

COOS BAY TIMES

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M. C. MALONEY Editor and Pub.
DAN E. MALONEY News Editor

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

Official Paper of Coos County.

THE DIRECT PRIMARY.

Whether Governor Hughes succeeds in persuading the New York legislature to come to the direct primary or not, he demonstrated in his speech before the Hughes league at the Astor house that he thoroughly understands the purpose of the men who are opposing the change.

"Experience shows," he said, "that under the present system the voters of the party, except there is some mighty upheaval, have very little to say, and when one or more get into control of the machinery they control the nominations and virtually appoint those who will stand as the party representatives. This is not representative government. Direct nominations are not subversive of representative government, but, as it seems to me, are essential to its maintenance."

"Whatever may be said in theory," he continued, "the intervention of delegates to choose the nominees is for the most part a sham. Whether the delegates are ignored, as is so largely the case, or are the subject of barter and traffic, as is too frequently the case, particularly in our smaller communities, it comes to the same thing. They represent a form which is useful in the main only to delude the people, and constitute a travesty of representation. If it were proposed to confer by law upon those who to so large an extent dictate the nomination of candidates, the power that they actually exercise, the state would rise in indignant protest."

Every word of which is gospel political truth.

MERCHANT MARINE.

In a recent issue of the Scientific American the admission is made that the hopes for a removal of the great estate of the American merchant marine have gone glimmering. One of the largest shipyards on the Atlantic coast is in process of dismantlement, the Great Northern railway is prepared to sell the steamer Minnesota, sister vessel to the Dakota lost in Japanese waters, and the Spreckels line to New Zealand and Australia has discontinued service.

The situation is extremely mournful, says the Toledo Blade, particularly when one recalls the fact that American clippers dominated the seas before the Civil War. In the prosperity that followed that conflict the industry has never been able to share. Experiments at restoration have been short-lived and discouraging. It has been the popular opinion, and it may be the real reason, that the cause for the failures was beyond the power of the shipping interests to correct. Government aid, it has been believed by many, would have brought back the old-time activity and renewed the acquaintance of outland countries with our flag.

From an article written by a special agent of Washington now in Amsterdam, Mr. M. H. Davis, for the daily consular reports, we are made to wonder if there were not other elements in the depression than those of a want of government bounty and mercantile daring. Mr. Davis tells why American flour has lost favor in Holland to the advantage of German and Belgian millers. Five shipments of flour were made from Minneapolis from November 28, 1907, to January 9, 1908. They averaged 119 days in reaching Rotterdam, the quickest making the trip in 102 days and the slowest in 132 days. From January 1, 1908, to June 30, 1908, the period of greatest idleness on American railroads since 1893, fifty-one car-

WITH THE TOAST AND TEA

GOOD EVENING.
Gratitude is the mother of virtues.—Cicero.

The Quitter.

It ain't the failures he may meet
That keeps a man from winnin';
It's the discouragement complete
That blocks a new beginnin';
You want to quit your habits bad:
And when the shadows fittin'
Make life seem worthless like an' sad,
You want to quit your quittin'.

You want to quit a-layin' down
An' sayin' hope is over,
Because the fields are bare an' brown,
Where once we lived in clover,
When jolted from the water-cart
It's painful to be hittin'
The earth; but make another start.
Cheer up, an' quit your quittin'.

—ANON.

Even people who believe in signs look with doubt upon the one advertising "Painless Dentistry."

The weather man is never visited by a delegation of indignant citizens when a predicted storm fails to arrive.

When a man tells his side of the "story," you can't believe all he says. He at least exaggerates in his own favor.

A sea captain has reported the discovery of a "yellow streak in the gulf stream." That ought to be a front page feature story for the yellow journals.

Some folks are going to keep an eye on Mr. Roosevelt to see whether he continues those long walks in pouring rainstorms after he ceases to be president.

Some Washington woman is quoted as saying that it is atrocious to fry steak. There have been times when we considered the steak atrociously fried all right.

The baseball fan who is looking forward to the opening of the season has very little patience with a woman who thinks of nothing but the coming display of Easter bonnets.

If the women want a costume that gives them freedom of movement what is the matter with a ballet dress? That doesn't hamper a woman in getting over the floor quickly.

After a girl has reached 18 she is seldom seen with her mother, except when going to buy her fall clothes. After she is married, however, she and her mother become quite chummy.

When a married woman has a photograph taken she conscientiously sends one to every relative, but the young girl doesn't. Young girls never give kin much attention until after they have married and had trouble.

"The man with the pipe in his mouth is the loudest kicker against a smoking furnace," says the Waterloo Times-Tribune. He may be the loudest kicker, but we'll bet that his wife has even more pronounced views on the question of abolishing the smoke nuisance.

loads of flour required an average of eighty-five days per shipment between Minneapolis and Rotterdam. An Amsterdam house ordered 600 bags of flour from a Minneapolis mill early last year. They were dispatched on February 27, and just 106 days later they reached their destination.

Anyone going abroad should be able to make such a journey in nine or ten days. Then why such a tedious trip of from eighty-five to 132 days for a shipment of flour? They would be on the ocean only ten or twelve days at most. The delays must occur upon the railroads or in seaport warehouses. If American manufacturers cannot, or do not, make better arrangements than these for the handling of products they sell abroad, is there any reason to believe they would throw business to American vessels in preference to foreign should a home fleet be established?

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By H. Sengstacken, Mgr.

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