

COOS BAY TIMES

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AN INDEPENDENT REPUBLICAN NEWSPAPER PUBLISHED EVERY EVENING EXCEPT SUNDAY, AND WEEKLY BY THE COOS BAY TIMES PUBLISHING COMPANY.

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THE COOS BAY RAILWAY PROBLEM.

THE RAILWAY problem is an always interesting topic for discussion on Coos Bay. The Times does not agree with those pessimistic people who seem to think the railway is absolutely essential to our very existence. With our magnificent harbor and waterhighways leading to all ports of the world, Coos Bay is much better situated than many less favored sections. As a result of the present mode of transportation, a population of ten thousand people have found work and happy homes on the shores of a bay destined at some time to be one of the important seaports of the Pacific coast, if not the world. This is abundant evidence of the fact that nature has destined this place at some time to be a great commercial center. While not absolutely essential to our existence, however, there is no denial of the railway needs of this section. The coming of the great steel highway will make possible more prompt and effective development of our resources and our commerce.

The news of Mr. Harriman's plans and purposes in reference to the railway situation in Oregon as printed in The Times yesterday, was interesting reading. If as stated, this article was really inspired by the representatives, lieutenants and aids of the great railway magnate, and there is little cause to doubt it, it is important as well as interesting. It indicates that the great railway man is as alert to the present railway situation of Oregon as the people are earnest. While the Coos Bay line was not specifically mentioned no plan of railway building in Oregon can be developed that eliminates this section from consideration.

A statement in this article giving color to its authoritative source is that Harriman desires to go down into history as a great railway builder. This is a new ambition of this really remarkable man. Heretofore, he has devoted himself to the rehabilitation of railways already built. He has won his laurels as an executive. As a railway operator he stands supreme and alone in his field. Having demonstrated his genius in this branch, it is natural that he should turn his attention to the other equally important branch of transportation and try and seize the laurels now worn by his rivals. Never before did mortal man have more golden opportunity for the realization of his ambitions. Oregon alone offers sufficient field for the realization of his dreams. Here the field is white unto the harvest. It is peculiarly and particularly a field for his exploitation. Lying between the two steel prongs of the Harriman highways, the Oregon Short Line and the Southern and Union Pacific is a vast empire richer in natural resources than any other section of equal area in the United States, waiting the touch of the wand of transportation to be developed into a prosperous and populous commonwealth. This development cannot come by cheap and niggardly methods. The construction of a few spur feeders to branch lines will not make for this development. It must come thru a transcontinental line. An east and west line thru Oregon connecting with the Oregon Short Line near Boise, Idaho, giving direct connection with the Union Pacific would solve the railway problem for this section. Anything less will be inadequate.

Coos Bay has special and particular call on the Harriman projects at this time. In addition to the fact that the Coos Bay-Drain line has been started and partially constructed is the matter of the cordial encouragement and assurance of support guaranteed the Harriman line by the people of Coos Bay. Several months ago Mr. Harriman's personal representative visited Coos Bay and made an investigation of its resources and commerce. The splendid showing made in facts and figures was a surprise to the people here as well as to the Harriman investigator. It was such that there was every reason to expect an early and favorable decision. The report was taken to New York personally but since then there has been no announcement. There are those doubting Thomases who assert that the starting of the Drain line was merely a Harriman trick—a bluff to keep other railways out. This is not generally accepted however. We want to believe that Mr. Harriman was serious in his intentions and not merely flirting with Coos Bay to keep rivals away. There must be something substantial soon or the doubt of his sincerity will increase in size and scope. There must be an early announcement. Harriman is now familiar with the situation and has the figures as well. He must know whether his purpose is to build now or delay to what he may consider a more fortuitous time. He should let Coos Bay know his decision. We have treated him fairly and frankly. He should be equally square. Coos Bay has evinced its earnestness and loyalty to Mr. Harriman by steadily refusing to enter or make effort to enter any other negotiations while the Harriman project was under consideration. This, too, when opportunity was presented to take the matter up with another of the country's great railway magnates. All we ask now is the square deal. If Mr. Harriman is not favorably impressed, Coos Bay will seek a solution of its railway problem in other quarters—but there must be no charges of bad faith from Mr. Harriman. Coos Bay, like charity has suffered long and been kind. Now, we are at a point where patience has exhausted its virtue. "Hope deferred maketh the heart sick." Coos Bay will have a railway—and have it soon. We hope Mr. Harriman may build it—but if not Mr. Harriman some one else. It will be built. The Coos Bay spirit will manifest itself and its embodiment will be a railway. Selah!

HEATHER SAILOR MISSING.

Goes Ashore to Buy Presents, but Fails to Return.

ASTORIA, Ore., Dec. 30.—On last Wednesday evening, Andrew Helgren, a sailor on the lighthouse tender Heather, went ashore to purchase some Christmas presents and has not been seen since. He is known to have bought some presents and left

them at the store to be called for on the following evening. It is supposed he fell overboard while returning to the vessel and was drowned. The deceased was a native of Finland, 35 years of age and unmarried.

