CITIZEN ON THE FRANCHISE

Gives Views Regarding Seymour H. Bell's Request of Marshfield.

Editor Times,—

It is nearly time for Seymour H. Bell to make another application to the city council of Marshfield for a franchise for his electric line. As the proposition presents itself at this time it seems to be his plan to tunnel under Sherman avenue in North Bend so that a line may extend from the waterfront in North Bend over to Poney Slough and it is thought that the same line will be extended to Empire and then to Sunset Bay. From the waterfront, south to Porter and continue on the water level across Plat B to a strip embracing the property of the Stave mill, Hall and others to the Marshfield boundary. The county court has condemned a portion of the strip not included in North Bend and Marshfield corporations for a county road, but has provided that the expense of the road shall be borne by the parties interested.

So everything is ready for the street railroad to the south line of Plat B, and no real serious opposition will be offered to the construction of it to the Marshfield boundary. Should it be extended through Marshfield it would probably be projected on the Front street elevated roadway to Cedar street, along Cedar street as recently graded, and south to and along Broadway to South Marshfield.

Why should there be any opposition to the granting of Mr. Bell's franchise in Marshfield? The proposition includes the expenditure of from $300,000 to $500,000 and the employment of many men. The activity of the city during the year 1908 has been encouraging and if the building of a street railway will continue the scene for another year it will add many thousands to constructed values on Coos Bay. The people of Marshfield want this railroad. They want the service it will give and they believe it will pay the promoters. It is stated on pretty good authority that the traffic by boat between North Bend and Marshfield—passenger and freight—produces a gross income of $22,000 a year and a net income of $16,000 to those engaged in it. The three-mile road between North Bend and Marshfield will cost about $150,000 including equipment so that, if the Empire and Sunset extensions were not built the Marshfield and North Bend proposition would more than pay operating expenses and some income on the investment. If the road does not pay, it is because of the extension to Sunset or Empire.

But Marshfield is not concerned in the question of profits. It is concerned only in getting the line. Now that Mr. Bell appears to have the money ready and means business, is there any good excuse for not giving him a franchise? What is the real objection to it? Nobody claims that it would be sold. The city could not sell such a franchise. It ought to be ready to give it to the cause of progress. If the street railroad is built it will bring North Bend and Marshfield close together and make them one city. It will reduce the time of transit from thirty-five to ten minutes between the two cities. It will enable the people of the two cities to patronize one another and add to the business of both. If Mr. Bell will submit such franchise to the city as the city can grant there should be no hesitancy. The main thing is to make any franchise granted subject to the regulations which the council may require and keep the road open for the use of any railroad company whose lines enter the city on payment of resonable switching rates.

The people of Marshfield ought to see to it that the obstructions to progress in this respect are removed.

A CITIZEN.

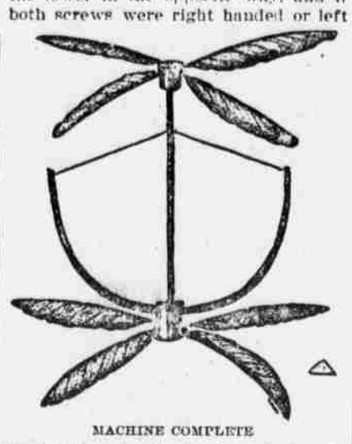
Young Folks

A FLYING MACHINE.

Directions For Making a Pretty and Amusing Toy.

A feather flying machine is a very simple thing to make, but it will only fly up, as there are no wings to support it when flying horizontally. The motive power is furnished by a whalebone bow, which causes the aerial screws to revolve as it unbends.

For this model you will need eight feathers. They should be carefully selected of the same size and shape. The best are good stiff wing feathers. From them form two screws by sticking them in corks, as in the illustration. One must be arranged to revolve to the right, the other to the left, because the bowstring turns the upper in one direction, while the reaction tends to turn the lower in the opposite way, and if both screws were right handed or left



MACHINE COMPLETE

handed they would work against each other and produce little or no effect.

The upper screw is fastened to the spindle, while the lower is attached to the bow. The spindle turns in a hole bored through the bow and into the cork. It moves freely because it simply rests in the hole and is not fastened to the lower screw. The bowstring is tied to the spindle near the top.

When finished, hold the lower screw in one hand and turn the upper with the other until the string is wound on the spindle. Now let go the upper screw and toss it gently into the air, when it will fly until the bow straightens.—Philadelphia Ledger.

A GRAIN OF MUSK.

Perfume Diffuses Odor For Years Without Losing Weight.

