

COOS BAY TIMES

An Independent Republican newspaper published every evening except Sunday, and Weekly by The Coos Bay Times Publishing Co.

Entered at the postoffice at Marshfield, Oregon, for transmission through the mails as second class mail matter.

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SUBSCRIPTION RATES. In Advance. DAILY. One year \$5.00 Six months \$2.50 Less than 6 months per month .50 WEEKLY. One Year \$1.50

Address All Communications to COOS BAY DAILY TIMES Marshfield Oregon

The policy of the Coos Bay Times will be Republican in politics, with the independence of which President Roosevelt is the leading exponent.

NATIONAL REPUBLICAN TICKET

For President, WILLIAM H. TAFT. Of Ohio. For Vice President, JAMES S. SHERMAN. Of New York. Presidential Electors, J. D. Lee, of Multnomah county. F. J. Miller, of Linn County. A. C. Marsters, of Douglas county. R. R. Butler, of Gilliam county.

WHAT MAKES A CITY?

From the landing of the Pilgrims to this very day, no village has grown into a town, a town into a city, and city into a metropolis, without the presence of skeptics who have spent their existence saying, "the town will never be any bigger," yet these very same towns have grown and prospered and become cities, known worldwide in spite of the holdbacks.

What was Spokane 25 years ago?—Nothing but a struggling inland village, with cities like Seattle and Tacoma and the Sound and Portland on the Columbia, with all the advantages as commercial centers to combat. Spokane had not such great and varied resources upon which to draw as has Marshfield, yet today it is a city of 75,000 population. What did it? Did Spokane become a city in spite of itself? Not at all. The power that builds cities comes from within and not from without. The resources are here that can produce one big city as well as a dozen small ones, and the town that forges to the front of its own volition is to be the metropolis of Southern Oregon. Marshfield has set the pace that will win it this much desired goal, provided the work so well begun is kept up.

Let the skeptic go by on the other side, but see to it that you keep on the right side of the highway; the side that leads to success and commercial prominence of the city that has all the opportunity any city could ask for in which to place itself in the lead—a lead which cannot be overcome.

PORTLAND AND THE COAST.

A coastwise trade is a certain means for the enrichment of Portland and the west coast of Oregon. Whatever builds for these, builds for all Oregon. The article of Mr. Clark of Coos Bay, in Tuesday's Journal, was full of substantial suggestions. Experience is eloquent with instances of a coastwise trade as a factor in bringing wealth and power. Carthage and other cities on the Mediterranean are memorable examples with which the student of history is familiar. Boston, cited in illustration by Mr. Clark, is a splendid monument of the expansion of cities where men go down to the sea in ships. Chicago is another, and one that by her distancing of St. Louis in their old-time rivalry exemplifies the potentiality of the coasting trade as a city and wealth builder.

The Oregon coast from Humboldt Bay to the mouth of the Columbia is scarcely more than what nature made it. The hand of man has done practically nothing to open and develop. Resources lie there almost untouched (waiting to be swung into the arteries of industry and trade. Coos Bay has 150 thousand million feet of standing timber, enough, at the rate Michigan cut down her forests, to last 75 years. Coos Bay has 400 square miles of coal that is the basis of an enormous and profitable commerce. The Siletz, within immediate reach of Yaquina Bay, has 13,000,000,000 feet of the finest standing timber in the world, great firs among it standing 18 feet in diameter and 200 feet high. Each other port along the coast line has its individual or common assets for which supplies, machinery and the many factors of operation must be

furnished, either by Portland or San Francisco, whenever development begins.

