

THINK LINE WOULD PAY

Francis H. Clark Writes Article For Portland Journal On Railway.

Francis H. Clarke of Marshfield, Coos Bay, who has been in Portland some days and whose article in The Journal recently on the value of Portland's coastwise trade attracted much attention among Portland business men, makes the following striking statement of the reasons why the Southern Pacific could not lose money or business by building the Coos Bay-Drain railroad:

"The Journal of the 3d instant contained an article entitled 'Road to Coos Would Cut Harriman Profits.' The theory of the writer seems to be that the freight to Eugene, Roseburg, Medford, Ashland, Jacksonville, Grants Pass and other southern Oregon towns would go by water from San Francisco and Portland rather than over Mr. Harriman's rails. This, he argues, would cut down the rates now charged so radically that the Southern Pacific would lose rather than gain by opening the southern Oregon seaport over the Drain or any other route. Therefore, it is concluded, Mr. Harriman, being a business man, will not build a railroad to Coos Bay.

Another Side of Question.

"There is another side, however, to this question which should not be overlooked. Although it may be admitted that if there were no other facts than those stated in the article upon which to base an opinion, the conclusion would be correct, yet there are so many other important facts which should be considered, it may be emphatically asserted that it would be unbusinesslike for Mr. Harriman not to build the Coos Bay line.

"While admitting that freight rates to Coos Bay and all southern Oregon cities will be greatly reduced through water competition, yet the increase in business between all way stations and over the extension to the sea would be so greatly accelerated, immediately, as to more than offset the loss which the article in question apprehends. Mr. Harriman is well aware of these facts and it is a certainty that he will build into or out of Coos Bay in less than another year. He may not complete his road within that time, but it is a safe prophecy that he will rush it.

Rich Region With Railroad.

The reasons for expecting the Coos Bay extension to pay—not merely 4 per cent on \$5,000,000, but much more—are as plain as the vast resources which exist in Coos Bay's tributary country. The first of these reasons is that from the forty-fourth parallel of latitude south to the California line, a distance of 150 miles 'as the crow flies,' a vast and extremely rich region is within 40 miles of the ocean and has no railroad or any other convenient or commercial way of getting to the sea and cheap water transportation.

"Its people must go from 100 to 240 miles to reach the outside world through Portland, and 400 to 460 miles to reach it through San Francisco. That is 'as the crow flies.' But the extended rails over which transportation must be paid for are many times greater in length.

"The Coos Bay line from Drain would be about 70 miles in extent. What would its business consist of? The Journal article says in effect that the business of the district would be diverted from the long haul to the sea through Portland by installation of the short haul to the sea, through Coos Bay and it is claimed the loss would be \$1,000,000 annually. This is only partly true, but it is evident to the most casual observer that enough new business would develop to offset and greatly exceed that loss to the full measure of very large profits.

Population Is Increasing.

"The counties of Coos, Curry, Jackson, Josephine, Douglas and Lane are all nearer to Coos Bay, geographically, than to their present water outlets. These counties in 1900 had a population of about 80,000 people and at present have more than 140,000 people. They are increasing rapidly. All of them have unusual resources. Great mines, great agricultural and grazing areas, great forests of fir, spruce and cedar, great fruit and dairy products, and in Coos and Curry there are great deposits of excellent coal.

"The 140,000 people, in whose keeping these resources have been slightly developed, find no difficulty in getting a market for all they can produce at reasonable rates, and

cient that development is necessarily limited. One hundred and forty thousand people demand a short road to the sea. Thousands of them will never go the distance to Portland or San Francisco. The same thousands would, as they do everywhere else in America, make the short trip to the sea to find a market and a cheap waterway.

"The Coos Bay line would also send thousands of tons of freight monthly to market which it is not now profitable to pay the freight on. The people of Lane and Douglas counties would find the seaport city of Coos Bay a great market for their fruit and produce. The sawmills of the timbered country—some of the very greatest being now located at Coos Bay—have attracted a large population which must be fed from the interior counties. Commission houses at Coos Bay could handle the surplus of the fruit, dairy, agricultural and meat products which the Willamette, Shuslaw, Umpqua, Coquille and Rogue river valleys must now allow to go to waste.

Freight From Local Mines.

"It is not alone the needs of 120,000 people outside of Coos and Curry counties which makes a railroad connection with Coos Bay a sure profit earner. Coos and Curry counties are rich in products which must be sent to the interior. The coal mines within a radius of 25 miles of Coos Bay produce a quality of coal not equaled on the coast south of Puget Sound. Except at Coos Bay there is no coal on the Pacific coast or within 1,000 miles of it south of the sound. The 120,000 people of Lane, Douglas, Jackson and Josephine counties want this coal. They can get it directly from Coos Bay and there is an immense tonnage of such coal ready for the Coos Bay line.

