

MASONIC OPERA HOUSE —ONE NIGHT ONLY— Saturday, May 1st

Coos County Stock Co.

4 Act Sensational Character Play

"The Failure"

Mr. WILLIAM V. MONG as CYRUS GORDON
Miss BEA CURTIS as LYDIA

A PLAY YOU CAN NEVER FORGET

Special Stage Settings Gorgeous Costumes

Specialties Between Acts

JUST RECEIVED



New Line,
Solid Gold,
Latest Designed
Jewelry
Call and See Them

LETON JEWELRY COMPANY
FIRST FLOOR, AND SAVING BANK BLDG., MARSHFIELD, ORE

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Beaver Hill Coal, delivered \$5.50 per ton
Beaver Hill Nut Coal, delivered \$5. per ton
ORDER AT ONCE AT THE OFFICE, 316 SOUTH BROADWAY,
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General Contractor and Dealer in Cement, Crushed Rock, Sand,
Lime Plaster, etc.

Quality and Prices

Are the twin foundation stones on which our growing business
is built?

FIRST—The best meat that can be produced.

SECOND—The lowest prices at which it can be sold.

HERE ARE A FEW FIGURES:

Beef, per lb..... 8 to 15c	Pork sausage, per lb..... 10c
Mutton, per lb. 10, 12 1/4 and 15c.	Hamburger, per lb..... 10c
Veal, per lb... 10, 12 1/4 and 15c.	Good Hams and Bacon, per
Corned beef, per lb.... 8 to 10c.	pound..... 15 to 20c.
Pork, per lb..... 12 1/4 and 15c.	5 Pounds pull best lard,.... 65c.

The CITY MARKET

R. H. NOBLE

Phone 941 FRONT AND 'C' STREETS, MARSHFIELD, OREGON.

Malthoid Roofing

L. B. Valk, a leading architect of Los Angeles, Cal., U. S. A.,

writes:

"Many of the finest churches designed by me are covered, and
satisfactorily with Malthoid Roofing. I shall continue its use."

The Refined Paint Co. SAN FRANCISCO CALIFORNIA

C. J. NICHOLSON, Local Distributor

It's As Good As Money



and very often Real Estate turns out
to be a great deal better. It jumps
in value much more than cash can
earn interest. If often doubles it-
self in a very few years. We have
some most desirable parcels for in-
vestment and you could not put your
spare cash to better use. Call and
talk it over with us. Remember the
biggest fortunes are now being made
in Real Estate, and to serve small
investors we will sell you residences
lots in EASTSIDE from \$65 UP, on
terms \$10 down and \$5 per month.

TITLE GUARANTEE & ABSTRACT CO.,

Marshfield, Oregon.
General Agents, Eastside.

Mrs. A. M. White

LADIES TAILORING

AND FANCY GOWNS

Artistic Excellence,

Expert Workmanship,

Latest Styles.

Ladies of Coos Bay Are Cordially

Invited to Call.

Room 26, Rogers Building,

Corner Central Avenue and Broadway

Marshfield, Oregon.

PHONE 1444.

WE DO REPAIRING AND
ALSO DARN THE SOX FREE.



PHONE 571

AEROGRAM.

ROSEBURG, Ore., via "PD" April
22.—O. L. Hopson, Marshfield, Ore.
Take official notice stock advances
to thirty dollars per share on or be-
fore May first.

F. B. McCORD.

BOISE TO COOS BAY RAILWAY PROJECT

Some Interesting Sidelights and Suggestions for the Success-
ful Consummation of This Important
Public Improvement.

Bonville's Monthly says:

"The Idaho-Oregon Development
Convention was recently held at
Boise to devise a plan for obtaining
railroad facilities for the southern
tier of Oregon counties, and Boise,
and no doubt has given the only
solution that will be acceptable to
our people. Its application and gen-
eral use for other projects, and the
success of its operation throughout
the nation in securing public util-
ities, and levying their cost on only
that portion of property that is ben-
efitted thereby, make it the most
equitable method of distribution of
cost ever devised, as it lays the bur-
den of carrying bonded liens only
on the property values that have
been enhanced by the improvement,
and leaves free the credits and as-
sets of other districts, for future and
necessary improvement projects.

"The state's position of fiscal
agent and guarantee of bonds will
bring the interest rates down to a
minimum per cent, and the placing
of the cost on a district that, no
matter how large, will be separate
from the state itself, will go far to
eliminate the political appointee who
obtains preferment through favor-
itism who has done much to dis-
credit state improvements in the
past, and will place the management
of the work in the hands of compe-
tent and non-political boards and in
charge of capable engineers. As
there should be no reason why
works of this character cannot be
conducted on the same business
basis, and along the same lines as
street or water systems, and with
as much economy as by a private
corporation, there should be neither
hesitation in following the plan, nor
opposition powerful enough to delay
its beginning or defeat its success.

