

Coos Bay Times

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WELCOME.

The Knights of Columbia are a Catholic order, whose purposes are fraternal and brotherly and whose influence is for good. The installation of officers for a local organization on Coos Bay was the signal for a large gathering of members from this and other sections of the state and gave Marshfield the appearance of a real convention city. The people of Coos Bay are always hospitable. They hold out the hand of welcome to visitors of every denomination and recognize in every religious and fraternal movement which has the stamp of Christianity and brotherly love the heraldry of "Peace on Earth and Good Will to Men." On Coos Bay the members of the Catholic faith have been especially fortunate in having so good and faithful a servitor as the Reverend Father Donnelly, whom everybody whether Catholic or Protestant, loves and admires. The people recognize in him not merely a spiritual adviser of his flock, but a public spirited citizen, whose influence for good permeates every sphere of activity on Coos Bay. The Times, on behalf of all the people, extends a hearty welcome to its visitors who are here as the guests of the Knights of Columbia and Father Donnelly.

CAPTAIN HARRIS' EXAMPLE.

An incident was reported in the columns of the Times a few days ago which indicates the deep interest the substantial class of farmers and stockmen in the Coos Bay district take in the building of a city on Coos Bay. Captain Harris, of Sumner, well known and greatly respected in Coos County, learning that the hotel at Marshfield was to be actually built, expressed a hope that he and the people of Sumner might be allowed to furnish the first day's "feed" when the hostelry was finished. The idea appeals to the appetite and the imagination. It suggests the remarkable bill of fare containing only items of home production which can be offered to the fortunate guests. Think of the clams, fish, crabs and sea food; of the rich cream, butter and cheese; of the beef, pork, veal, lamb or mutton; of the chicken, turkey, duck, geese, snipe, and, possibly the venison and other game (given, of course); of the wonderful potatoes, turnips, beets, tomatoes and innumerable and perfect vegetables; of the peaches, pears, plums, prunes, apples, strawberries, blackberries, huckleberries, nuts and fruits which would be on that bill of fare now, if the hotel were finished. And all produced in or near Sumner. Would not the guest from an eastern state open his eyes, and under the influence of such a banquet and of Coos Bay's ever delightful climate, would he not lengthen his sojourn and finally go back home to pack up and return with his friends and neighbors? But the appeal to the appetite and fancy is not all that this offer of Captain Harris exemplifies. The wise man in the country which is tributary to Coos Bay, even as far south as Myrtle Point—yes, of Port Orford and as far north as Florence, appreciates the importance of a central market, and knows as no habitue of the city does, that the land, and the mines, justify a market town of more than ordinary importance on Coos Bay. The city must help the country. The country must help the city. They must help each other, and the more the country does for the city the more surely do the products of the farm and the farmers' broad acres become valuable. By the same token, the help extended to the country in advertising its resources, in sounding the praise of its products, in aiding the dissemination of useful information from a common center, establishing municipal greatness on a broad and strong foundation. It is

a splendid example that Captain Harris has set for the people of both town and country.

THE MINDU.

The poor Asiatic appears to be persona non grata in society of all kinds, whether commercial, political or domestic, in what is called the white man's country. First it was the Indian who seems to have made his way, if speculative historians are to be credited, from Asia to this continent by way of Behring's Strait. He came east and should have gone west so as to reach America in the regular order and by century-stages. Then came the Chinaman who, thirty years ago met his fate in the Chinese exclusion act. After this the little Jap began to provoke hostilities and now the poor Hindoo in the Sound cities, is meeting opposition.

The trouble with the Indian was that he wouldn't work and would fight. So we killed him off. Had he gone with his tartaric kind from the deserts outside the Chinese Wall and settled in Hungary with the Magyars or in Allemania and Gaul with the Goths and Vardals he might have received a European education and so been qualified to begin the breeding of American citizens for the future. He reached the promise land the wrong way and so met his fate. But the Chinaman and the Jap show signs of moving west. The Japs are entering Corea and China. The Chinese are moving into Siberia and Tibet. It were better so. Let them go west as the white man's remote ancestors did and come with the rising sun.