Wonderful stories are told of the number of years that some of the old Egyptian perfumes last, but we need not go to Egypt to find a thing like that. We have it here in the common perfume, musk, says Chicago News. It is said that a grain of it will diffuse an oder through a room for twenty years, and you know, perhaps, that all perfumes give off their odor by sending their particles through the air—that is to say, by giving off all the time little parts of their own substance. How small, then, must these particles of musk be when after a continuous diffusion of them for twenty years the original grain has suffered no diminution of weight.

But you can find an illustration of this wonderful divisibility of matter nearer home. Ask a scientist about a drop of blood that falls from your cut finger, and he will tell you that it is a drop of liquid in which are floating a million red globules and that these give it its color. And these million globules may be divided into smaller globules still. Finally, take the familiar illustration of the thread spun by the spider. It is so fine that 25,000 miles of it would weigh only eight ounces, and yet it is made up of a thousand filaments.

Better send this paper to a friend

A CONTRAST IN CIVIC BEAUTY.

Experience of Idaho Town With Two Railroads.

ONE DEEMED AN EYESORE.

The Other Considerate of the People's Rights and the Municipality's Welfare and Appearance—Striking Difference Between Their Depots.

From one end of Rathdrum, Ida., to the other, almost running parallel east and west, two railroad lines are important adjuncts of the village. The physical character of one disfigures and mars the surroundings; the other has been constructed with a view to giving an additional beauty to contiguous points.

The Northern Pacific at this point is a positive eyesore to all the inhabitants of the village, and no less so to the traveling public, says Bartlett Sinclair in the Spokane Spokesman-Review. In the construction, subsequent "improvements" and maintenance of this great commercial highway (here at least) nothing seems to have been omitted to impress the eye with its repulsiveness.

It enters the town from the east through a beautiful grove of native pines. Without apparent demand for the act the old right of way was sunk some ten feet through that lovely spot, destroying hundreds of the most stately trees, and as if more distinctly to indicate the ravage the stumps of the monarchs, the huge limbs and trunks lie promiscuously on the banks of the depression. There may still be seen disgusting evidences of the old camps of the army of vandals.

As the road gets into the heart of the town the grade increases in elevation until at several points it divides the town by an embankment of five to fifteen feet. The sides of this embankment, stretching like a huge, black serpent through the town, are covered with filthy cans, useless scraps of railroad iron, fragments of old cars, condemned and ragged ties, all set in a bed of black and gray ashes.

No description of offensive refuse but may be seen or smelled on the right of way within the town limits. For twenty years a space covering a margin of two blocks has been used as a dumping ground for the discarded ashes from the engines. This accumulation at times reaches a height of ten or twelve feet and a width of twenty feet and protrudes for a distance of 500 feet along the right of way within the town limits. Sometimes this unsightly pile is higher and wider, but at all times it is there. The commercial club and the village trustees have appealed time and again for relief, but all to no purpose. The railroad authorities are impervious.

The horrible mass is coextensive for several blocks with the south walk of the recently laid out village park. Its uncanny appearance is intensified by the natural beauty across the street. The prospect from the park in the direction of the road destroys all sense of the natural grandeur of the beautiful brook, the shrubs, the lawns and magnificent old trees. The existence of that foul embankment is submissively endured. The people think they have no recourse.

But that is not all. The old depot buildings and platform are a positive disgrace, not say menace to safety. The railings are down, and one of the depots is without steps, necessitating an acrobatic or monkey feat to get within. This great corporation, with millions at its command, maintains the dirtiest yard and surroundings in the town. The poorest and most parsimonious person of the village supports nicer and more aesthetic surroundings.

So long as this ulcer is maintained in its present condition our village, beautifully situated, must stand in bad repute. And so must many another. These unkempt railroad grounds are the first and last sight of all people who visit us. The nauseating odors fill the atmosphere, and the rough slopes of the roadbed, strewn with ashes and dirty debris from many and miscellaneous sources, shock one's sense of the beautiful.

There are so many towns in the same suffering, helpless class with Rathdrum between the coast and St. Paul that the situation becomes one of general interest and concern. Something ought to be done.

The other railroad which intersects the village is the Idaho and Washington Northern. As is well known, this road is a recent creation and passes between Spokane and Newport and is the work of the Blackwells. A large part of the road has been completed, and the extension into the Metaline section is going forth at a rapid rate.

The Blackwells in the construction of the road have given a valuable illustration of the truth that a railroad line through a village or city need not be a disfigurement and may be so built as to lend an artificial picturesqueness to the landscape and to municipalities.