"It may be said that this is not a statement of the possibilities in figures. It is easy enough for anyone to figure that 120,000 people will need enough coal to warrant the building of a road 70 miles for that commodity alone. It is not possible to point to any other part of the United States where such a population, such an obvious necessity and such supplies for the necessity, are poorly accommodated. Nor is it possible to find such a combination where a railroad would not be regarded as little short of a bonanza.

Population Would Double.

"The conclusion is that such a road would so open the resources of the interior and the coast alike that the population of southern Oregon, with the embargo of extensive transportation removed, would double, treble and quadruple in a very short space. The development would be as rapid as ever astonished the world in Washington or Oklahoma. On the present population and development of southern Oregon alone a city of 40,000 is justified at Coos Bay the moment proper transportation facilities are provided.

"On the development of southern Oregon such as a railroad would insure, the way traffic would become enormous on the entire main line. The building of a large city at Coos Bay would be supplemented by building Eugene, Roseburg, Jacksonville, Ashland, Medford, Grants Pass, Coquille, Bandon and Myrtle Point into places of far greater importance than now. As for Portland, her coastwise commerce with Coos Bay and coast towns between would be far more valuable than her commerce with some foreign countries. Coos Bay would be to Portland what Duluth is to St. Paul and Minneapolis, what Milwaukee is to Chicago, what Boston is to New York.

"Mr. Harriman knows all these conditions and he knows that no figuring is necessary to show that the Coos Bay line would pay much more than 4 per cent on \$5,000,000—although the estimated cost of the road from Drain has been understood to be \$3,500,000 instead of \$5,000,000. Such conditions elsewhere were never left unexploited. Mr. Harriman's reason for not building are not the prospect of losses—for no such prospects exist."

IN HURRY FOR NEXT LIFE.

Girl Spiritualist Kills Self After Proposing Suicide Club.

LOS ANGELES, Oct. 15.—Curious to learn of the other planes of life, which she believed to exist beyond this world, Miss Edith Renkin, twenty-six years old, cashier in a local restaurant, committed suicide with poison.

Miss Renkin was an ardent student of works on spiritual subjects. She frequently told her friends that she would like to advance to the "next stage." She had a religion in which reincarnation figured to a certain extent, and on several occasions she asked her friends to join her in a suicide club and all commit suicide in order to pass to the other plane and there delve in the mystic

WHICH ARE THE WOMEN BEST?

Many Ladies Express Opinions On An Always Interesting Topic.

BERLIN, Oct. 14.—A daily paper here asked a number of women at what age they think woman is at her best. There were many and various opinions expressed, but the majority seemed to think that woman is at her best between the ages of 25 and 30. One woman said:

"Women talk most before 25, because that is the time when they are young and when they think themselves pretty. At that age a woman makes a poor friend. She is too selfish to be a good one, and she is too intolerant to deserve friendship."

"A woman of 30," says another, "is to be preferred because she is more thoughtful and knows what she can and what she cannot accomplish."

One answer was that a woman of 25 is at her best because she stands between the light-heartedness of youth and the seriousness of age. An old woman said that the best age is when one is useful, but she admitted that at 25 a woman is most attractive, for at that time she is in the epoch of hope, after which life becomes merely a reminiscence.

"I think," wrote a married woman, "that the best age of woman is between 30 and 40, because at that age she has experienced and knows the world. If married, she knows then how to be happy and how to make others so. The frivolity of youth is less intense and she becomes quiet and peaceful. If unmarried, the woman at that age is capable of being a good friend and comrade of her masculine acquaintances. She can give good, sensible advice. Men can then confide in her and esteem her greatly as a friend."

The paper in which these views were published, however, remarks:

"We should not advise men to become so very chummy with women, of 30 or 40, because, after all, as long as a woman is young enough to be a charming friend, she is still dangerous."

FIVE TICKETS IN OREGON.

Candidates to Be Voted For in the Presidential Election.

COQUILLE, Ore., Oct. 15.—County Clerk Watson has received from Secretary of State Benson the official certificate showing the duly qualified electors to be voted for in this state at the presidential election on November 3. There are five tickets in the field, as follows:

Republican—For president, Wm. H. Taft; vice-president, Jas. S. Sherman. Presidential electors: R. R. Butler, of Gilliam county; J. D. Lee of Multnomah Co.; A. C. Marsters, of Douglas Co.; Frank J. Miller, of Linn Co.

