Coos Bay Times

AN INDEPENDENT REPUBLICAN NEWSPAPER PUBLISHED EVERY EVENING EXCEPTING SUNDAY, AND WEEKLY BY

THE COOS BAY TIMES PUBLISHING CO.

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 DAILY TIMES
Marshfield - - - Oregon

START THE BALL ROLLING

Now that the holidays are over and everyone can see for himself there has been a lot of smoke but little fire in the scare that caused the recent rumpus, it is all right to start the ball rolling again. Christmas is coming on apace and now is the time to spend your money. If everyone would put part of his earnings in circulation—the bankers, the merchants, the manufacturers, the workers—would soon forget some of our past worries.

"Don't be a clam," or, to use that more expressive Americanism, "don't be a tight wad." There are some such people here as well as everywhere else, more shame to them.

Let the manufacturer keep his men at work and advertise his goods.

Let the merchant buy them and advertise the fact.

Let the citizen purchase all he wants.

Make it from the factory to the consumer. Keep things moving.

If one stops the other necessarily must follow suit. There is no need of it in this great country of ours. Let the ones with plenty start the move. Let them put their money in active circulation. Buy clothes, automobiles, turkeys, houses, build a school or church, anything they can afford.

Don't hoard. Don't pile up your gains. You might become a Carnegie with castles in Scotland and one or two other countries. Be liberal, be generous, not in the way of giving, but so it will provide work for the needy. Don't hold the cents to your eyes so close you can't see the dollars.

Coos Bay is a rich community and can afford all kinds of luxuries. Now is the time to get them. Make the town boom.

Don't be "a tight wad."

THE OREGONIAN'S IDEA

A recent issue of the Oregonian contained a despairing editorial on the subject of railroads in Oregon. It mentioned the profits which the great Southern Pacific company had taken out of this state and the manner in which those profits had been invested, not in Oregon, but in localities altogether foreign to this prolific but neglected state. It went so far in its expression of hopelessness as to disclose that it was more than likely that no railroads would be built in the state for many years to come—not even the "spur to Coos Bay."

It is not difficult for the average Oregonian or even the intelligent one, to concede all that the Oregonian said in that editorial. The Coos Bay people, however, are more hopeful. They believe that the spur to Coos Bay will be built and they are satisfied that the opening of opening will see thousands of men employed between Drain and Scottsburg and possibly between Scottsburg and Marshfield.

But what is the Coos Bay spur?

Where does it connect the splendid transcontinental which is so necessary to make Coos Bay a great seaport?

Coos Bay needs the spur and realizes that it will greatly increase the wealth and prosperity of the bay section. But what Coos Bay wants to know is that the money is being used in the kind of a railroad which goes through the Coos Bay neglected area and opens up a route to the deep sea harbor at the end of the Coos Bay River.

Who may be called on to do this?

Harriman!

When the Oregonian wants it to have everyone build so that all roads will center in Portland and NOWHERE ELSE.

The policy expressed is too selfish to receive universal commendation in Oregon. It may be conceded that such railroad through the "neglected area" may go to Portland. All Oregonians will gladly advocate that plan. But it never can attract wide attention unless it can also reach Coos Bay, the deep sea harbor of Southwestern Oregon and the natural emporium of central and southern Oregon and southern Idaho.

The remarkable thing about the Oregonian's policy is that it does not dare to propose any other solution of the railroad problem than simply to appeal to Harriman or denounce Harriman when the railroad construction stops.

Does Harriman own Oregon?

Does he own Central Oregon?

Has he a fence around the state?

The people do not have to adopt Socialism in order to build a state road. They can grade it, iron it, lease it and make it profitable without going into the complicated business of operating it.

Has the Oregonian any other answer to make than simply to admit that Harriman owns the state and that he is a bad man because he does not supply the state with roads? If Oregon suffers, the fault is its own. New Zeland and New South Wales found that they could build and operate railroads.

Why can't Oregon?

Oklahoma and Texas are about to build and operate a state railroad. Why can't Oregon build and lease a great Central State road and let every great trans-continental railway in America come over it to the coast?

PIONEER GOES TO PORTLAND

Was Wrecked on Blanco 40 Years Ago and Will Settle in Rose City.

C. Litchwork, of the Arago Soda Works in Marshfield, a pioneer of this district, will leave on the Breakwater tomorrow for Portland where he will make his future home. He has sold his business to the firm of Kennedy & Hildebrandt, and has decided to spend the rest of his days in the larger city. His wife and daughter have already gone to Portland where they await his arrival.

Mr. Litchwork, like a number of citizens who are pioneers in Oregon, first arrived from a wreck. He was one of two men saved from the two-masted schooner Bunkalation, which was wrecked on Cape Blanco on May 18, 1870. Both men were sailors on the ship which was built in North Bend, and was wrecked on her first trip. Julius Koch was the name of the other man who has since been a resident of Port Orford.

At that time the construction work of the Blanco lighthouse had just commenced and both men secured a job working on the foundations of that structure. It appeared somewhat apt that the two men saved from a wreck, which had probably been caused by the lack of a light, should set to work on a structure which was for the purpose of saving other ships.