The wise and considerate course was pursued by these contractors and true artists of cleaning up behind them as the rails were laid. No unsightly refuse was left to mortify the sight along the right of way. Besides a beautiful roadbed, even and regular, the magnificent country through which the road passes is not marred by mountains of tangled treetops, stumps and discarded machinery, ties and the like. The original beauty of the country is preserved.

The same nice sense of public obligation is displayed even more emphatically by the Blackwells, father and son, when their road gets into town. One can read in their engineering and construction performances the very character of the men. The right of way in this valley is a veritable park. Said the elder Blackwell recently when thanked for the splendid depot at this point, "We build our road to stay and our depots for comfort and beauty."

In striking contrast with the Northern Pacific's possessions in Rathdrum, the Blackwell depot is indeed a beautiful creation. It is built in the center of an entire block bought and cleared of expensive dwellings in order that a park might be made around it. It is modern in all its appointments and is a permanent and valuable adjunct to the village of which every citizen is justly proud.

Its existence has stimulated an ambition on the part of the people to improve and beautify their homes. It affords daily intense satisfaction to the eye, and instead of giving forth the idea of cold commercialism there is involved the sense of altruistic considerations.

The Blackwells fully understand the rights belonging to the public and have a very much nobler form of worship than that of the dollar. All this you may see in the comforts, safety and embellishment of this road and its equipment.

The Blackwells have proved that the presence of a railroad is not necessarily a pathological or scenic nuisance. In taking into account the needs and wishes of the villages through which their road runs they have done much to modify prevailing hostility—justifiable hostility—to accumulated railroad wealth. They have given additional value to vested interests and augmented immensely the comforts of all having dealings with the road.

"TOWN COW" CIVIC PROBLEM.

Women of a Tennessee Municipality Active For Improvement.

What can be done in the way of civic improvement in the smaller municipalities has been demonstrated by the Civic Improvement club of Huntington, Tenn. Organized in August, 1906, with thirty members, the club now numbers fifty. Inasmuch as the club's membership is limited to women, that part of the work for a more beautiful city which requires the services of the men is left to the Huntington Commercial club, and in many things the two organizations co-operate to advantage.

Interest in the work for which the improvement club was formed was great from the beginning. Some of the questions to be considered were limiting the range of "the town cow," repairing the streets and sidewalks, the suppression of weeds along the sidewalks and the removal of waste paper and sweepings from the streets.

By the cattle quarantine the town cow soon was kept in proper bounds. Counties were moved by public sentiment to repair unsightly sidewalks and cut down tall weeds. The club bought a dozen garbage cans and distributed them in various parts of the town so that shopkeepers and householders could put their waste paper and trash in them.

Through the efforts of the club the barren square at the railroad station was transformed into a park. The railroad company fenced the park, set out the trees and furnished the gravel for sidewalks. The Commercial club paid for the work of grading, graveling the walks and a supply of grass seed. The women's organization planned the walks and flower beds and superintended the planting. Much of that work was done by members.

Two flower parks were placed in the town square under the sole care of the Civic Improvement club. These formerly were vacant lots, adorned only with hitching posts, weeds and a sundry collection of tin cans. All the plants, flower seeds and shrubbery were supplied by friends of the club.

In addition the club was active in getting seventy-five trees planted in the highways and now is urging the planting of 500 more. For the benefit of the boys and girls of the town the club is planning for the establishment of a public library.

What the Press Can Do.

One of the most powerful influences in the upbuilding or improvement of city or town is the public press. Many instances are on record where highly effective work has been accomplished in a very short time. It is but recently that a Seattle editor, who had long and persistently advocated a municipal cleanup, decided to take more drastic action. So he sent forth his photographer to take pictures of refuse dumps close to residences of prominent people, of filthy corners and byplaces close in and of the deplorable condition of a tiny brook which runs through the city. These and scores of other unkempt spots were photographed, and each day two or three were shown in the paper, with the result that a general rush was made to clean up before the photographs showed too many residences of wealthy people close by filthy refuse dumps. Some indignant remonstrances were made, but of what use is it to "scrap" when altogether to blame? The controversy was too one sided, and a much cleaner Seattle resulted in a very short time. Doubtless much could be done along this line by scores of periodicals in southern California, especially in small centers where no systematic collection is made of garbage or other refuse.

HINT TO HOME MERCHANTS.

May Use Local Newspaper to Fight Mail Order Evil.

Much has been written about the subtle influence of the big four pound catalogues sent broadcast over the land by the houses located in the big cities which, strange to say, refuse to sell goods to the residents of the cities in which they are located.