But what about the Hindoo? He can't go west. The Himalaya mountains bar him on the north and the Indian ocean rolls all around him. So he has tried to escape poverty and famine by coming to America—the white man's country. But up on the Sound, in Bellingham and Vancouver they do not take pity on this unhappy son of fatality and despair. Will they, then, do for him what we have done for "poor lo?" It is much to be hoped that the dusky child of India and the devotee of Brahma will, in his harmless, passive way be no stumbling block to those who desire to develop Christian charity and love on this continent.

Notice To Mariners.

Branch Hydrographic Office, U. S. Navy, Custom House, Portland, Oregon.

Capt. Harold Berg of the Norwegian S. S. "Tellus" reports passing a conical black and white striped buoy adrift in Lat. 41 degrees 37 minutes north, and long. 124 degrees 45 minutes west, on Sept. 1st, 1907. Capt. Cantwell of the U. S. P. C. "Manning" reports striking an unknown rock in Prince William Sound Alaska, with 9 feet of water on it, Aug. 15, 1907, with the following bearings (magnetic) northeast end of Green Island s. 84 degrees 11 minutes east, Tangent Seal Island north 33 degrees, 56 minutes east.

John McNulty, Nautical Expert, in charge.

Wreck at Daniels Creek.

There was a small wreck on the Daniels Creek logging road yesterday. It was caused by one of the truck chairs breaking and ditching some of the cars. George Huron came very near losing his life in the smash-up, but fortunately no one was hurt.

CONCRETE WORK ON COOS PROGRESSING

The concrete work is progressing finely on the Coos building. They will soon be ready for the iron girders and uprights. Fifteen thousand fine brick came in on the Alliance from Vancouver. Kilgreen, the contractor will be down on the next boat from Portland.

COOS BAY ACADEMY OF MUSIC

Students may graduate in Voice, Piano or Pipe Organ. Rapid and thorough method for beginners. Classes in Harmony, Counterpoint, etc., vocal sight reading, and piano ensemble.

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NICHOLAS' AND FAMILY IN PERILOUS PLACE

Imperial Yacht Runs on Rocks—Royal Guests Await Aid From Life Service.

Hungo, Finland, Sept. 11.—Russian Imperial Yacht Standart with Emperor Nicholas and family, the Empress Elexandria and their family aboard, is fast on the rocks off Harzva Point on the coast west of this place. The yacht is apparently in no danger as the Emperor and family remain aboard. The Standart ran upon the rocks which were submerged at high tide at 4:30 this afternoon and remained fast. The steam life boat from Rival has arrived at the scene and seven torpedo boats which have been escorting the imperial yacht are standing near to render assistance if needed.

Notice.

—The Coos Bay Ice & Cold Storage company, will until further notice make their deliveries at 8 a. m., and 3 p. m. C. E. Nicholson, Manager.

SEVERE STORM AT TACOMA.

Greatest Rainfall Ever Known in the Sound City.

Tacoma, Sept. 11.—During a severe electrical storm today, lightning struck the city hall and also the Court house but did little damage. The rain fall was 6.6 inches in less than two hours. No such storm was ever known in this section before.

Harahan Makes Reply.

New York, Sept. 11.—The reply to Stuyvesant Fish's criticism of his management of the Illinois Central was made by President Harahan today to the board of directors. The reply includes reports from Harahan's subordinates following the meeting. Secretary Hackstaff declines to say whether any action will be taken on the resolutions offered by Fish at a previous meeting of directors and he also declined to discuss business of the board.

Roseburg Race Results.

Will be received every evening during the meet at the Bell Cord Saloon.

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Sails from Coos Bay Tuesdays, at service of tide.

F. P. Baumgartner, Agt. Couch St. Deck, Portland, Ore.

L. W. Shaw, Agt. Marshfield, Ore., Phone 441.

Business Directory

Doctors.

DR. J. W. INGRAHAM, Physician and Surgeon. Office over Sengstacken's Drug Store. Phone—Office 1621; residence 133.

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

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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 Junction	Ar. 12:30 p.m.
Lv. 9:45 a.m.	Coquille	Lv. 11:30 a.m.
Ar. 10:20 a.m.	Myrtle Pt.	Lv. 10:45 a.m.

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

BONITA and NORTH BEND FASTEST BOATS ON THE BAY

Half Hour Schedule 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 6:00 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.

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