Mr. Litchwork engaged in various occupations and business at Port Orford and other points in this section before coming to Marshfield where he conducted a successful business for many years after marrying and raising a family. He recently concluded to retire and spend the rest of his days in Portland with his activity in the early history of this family, after nearly forty years' section.

PORK CHOPS GREASY
THEY'RE LIVIN' EASY.

Port Orford People Have Plenty of Pennies and Pork.
(From The Tribune)

Mr. Harshaw, of Elk River, has just been selling San Francisco potatoes in town at 1½ cents a pound.

There is a big lot of scows (this some and those are hundreds of them) in all the smaller ports of Port Orford. [illegible] and there will be an engagement of much-needed funds for some months yet.

Fresh Bonito.

Advertisement appears in this issue that Sears and Stowell up from Bandon will be at the old stand Saturday morning with the season's supply.

Fish, Fish, Fish!

—At Kelley's Salt Water Bath Saturday morning, December 21.

—Fresh shrimp, Olympia oysters, frozen Tahoe trout, Lynn canal halibut, razor clams, fresh fish, crabs, chicken and smoked salmon today. The Empire Fish Market, near Pioneer Grocery.

—Salad Sets, Lemonade Sets and Chafing Dishes at Milner's.

WITH THE TOAST AND TEA

GOOD EVENING

A merry heart doeth good like medicine.—Proverbs 17:22.

KEEP A-GOIN'.

If you strike a thorn or rose,
Keep a-goin',
If it hails or if it snows,
Keep a-goin',
'Taint no use to sit an' whine,
When the fish ain't on the line,
Bait your hook an' keep a tryin',
Keep a-goin'.

When the weather kills your crop,
Keep a-goin',
When you tumble from the top,
Keep a-goin',
S'pose you're out o' every dime,
Gittin' broke ain't any crime,
Tell the world you're feelin' fine,
Keep a-goin'.

When it looks like all is up,
Keep a-goin',
Drain the sweetness from the cup,
Keep a-goin',
See the wild bird on the wing,
Hear the bells that sweetly ring,
When you feel like sighin', sing,
Keep a-goin'.

Beards are coming into fashion in Marshfield.

While the barbers' prices are going up the rain is coming down—and that is about the only thing that is coming down.

A Marshfield man when asked his food preference at a recent little dinner party, said he liked the dark meat of a brunette fowl.

The Times press was broken while running off Friday's edition and the delivery of the paper to subscribers greatly delayed. One might have known something would happen on Friday the 13th.

REAL ESTATE TRANSFERS

Daily Real Estate Report Furnished by Title Guarantee and Abstract Co. Henry Sengstacken, Manager.

DAILY TRANSFERS.

December 10, 1907.

E. A. Wilson, et ux, to Curtis Maxon, lots 12 and 13, blk. 3, Spokane Add. to Coos Bay $1.00
Marshfield Realty & Trading Co. to Fannie A. Hazard; deed. Lots 1 and 2, blk. 25, Dean & Co.'s Add. to Marshfield $1.00
Flanagan Estate et al, to Mrs. R. H. Holtt, Deed. Lots 1 and 2, blk. 10, Bunker Hill Add. to Marshfield. $10
H. C. Schubert to Mrs. R. H. Holtt; Deed. Lot 10, blk. 50, Coos Bay Plat B. $10
H. C. Schubert to Mrs. R. H. Holtt; Deed. Lots 1 and 2, blk. 6, Ocean View Add. to North Bend. $10
John S. Coke, et ux, et el, to A. J. Eberheart. Lot 6, blk. 3, Plat. A, Division Coos Bay. $10
Ann Ellen Adams and hus. to Robert R. Montgomery; Deed. Parcel of land lying E. of Lots 4 and 5, blk. 10, Marshfield, known as Lando Store Property $10

December 12, 1907.

Anna Innes to Charles B. Blair. Deed. Lots 17, 18, 19 and 20, blk. 6, Plat A, Bangor. $10
L. D. Kinney et ux, to James W. Watt. Deed. Lot 7, blk. 19, Coos Bay Plat C. $115

December 13, 1907.

O. E. Smith to Frances McLeod. Deed. Lot 1, blk. 27, Cathcart's Plat of Marshfield. $1.00
James Forty et ux, to J. T. Herritt. Deed. Lots 8, 9 and 10, blk. 5, Dean & Co.'s Second Add. to Marshfield. $10
L. D. Kinney et ux, to Henry [illegible]. Deed. Lots in Coos Bay Plat B and in Bonito Park Addition. $12,132

Furnished by Title Guarantee & Abstract Co., Marshfield and Oregon.

Expressman—Reports are about that F. F. Dow will shortly announce his candidacy for representative in the second District (county) for men of experience [illegible] Coquille and Clatsop counties.

—Yes we buy a first class sewing machine for $20 at Milner's.

—Footballs, punching bags, boxing gloves and dumb bells at Milner's