Steamer BREAKWATER sails from Coos Bay for Portland SATURDAY, 7 A. M.

EASTSIDE IS A WINNER.

WITH THE TOAST AND TEA

GOOD EVENING.

My first wish is to see the whole world in peace and the inhabitants of it one band of brothers.

GEO. WASHINGTON.

Otto's Auto.

'Tis passing strange how fashions change in things that men admire;

Our muse that sang the tireless steed now sings the steedless tire.

Friend Otto got an auto, so as not to seem antique.

But the thing was autocratic just as much as automatic.

And that auto wouldn't auto as it ought to, so to speak.

He sought an auto operator who should make it work;

A circus man at first he tried, and then he tried a Turk.

For he knew the circus man drove fifty horses with success,

"And if a man be shifty," reasoned "he, to manage fifty,

'Tis manifest that he's the man to manage one horse-less!

"The Turk, p'raps," pondered Otto, "being born an Ottoman,

Ought to awe this awkward auto, on the Oriental plan."

'Twas all in vain. So off he went to Alabama, merely

That he might say, "I'm Otto of Mobile, and my motto—

'A Mobile Otto's sure to tame an automobile, clearly.'"

There Otto wrought to auto on that auto as he ought to;

But the auto sought to auto as Otto never thought to.

And Otto fought the auto, and the auto it fought Otto.

Till the naughty auto got too hot to "aut" or to be taught to,

And while the air was fraught with Otto's oaths (not voce sotto).

The auto shot to heaven with a haughty sort of snort, oh!

Where Otto steers his auto now, an austere aeronaut.

—Tit Bits.

It isn't easy to get along on a short allowance.

A man learns to live when he begins to live and learn.

Beauty is only skin deep—and sometimes equally shallow.

There's a fall in store for the man who is above his work.

An old bachelor is a man that no woman has wanted to marry.

Some Coos Bay people take things as they come and knock them as they go.

Our idea of a frenzied financier is a man who buys a pocketbook on credit.

Many a Coos Bay man forgets what he ought to know and knows what he ought to forget.

It is self-evident that the lawyer who questions a witness doesn't know it all.

Girls with pretty necks dislike high collars.

Whisky by any other name would tangle men's feet just the same.

A silly woman tries to drive a man; a wise one leads him.

You can't always judge the show by the price of admission.

You'll do the right thing if you stop growling about an imaginary wrong.

A Coos Bay woman's idea of faith is to believe a thing because she believes it.

When a man begins to tell a story, and introduces it by asking if we have heard it, we can get away.

Land Opening.

There is going to be a land opening at Roseburg, Ore., January 20, 1909. For lists, blue print maps with vacant lands marked thereon and full information regarding filings, etc., send \$2.00 to ROSEBURG ABSTRACT COMPANY, Roseburg, Ore.

Steamer BREAKWATER sails from Coos Bay for Portland SATURDAY, 7 A. M.

GRAND BALL at Finnish hall, Thursday evening, December 31.

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The Corn Exchange National Bank, Chicago, Ill.
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F. P. Baumgartner, Agt. H. W. Skinner, Agt.
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F. S. DOW, Agent

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Steamer Flyer

LAWHORN & McCULLOCH, Owners.

Lvs. Marshfield	Lvs. North Bend
7:00 A. M.	7:45 A. M.
8:45 "	10:05 "
10:45 "	11:15 "
1:00 P. M.	1:45 P. M.
2:30 "	3:15 "
4:00 "	5:00 "

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Leaves Coquille . . . 9:15 a. m.
Leaves Coquille . . . 4:00 p. m.

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Business Directory

Doctors.

D R. R. E. GOLDEN
Physician and Surgeon
202-03 Coos building.
Office hours: 10 to 12 m.
2 to 5 and 7 to 8 p. m.
Phones:
Office 1051 — Residence 165.

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

D R. 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 1011. Marshfield, Or.

D R. G. E. DIX
Physician and Surgeon.
New Flanagan & Bennett Bank Bldg
Phone 1651
Residence Phone 1655.

D R. J. W. INGRAM
Physician and Surgeon
Office 208-209 Coos Building
Phones—Office 1621; Residence 1623

D R. A. L. HOUSEWORTH
Physician and Surgeon.
Offices second floor of Flanagan & Bennett Bank Building.
Office hours 2 to 4 p. m.; 7 to 8 p. m.
Phone: Office, 1431; Residence, 1433

M RS. NETTIE HOVEL
Midwife
Obstetrical Nursing
With E. W. Kammerer Phone 1444

Lawyers.

Francis H. Clarke, Jacob H. Blake,
Lawrence A. Liljequist
CHARKE, BLAKE &
LILJEQUIST,
ATTORNEYS-AT-LAW
United States Commissioner's Office
Trust Building. Marshfield, Ore.

J. W. BENNETT,
Office over Flanagan & Bennett Bank
Marshfield, Oregon

C KE & CORE,
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