentalist because he can't afford to be and it takes at least a season to discover whether an experiment will be a success. If it is a failure he will be "up against it" hard and the bank will want an explanation. So he is cautious. That is the cause of the prospecting farmer's suspicion of all natural conditions where he has not actually seen results.

The early agricultural efforts of the first New England colonists were necessarily experimental. They were delighted and astonished when their efforts succeeded. No wonder. Anybody going to New England from the west is astonished to think that one would ever expect to raise produce of any kind in that barren soil. He was considered a bold man who started to raise corn in Iowa, Kansas and Nebraska. In Minnesota he was looked on as weak minded if he planted corn as a crop. Everywhere the farmer has stopped and halted before negatives. "It can't be done because it never has been done" is the statement which has always confronted him in every new country. That is that reason why a new country needs young farmers who have time before them rather than behind them. They can take chances or what they think are chances.

The excellence of the bench lands of Coos Bay and its tributary country is perfectly apparent to any one who has seen the lands of the Atlantic coast and what they produce. It is astonishing that any should doubt that Coos Bay bench lands are destined to be very productive. But it is no longer a matter of experiment. One who views the fine exhibit of fruits at the Marshfield Chamber of Commerce and finds that those beautiful, highly colored and luscious Gravensteins are mostly the product of the Hills; that those fine healthy looking potatoes are also from the Hills; that the pears and other fruits are from the Hills; can not but conclude that the case in favor of the hill lands is proven. Not that any point can be made against the bottoms. Far from it. They are not in question at all. But they will prove no better than the hill lands for the production of fruit and vegetables, at least. There are many who give overwhelming evidence also that the hills will grow clover and grass in as great abundance as the bottoms. Thus far the farms have been mostly on the low lands, but it is suspected that the principal reason for that was the fact that it was unnecessary to clear them. It was easy farming. To the untitled it seems probable that soil which will produce the giant growth of trees which overtop every hillside will be rich enough to produce almost anything. It surely does produce almost everything that grows wild and wild fruits are wonderful in their variety and abundance.

**ROSEBURG AND OTHER ROADS.**  
Waterways have been Coos Bay's local roads heretofore and they have served and will continue to serve their purpose well. The Venice of the West will never lose its aquatic distinction for nature has put it altogether in a class by itself. But the Coos Bay people must realize that eternal vigilance is necessary to keep

Boos Bay abreast the car of progress. In all public matters every effort should be made to provide not merely for the vehicle which is presently passing over the road but for the vehicles which are to pass. Nature has selected Coos Bay as a great central point in the world's scheme of transportation. The subject of transportation should therefore be constantly in the minds of its people for they are the trustees of the location.

The highest state of civilization is evidenced by good roads. The country which has them is sure to prosper if it has any resources. Coos Bay has prospered to the extent that her waterways have been good and if her wagon roads had also been good, her prosperity would have transcended all bounds. The civic bodies of Bandon, Coquille, Myrtle Point, Marshfield, North Bend and Roseburg, might well think about this and arrange some plan by which to improve the roads which bind them all together. Even after a railroad is built the roads running between those places will be very useful. It will be impossible to waste money which actually improves them. The road from Roseburg to Coos Bay is a travesty. It disgusts every man and woman who come over it. It can be improved. The stage service can be improved. Roseburg is at fault. Myrtle Point is at fault. Coquille is at fault. Marshfield and North Bend are at fault. All these cities should unite to correct the fault in some measure. How? Let representatives from each Chamber of Commerce, including Bandon, be chosen to meet and provide ways and means to get decent transportation facilities and a decent wagon road. Some will say that the road is better than it was. Oh, yes! But that does not argue much improvement. It has cost the United States a large and valuable part of the public domain and still is bad. It has been patched up in places with the purpose of showing how little can be done in the name of a large pretence. It is the most expensive road in Oregon because it is costing the reputation of the richest country on earth in natural resources. Withal it is a monument of fraud, disappointment and idleness, slightly relieved by the glimpses of wonderful scenery here and there caught by the otherwise discomfited traveler.

### SEA COAST DEFENSES.

Atlantic Seaboard Can Look After Itself Without Battleships.

The determination to send the battleships of the North Atlantic fleet to the Pacific coast, whence, even in the gravest emergency, they could not return in less than two months, has led to some anxious inquiry regarding the security of the great cities along the Atlantic in the possible event of attack from an enemy's fleet. The grave anxiety which attended the departure of the Atlantic fleet for the Caribbean in the Spanish war, when it was feared that a part of the Spanish navy was on the high seas bound for the North Atlantic, has not been forgotten, and there is some disposition to question the wisdom of a move which might leave Boston, New York, Philadelphia, Washington, Charleston and other great centers "without protection."