There is no limit, nor is there measure to the commerce that Portland can create for herself in this region by the sea. The thousands who are dwelling and to dwell there must be fed, must be clothed, must be supplied with tools. The unlimited values that they are to dig from the earth, to produce from the soil, to cut from the forests must have a market place. Exchange is the beginning and the end of commerce, and commerce is a means of power. The exchange that is possible between Portland and her neighboring ports, like that of Boston and her ports on the Atlantic, is an avenue, both for those ports and Portland, to a permanent and abounding prosperity. It is so inviting a field that the wonder is that Portland did not long ago invade it. It is a field that is going to develop, and one in which the developer will reap a splendid benefit. Vigor and energy in reaching for it, interest and sympathy in the aspirations and hearty cooperation and support of the plans of these ports by the sea are the instrumentalities by which this seaside empire and its commerce will be won, and Portland ought to win it.—Oregon Journal.

MEN AT WASHINGTON.

The expensive work being undertaken at the bay toward dredging out the harbor and that of building an inner jetty at Bandon should be an influence toward securing liberal appropriations from congress to further develop the harbors at Coos Bay and on the Coquille. It may be necessary, however, to have the two places represented at Washington to look after the needed appropriations and it has been suggested that Orvil Dodge, he sent to look after this work. Mr. Dodge was influential in securing the dredge now at work in Coos Bay as well as getting the appropriation for the Bandon jetty just completed and would undoubtedly be able to interest the proper authorities in additional work. Whatever is done for these two harbors, benefits all of Coos county and the entire county should contribute toward having proper representation at Washington outside of the congressional delegation which has been found in the right place when it came to furthering the interests of Coos. It would be of inestimable benefit, for instance, to have the Coquille opened for navigation as far up as Myrtle Point, and it is understood that the work necessary could be done without a large expense to the government. Certainly the proper representation should be made to congress at the proper time.—Myrtle Point Enterprise.

The American electorate is not divided into groups to be handed over to candidates bodily by masters. That is true of the labor vote, the capitalist vote, the Jewish vote, the Christian vote, the negro vote, the white vote. There is no Protean guard on the quarter deck of our ship of state.

The explorations of Traveler Bryan into the enemy's country are giving him vivid impressions of its extent and hostility.

Bryan will be convinced for the third time in November that this country has got the habit.

"One step upon another and the longest walk is ended." The steady progress of Mr. Taft toward the White House, however, is quickening beyond the speed of a walk.

Georgians should vote for Bryan, even though they do not favor him personally, for the sake of the integrity of the Democratic party in this state.—Macon (Ga.) Telegraph. There is faint Democratic support for you!

Bryan cries out for the organization of Democratic clubs. There are precincts where they could not officer, much less man, such an organization.

A congressman returned to President Roosevelt a hat inadvertently borrowed, but Mr. Roosevelt is content, as is the country, that Mr. Taft shall step in his shoes.

Speech is silver, but the golden truths uttered by Judge Taft will maintain parity and maintain Republican doctrine as the sound basis of political valde.

It is instructive to observe thousands of wage earners whose votes Gompers has assumed to "throw" to Bryan march in the Taft processions.

A murdering Filipino has been sentenced to pay a fine and to be executed. His feelings much resemble those of a Democrat asked for a campaign contribution.

Political revolutions cast shadows before. The Republican west, golden with sunshine and fat with harvests, throws no slumber portent of departure from its happy union with Ohio and New York.

Bryan is as shy about his abandoned issues as are some stars in the theatrical firmament about the matrimonial alliances they have severed.

With the Toast and Tea

GOOD EVENING. He serves thee best who loveth most His brothers and thy own. WHITTIER.

crooked rivers and big crooked statesmen; big lakes, big strikes, big drunks and big pumpkinheads, silver streams that gambol in the mountains and pious politicians who gamble in the night; fast young men and faster girls; sharp financiers and sharp-toed shoes; fertile plains that lie like sheets of water and thousands of newspapers whose sheets lie like thunder."

"When we are married," said the girl, "of course you will shave every morning. That's one of the rules of our club. We all agreed not to marry any man who couldn't shave every morning."

"Well, what about the mornings I don't get home in time?" responded the young man. "I belong to a club, too."