There is no mysterious element in these bulky paper books, writes D. M. Carr in the Dwight (Ill.) Herald. From cover to cover they are filled with pictures and with prices and descriptions of goods. The power of printer's ink is the only magnet, and this magnet can be used by merchants everywhere. The publishers of these great catalogues do business running well up toward the fifty millions yearly. All their success has been in the ink they use and the way they use it.

Because these concerns receive patronage that should go to the home merchant it is the home merchant's fault, Mr. Carr argues. The home merchant neglects to do just what the houses which publish the big catalogues do. He may not have the money to get out such a great list, neither the means of carrying great stocks of goods. Yet he possesses all the means necessary to gain the trade that goes to these great concerns. He can buy goods just as low, has less expense, and, while the big catalogue goes to a customer only once in a year or two, through the medium of the local newspaper the merchant can go to all the people of the community once a week and at the lowest expense.

For quick results, put an ad in The Coos Bay Times Want Column

Everybody's Magazine

CHRISTMAS NUMBER.

You should read "The Woman's Invasion"; it's powerful and disturbing, but it's your business, and bound to come home to you—man or woman. And you should see "The Child's Christmas Tree," sparkling color and verse, almost a complete little gift-book in itself.

There's the makings of a sermon, a speech, a laugh, or a debate in every number of "Everybody's."

Get a Copy at

NORTON and HANSON'S BOOK STORE.

Marshfield Grows with the Double Shift

BAY PARK is in the trough of the wave made by the Double Shift at the Smith Mill.

BAY PARK **grows** and yet is within reach of the Rich and Poor alike. You can buy a Lot now on terms of **$10** down and **$5** per month.

You can own your own home.

You can **save** that Rent Account.

You can live comfortable and at the same time take advantage of the **sure rise** in prices.

Think this over and see if you can duplicate it on Coos Bay. But do not wait until the best is all taken.

REMEMBER — First to come will be first served.

I. S. Kaufman & Co.

Across Chamber of Commerce.

Ladies, there's Money in this for You

AND THERE WILL be more money in what you get if you get one of these handsome handbags or purses here and then get the money from hubby to put into them. We have been looking over our stock and find we have too many of these **leather goods** and to make a quick reduction we have decided to make a big reduction in prices. Look at these prices and then come in and see these purses and handbags, they are the finest made and everyone guaranteed. Anyone of them would make a fine Christmas present. Come in and look them over whether you want to buy or not we will be pleased to see you.

	Former Price.	Reduced Price.
Ladies' Handbag or Purse	$2.25	$1.25
Ladies' Handbag or Purse	2.00	1.00
Ladies' Handbag or Purse	8.50	7.50
Ladies' Handbag or Purse	2.25	1.25
Ladies' Handbag or Purse	6.00	5.00
Ladies' Handbag or Purse	12.00	10.00
Ladies' Handbag or Purse	8.50	7.00
Ladies' Handbag or Purse	3.30	2.30
Ladies' Handbag or Purse	3.00	2.00
Ladies' Handbag or Purse	10.25	9.25
Ladies' Handbag or Purse	5.00	3.75
Ladies' Handbag or Purse	2.50	1.50
Ladies' Handbag or Purse	4.00	3.00
Ladies' Handbag or Purse	6.00	5.00
Ladies' Handbag or Purse	3.50	2.50
Ladies' Handbag or Purse	9.50	8.50
Ladies' Handbag or Purse	11.00	10.00
Ladies' Handbag or Purse	7.00	6.00
Ladies' Handbag or Purse	9.75	8.75
Ladies' Handbag or Purse	4.00	3.00
Ladies' Handbag or Purse	3.50	2.50
Ladies' Handbag or Purse	3.25	2.25
Ladies' Handbag or Purse	4.75	3.75
Ladies' Handbag or Purse	5.00	4.00
Ladies' Handbag or Purse	8.50	7.50
Ladies' Handbag or Purse	2.50	1.50
Ladies' Handbag or Purse	2.50	1.50
Ladies' Handbag or Purse	.75	.50
Ladies' Handbag or Purse	.50	.35
Ladies' Handbag or Purse	3.50	2.50

Don't miss this opportunity to get a fine handbag or purse at a very small price.

LOCKHART & PARSONS DRUG COMPANY

"The Busy Corner"

That Thanksgiving Dinner

Will taste better if cooked on a

New Steel Range

and served on a

New Lot of Dishes

Also remember that we can furnish you with a complete assortment of Granite Pots, Kettles and Savoy Roasters.

GENUINE 1847 ROGERS BROS.' SILVERWARE KNIVES, FORKS AND SPOONS.

GET OUR NET CASH PRICE.

Milner's Hardware

Cash Grocery.

Have You Tried the Want Ads?