The conditions are, however, radically different from those which obtained in 1898, and, according to the military experts, the cities and harbors of the Atlantic coast would be amply protected from capture or bombardment by the coast defenses, which have been so extensively improved in the last ten years. Of course, the presence of a fleet along the Atlantic coast in the time of war would be essential to prevent the landing of an invading army at points not covered by the coast defenses, but the harbors and the great cities would be entirely safe. Only one weak spot remains, and plans for its protection have been perfected, although the money necessary has not been appropriated. The weak spot is the entrance to Chesapeake Bay, which is out of range of the great disappearing guns of Fort Monroe. In the opinion of the National Coast Defense Board, "with the entrance as it now is, unfortified, a hostile fleet, should it gain control of the sea can establish, without coming under the fire of a single gun, a base on its shores, pass in and out at pleasure, have access to large stores of valuable supplies of all kinds, and paralyze the great trunk lines of railways crossing the head of the bay."

The entrance to Chesapeake Bay is 12 miles from Fortress Monroe, while the effective range of the big guns there installed is only 12,000 yards. To remedy this defect, it is proposed to construct an artificial island, practically midway between Capes Charles and Henry, and to erect thereon a modern battery of disappearing guns of the most effective character. But in all the harbors of the Atlantic, on which have been built large

cities, giant strides have been made in establishing effective coast defenses. A year ago \$72,750,000 had been expended on the coast defenses of the country, most of this sum being used along the Atlantic coast. Something over \$50,000,000 remains to be spent to complete the defenses in accordance with the present plans. This year Congress has appropriated \$1,624,000 for the continuance of the work. Of this sum, \$150,000 has been set aside for the construction of a 14-inch gun for the artificial island above referred to, \$475,000 is being expended for submarine mines, \$125,000 for searchlights and \$700,000 for the establishment of fire control stations.

Under the present system every foot of navigable water in the harbor is covered by the powerful guns which have been installed in the coast defenses. Every channel is susceptible of being mined according to plans already worked out, the preliminary work, including the assembling of paraphernalia, having been so carefully done that every harbor on the Atlantic could be effectively mined on 48 hours' notice.

**Notice.**  
—To our patrons, commencing the first of October, 1907, all laundry work will be placed on a cash basis. Thanking you for past business and soliciting continuance of the same. Signed,  
Coos Bay Steam Laundry.

◆◆◆◆◆  
Vessels arrived at and sailed from Coos Bay during the month of August, 1907.

#### TOWED BY TUG HUNTER ARRIVED.

- ◆ July 6th.....Bktn. Arago
- ◆ July 6th.....Bertie Minor
- ◆ July 8th.....Repeat
- ◆ July 9th.....North Bend
- ◆ July 17th.....J. M. Weatherwax
- ◆ July 22nd.....Anna Larsen
- ◆ July 25.....Bktn. Echo
- ◆ July 27th.....Bktn. Gleaner
- ◆ July 31st.....Esther Bahne
- ◆ Aug. 5th.....Novelty

#### SAILED.

- ◆ July 19th.....Bktn. Encore
- ◆ July 2nd.....Bandon (new)
- ◆ July 25th.....Bertie Minor
- ◆ July 26th.....Salvator
- ◆ Aug. 3rd.....Bktn. Arago
- ◆ Aug. 3rd.....J. M. Weatherwax
- ◆ Aug. 4th.....Anna Larsen
- ◆ Aug. 6th.....North Bend

#### TOWED BY TUG COLUMBIA ARRIVED.

- ◆ Aug. 5th.....Tug Columbia
- ◆ Aug. 17th.....Bktn. Northwest
- ◆ From Port Orford.
- ◆ Aug. 30th.....Hugh Hogan
- ◆ Tow of L. Rosco.
- ◆ Aug. 31st.....James A. Garfield
- ◆ Aug. 31st.....Bertie Minor

#### SAILED.

- ◆ Aug. 6th.....Bktn. Northwest
- ◆ Aug. 13th.....Repeat
- ◆ Aug. 18th.....Esther Bahne
- ◆ Aug. 21st.....Gleaner
- ◆ Aug. 28th.....Novelty