Democratic—For president, Wm. J. Bryan; for vice-president, John W. Kern. Presidential electors: O. P. Coshaw, of Douglas county; August Huckestein, of Marion Co.; E. J. McAllister, of Multnomah Co.; Samuel White, of Baker Co.

Prohibition—For president, Eugene W. Chapin; for vice-president, Aaron S. Watkins. Presidential electors: W. P. Elmore, of Linn Co.; Hiram Gould, of Washington Co.; A. J. Hunsaker, of Yamhill Co.; F. McKereher, of Multnomah Co.

Socialist—For president, Eugene V. Debs; for vice-president, Benjamin Hanford. Presidential electors: Peter S. Beck, of Umatilla Co.; W. T. Grider, of Union Co.; Jas. E. Quick, of Coos Co.; F. C. Varner, of Benton Co.

Independence (Hearst)—For president, Thos. L. Higgen; for vice-president, John Temple Graves. Presidential electors: John W. Bennett, of Clakamas Co.; Wm. R. Lake, of Multnomah Co.; Michael J. Malley, of Multnomah Co.; Thos. A. Sweeney, of Multnomah Co.

DO NOT TAKE THE RISK.

When you have a bad cough or cold do not let it drag along until it becomes chronic, but give it attention and get rid of it. Take Chamberlain's Cough Remedy and you are sure of prompt relief. For sale by JOHN PREUSS.

THE CALL OF NATURE—Rainy season is now on. Cover your HORSES with STORM BLANKETS. —PIONEER HARDWARE COMPANY.

Are you cutting out your coupons in The Times Popular Voting Contest?

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First Trust and Savings Bank OF COOS BAY Capital Fully Paid \$100,000.00 Officers and Directors. John S. Coke, Pres. William Grimes, W. S. Chandler, S. C. Rogers, Henry Sengstacken, Dr. C. W. Tower, Dorsey Kreitzer, cashier. Judge John F. Hall. M. C. Horton, Vice pres.-manager.

Flanagan & Bennett Bank MARSFIELD, OREGON. Paid Up Capital and Undivided Profits \$75,000 Assets Over Half Million Dollars. Does a general banking business and draws on the Bank of California, San Francisco, Cal., First National Bank, Portland, Ore., First National Bank, Roseburg Ore., Hanover National Bank, New York, N. M. Rothschild & Son, London, England. Also sell exchange on nearly all the principal cities of Europe. Accounts kept subject to check, safe deposit lock boxes for rent at 50 cents a month or \$5 a year.

INTEREST PAID ON TIME DEPOSITS

The First National Bank of Coos Bay FIRMLY established and long since past the stage of experimental venture. CALLS ATTENTION to its facilities unexcelled for the transaction of all legitimate business in banking lines. CAPITAL AND SURPLUS with effective, efficient and comprehensive management makes it beyond doubt one of the safest depositories for your funds. LOANS its funds exclusively as designated by law which embraces a less extensive, but more stable class. EXCHANGE issued on all principal cities of the world. YOUR BUSINESS respectfully solicited.

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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. H. W. Skinner, Agt, Couch St. Dock, Portland, Ore. Marshfield, Ore., Phone 441

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DR. A. C. BURROUGHS Homeopathic Physician Chronic Diseases a Specialty. Residence and office, corner 'C' and Second Streets, Marshfield.

DR. GEORGE W. LESLIE Osteopathic Physician Graduate of American School of Osteopathy Kirksville, Mo. Office Hours—9 a. m. to 4 p. m. Other Hours by Appointment. Office over First National Bank Phone 1611. Marshfield, Ore

DR. GEO. E. DIX Physician and Surgeon New Flanagan & Bennett Bank Bldg. Phone 1681.

DR. J. W. INGRAM Physician and Surgeon. Office 208-209 Coos Building. Phones—Office 1621; Residence 781.

DR. A. L. HOUSEWORTH Physician and Surgeon. Offices second floor of Flanagan & Bennett Bank Building. Residence, two blocks north of Crystal Theater. Office Phone 1431. Residence Phone 656.

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COKE & COKE, Attorneys at Law. Marshfield, Oregon.

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MARSFIELD TURKISH BATHS 210-213 Coos Building. Hours—Ladies, 10 a. m. to 6 p. m., except Saturday—Gents, 7 p. m. to 1 a. m., except Friday. Phone 2141. TURKISH BATH \$1.00. C. L. BUTTERFIELD, Prop.

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