I said as I walked through the cool evening air: "She will not answer tonight I know; She will put me off with a woman's care: Some women are too reserved, I trow."

The river, of course, ran smooth and quiet Twixt its summer banks, deep dark and clear "Ah, better," I thought as passing by it, "To plunge and so end the matter here!"

"Better far down in the dull, dark slime Unweaved by the vanity misnamed life Than to be put off for the thousandth time With all his waiting and doubt and strife.

And if she refuse me—well there are ways: Wheels ready to spin and sails soon set. Unwise it would be near despair to stay If the world be wide enough to forget."

I crosst the meadow; o'er mountain crest The sun his wings all golden furl-ed As he settled down, like a bird to its nest, Far, far in the void beyond the world.

The twilight already had gathered deep Where under the broad shade tree I found her Lapped in her hammock and half asleep With a dozen gay cushions around her

And something, oh who shall say what it was Like a sense of shackles upon me came And linked to a saddened effect, the cause That burned in my bosom with viewless flame.

And something, an eve's-dropping star, alas, Or near by the dropping of wind picked fruit Or the breeze playing leap-frog over the grass Kept me back from my purpose and held me mute

So, faltering, I spoke of the beautiful eve And praised the song that drifting down Through the hisping leaves seemed to sweetly weave For the wind waked songster a starlike crown.

In the near-by lot, unstained by blood The wind with their uniforms green at play The tasseled ranks of the cornfield stood Pointing their lances all one way.

And scents from the garden her own haunts tended Came floating-floating adown the lawn And ever with wavering hopes were blended Moving my faint heart on and on.

And on to the purpose, on, on to the goal, "Earth's drawn toward heaven," the fixed stars say, "When a woman loves with her heart and soul." And homeward I went by the Milky Way. —RAYMOND ARTHUR BATES.

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PORTLAND'S FUTURE AS A PORT LIES IN COASTWISE TRADE

(In the following article, written for The Journal by Francis H. Clarke of Marshfield, Or., the great importance of the upbuilding of the coastwise trade, as a leading factor in the future growth of Portland, is presented with unusual force. Mr. Clarke, who came to Oregon two years ago to make his home on Coos Bay, has had wide opportunities for observation and his views should be of much interest to the merchants and shippers of this city as well as to the people of Oregon's coast towns.)

The coast of Oregon has been called a neglected area. Until recently it might well have been regarded as forgotten. It would be unfair to say that Portland or any other city was responsible for this condition, but it is not too much to say that this neglected coast will be for Portland the purse of Fortunatus if she chooses to make it so.

Two years ago I was in this city and was greatly impressed with its beautiful location and its opportunity for becoming one of the most beautiful cities in the world. Since then I have studied the country to the south and along the coast from the mouth of the Columbia to the Golden Gate. Knowing the history of the United States, I am not surprised that Portland has become indifferent to her tributary district, but am rather amazed at the prospect of her massive commercial future when she awakes from that indifference and realizes that her true greatness is not north of the Columbia river, but in the undeveloped areas south of that stream.

Whether she will realize it in sufficient season to take full advantage of it is a question, for south of that district Portland has a competition in the very country which nature and political affinity gave to Portland, namely, the city of the Golden Gate.

The coast of Oregon is what will make Portland the greatest of Pacific ports if anything ever does. The forgotten coast, the neglected coast, must be remembered and developed by Portland, or San Francisco, recovering from her injuries and mistakes, will have the glory and the wealth of it. It will not be a reflection on Portland, the rose of Oregon, if I say that, the little fringe of velvet along the Columbia and Willamette rivers, meeting in an acute angle at Portland, never made Portland what she is, but only suggested it. The state of Washington, with her coast and interior development and the North Bank road, have transformed Portland in two years, from a beautiful provincial city to a city of the world. When will the activity which is so brilliant and accomplishes so much, cease?