#### STEAMERS ARRIVED.

- ◆ Aug. 1st.....Berwick
- ◆ Aug. 5th.....Alliance
- ◆ Aug. 6th.....Breakwater
- ◆ Aug. 6th.....M. F. Plant
- ◆ Aug. 8th.....Preble
- ◆ Aug. 13th.....M. F. Plant
- ◆ Aug. 17th.....Robarts
- ◆ Aug. 19th.....M. F. Plant
- ◆ Aug. 20th.....Coaster
- ◆ Aug. 21.....Breakwater
- ◆ Aug. 22nd.....Hunter
- ◆ Aug. 23rd.....Jim Butler
- ◆ Aug. 26th.....M. F. Plant
- ◆ Aug. 27th.....Lucy
- ◆ Tow of Tug Hunter
- ◆ Aug. 28th.....Breakwater
- ◆ Aug. 29th.....Carmel
- ◆ Aug. 31st.....Thomas L. Wand

#### SAILED.

- ◆ Aug. 6th.....Berwick Gasolene
- ◆ Aug. 6th.....Alliance
- ◆ Aug. 7th.....Breakwater
- ◆ Aug. 7th.....M. F. Plant
- ◆ Aug. 8th.....Hunter
- ◆ Aug. 9th.....Preble
- ◆ Aug. 13th.....Arago
- ◆ Aug. 14th.....M. F. Plant
- ◆ Aug. 29th.....M. F. Plant
- ◆ Aug. 22nd.....Robarts
- ◆ Aug. 22nd.....Breakwater
- ◆ Aug. 23.....Hunter
- ◆ Aug. 24.....Coaster
- ◆ Aug. 24th.....Jim Butler
- ◆ Aug. 28th.....Hunter
- ◆ Aug. 28th.....M. F. Plant
- ◆ Aug. 30th.....Breakwater

# Knights of Columbus Emblem Buttons, Pins and Charms

## H. S. TOWER

Jeweler - - - - Front St.

### CORTHELL'S DELICATESSEN

For Good Things To Eat.  
Home-made Bread, Veal Loaf, Pies, Cakes, Doughnuts and Candies. . . . .  
Try Our Compressed Yeast

2nd and C St. Phone 501

### 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.

A nice line of

### Souvenir Postals of Marshfield

NORTON & HANSEN

### CURREN BROTHERS CONTRACTORS

All Kinds of Work Done

PHONES 543, 149 and 271

North Bend, 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.

E. F. Baumgartner, Agt. Couch St. Deck, Portland, Ore.  
L. W. Shaw, Agt. Marshfield, Ore., Phone 441.

### Business Directory

**Doctors.**  
DR. J. W. INGRAM.  
Physician and Surgeon.  
Office over Songstacken's Drug Store.  
Phones—Office 1621; residence 788.

**Lawyers.**  
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,  
Attorneys at Law.  
Marshfield, - - - - Oregon

Nasburg Block. Phone 816  
J. E. CAYOU,  
Architect  
Estimates furnished for all kinds of buildings.  
Marshfield, : : Oregon.

BRIGHAM & BELL,  
Architects.  
North Bend, - - - - Oregon

Real Estate Agents.

MR. ALBERT ABEL,  
Contractor for teaming of all kinds.  
Phone 1884.

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

THE C. B., R. & E. R. R. & N. CO. TIME TABLE.  
Subject to change without notice.

No. 1.	Daily, ex. Sunday	No. 2.
Lv. 9:00 a.m. Marsh'd	Ar. 12:30 p.m. Junction	Ar. 12:30 p.m. Junction
Lv. 9:45 a.m. Coquille	Lv. 11:30 a.m. Ar. 10:20 a.m. Myrtle Pt	Lv. 10:45 a.m. Myrtle Pt

Trains to and from Beaver Hill daily.  
F. A. LAISE, Agent.

### 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.

### STEAMER FLYER

M. P. Pendergrass, Master

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 Sundays. Fare: One way, 15 cents; round trip, 25 cents.  
TIME TABLE.  
Leaves Marshfield 7:30, 9:00,

\*\*\*\*\*

J. L. KOONTZ  
Machine and Repair Shop.  
At Holland's Boat House  
Front St. Marshfield.

\*\*\*\*\*

PIANO STUDIO  
of  
LOUIS H. BOLL  
Will open for the reception of pupils about Sept. 8, 1907.  
Parlors above Taylor's Piano Store.

\*\*\*\*\*

### Steam Dye Works

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

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Pull the  
BELL CORD  
Wet Your Whistle Then Blow  
J. R. HERRON, Prop.  
Front Street. : : Marshfield, Oregon