Do the people of Portland know that every seaport, big or little, along the coast of Oregon is a station at which Portland has a vast amount of undeveloped and reserve power? In the proportion that these ports are opened and commercial relations established with them by Portland this reserve and undeveloped power will pour these products and fruits into this city. What has surprised me is the fact that this city contains a large population whose business has been so active and whose minds are so occupied that their inclination is to pay little attention to the Oregon ports.

The several bays or inlets on Oregon's coast—Tillamook, Yaquina, the mouth of the Siuslaw, Winchester bay, Coos Bay, Port Orford and the mouth of the Rogue—all have great undeveloped wealth, and Coos Bay particularly has a harbor capable of being improved at small expense so as to make it one of the great harbors of the Pacific coast. If Portland would make a special effort to develop these ports and particularly to open up southwestern Oregon by exerting her influence and investigating her capital so as to obtain a great seaport at Coos Bay, the continued growth of this metropolis would be assured.

It is not foreign commerce which makes a city great. Foreign commerce magnifies the importance of a city, but its domestic commerce makes it substantial and enduring. The city of Boston makes more wealth year by year out of its coastwise trade—its coast steamers to Portland, Bangor, St. Johns, Halifax, Newfoundland and its water traffic with New Bedford, New York, Philadelphia and southern parts than with foreign countries. Portland's trade with Puget Sound cities, San Francisco, San Pedro and San Diego, not to say Eureka and Coos Bay, is what is solidifying this city and making her foreign commerce possible.

It is only necessary to call attention to the fact that a small steamer like the Breakwater which plies between Coos Bay and Portland carries on an average about 100 passengers twice a week between the ports and then to multiply that by 52, to substantiate the statement that one coastwise steamer arriving in and departing from the city many times is more beneficial than a great ocean liner which makes only a few trips a year. The big boats are the city's pride, but the little ones are the city's substance.

But, it is plain enough that San Francisco capital, always cosmopolitan, commercial, courageous and enterprising is turning again to the fields which Portland has cultivated somewhat indifferently since San Francisco became temporarily crippled. The merchants of the southern city are again sending their agents into that field and the prospects are that much capital, which Portland does not influence, may become invested there.

This capital which comes from the east is not hostile to Portland, but is now in touch with it. It is important for Portland people and Portland capital that they put themselves in such a relation with Coos Bay that the latter place will be able to rely on the help of the greater city for its progress.

This brings me to call attention to the fact that the coast of Oregon, in order to be placed in a position where it can help itself and open its purse of Fortunatus for this city as well as itself, needs to have some very important legislation enacted at the next session of the state legislature. The people of Coos Bay are discussing this matter and are anxious that a general law be placed on the statute books, whereby the several sea ports of the state, may become ports within certain natural lines, with powers similar to those now exercised by the Port of Portland and particularly with power to levy taxes for the improvement and regulation of the harbor.

The constitution of the state is now opposed to such general legislation and there is no reason why every natural harbor should not be in a position to immediately organize a port if it complies with certain provisions of the law. Neither is there any reason why such matters should be submitted to the people as a whole, since the legislature may pass general laws which will abundantly meet the demand.

At any rate, these southern ports are bound to open and fill a large place in the world's activities and Portland's appreciation of her opportunity to help them will be the measure of her ability to fill the great destiny which she may enjoy if she will.

Secretary Root on the Guaranty of Deposits.

If the sound and honest banks of the country guarantee the debts of every bank, a well earned reputation for honesty and business judgment will no longer be necessary as a part of the banker's capital.

Bryan proposes to give a mule to the Democrat who does most for him in the campaign. He would have to give away about a million mules to do all the kicking his supporters will want to give themselves after the campaign is over.

"U" Are In the Middle



of a discussion perhaps, as to whether the average druggist, making up a prescription, is not really "compounding a felony" when he mixes the ingredients. Don't run any such risk when you have any medicines to be put up. Come here and get your drugs fresh, accurately and quickly compounded, and at less cost than elsewhere.

Red Cross Drugstore