"No doubt it would receive more
hearty support if after following the
southern tier of counties, it bent
north through the strategic McKen-
zie Pass to Portland terminals, and
connected the coast harbors up under
separate district projects, but the
crying need of rail communication
to those harbors amply justifies a
direct Boise-Coos Bay route, and the
completion of the Panama Canal
renders its transcontinental facili-
ties all that could be desired.

A Strategic Beginning.

"Mr. Harriman has asked the peo-

ple of Coos Bay to guarantee him 4
per cent interest on \$4,000,000, as a
condition precedent to his undertak-
ing the construction of a railway, to
connect their territory with his sys-
tem at Drain or other point as he
deems desirable.

"Coos Bay needs the railroad, and
its citizens are eager to assist him
or any other financier who will build
the road, by donations of cash and
land bonuses also by their good will
but in this instance the amount of
guarantee required is beyond their
means, and is, moreover, too prepos-
terous to be entertained, were they
inclined to such magnificent gener-
osity.

"Mr. Harriman must surely realize
that with such a guarantee it re-
quires no great effort for any ordi-
nary man to negotiate the finance for
the enterprise, and he is aware that
the sum named is sufficient to build
the road, equip the same, and secure
large profit from the surplus over
cost of construction and equipment.
If he stops to consider the matter he
will no doubt perceive that there is
a disposition on the part of the peo-
ple to resist a rate schedule that
permits profits on over-capitaliza-
tion, or water-stock, and if the line
were completed his demand for pro-
fits on uninvested capital should be
disallowed by our railway commis-
sioners and only such rates permit-
ted as would yield reasonable return
on capital actually invested in the
enterprise.

"It is probable that the condi-
tions set forth by the people of Coos
Bay were not with a view of secur-
ing their cooperation, or made in
contemplation of pursuing the enter-
prise, but rather with a view of dis-
couraging the effort upon their part,
to obtain rail connections with the
outside world, as it should be noted
that he requires no such guarantee
from the people of other localities.
The proposed Coos Bay road is only
eighty miles in length, from Drain to
Marshfield and North Bend, and it
has a population of thirty thousand,
and natural resources and extensive
manufacturing enterprises to sup-
port it with their traffic, whereas the
Deschutes road (that he expresses
himself as eager to begin work upon,
as soon as the Interior Department
at Washington approves his plans) is
three hundred miles long, costs as

much per mile to construct, has less
than one-third the population or re-
sources, no manufactured products,
and offers no such opportunity of de-
velopment as Coos Bay.

"When public necessity for im-
provements of this character be-
comes vitally pressing and the im-
portunity of such powerful bodies of
our citizens fails to attract the
constructive energies of the great
railway strategist, who at present
controls the situation in this terri-
tory, and elicits from him such un-
warranted conditions, precedent to
his pursuit of the enterprise, there
seems but one course open to the
people for their relief. Without
hesitation or dissent, they must take
up the "White Man's Burden" and
pursue the enterprise, with the cour-
age inborn in American Citizenship.

"To build the road themselves has
become a duty that the circum-
stances of the situation forces them
to as sane. The time is ripe for as-
serting their ability to use their
credit for the advancement of the
interest of the whole people. Let
them seek through the initiative the
creation of a road district that will
embrace every acre of property that
lies tributary to the proposed road.
The asset thus subjected to the lien
will be more than ample to cover the
bond issue necessary to complete,
and if necessary equip, the road.
After it is built it will support it-
self, and no doubt pay full interest
charges on cost of construction.

"The land values of the territory
tributary to the proposed line are
conservatively estimated as upward
of four million dollars now; the op-
ening up of railroad communication
will practically double these values,
and the bonding of the district will
be merely the using of a credit, with-
out involving the owners to any ap-
preciable extent. The same practice
has been pursued for many years in
every city of the nation, to the great
advantage of the people. The crea-
tion of the Port of Portland and the
bonds issued to carry on its work,
the street improvement districts, the
water systems throughout the state,
and an hundred other instances can
be cited, and all showing a vast pro-
fit of the people, over the tolls ex-
acted when the public utilities are
turned over to the exploitation of
private capitalists and their promo-
ters.

"Marshfield, North Bend, Coquille,
Bandon, and Drain can secure the
creation of a road district, by stand-
ing together and requesting the peo-
ple of the state to provide a remedy
for the present exasperating situa-
tion. If they hesitate to assume the
responsibility and expend the energy
that the work entails, they can
scarcely blame Mr. Harriman for leav-
ing them to their sublime and un-
necessary isolation, with no means
of communication with the com-
mercial world except the almost obsolete
stage-coach and the semi-weekly
steam-boat.

"There is no reason whatever for
them to be dependent on the mercy
or the consideration of any so-
called magnate. The road should be
completed to a strategic terminal
and by pushing it through to the
Willamette River they will have a
through, independent route to Port-
land, and the commerce they will
bring to the river will secure such
improvement in the channels that
boats can be operated to the utmost
advantage, and with a speed that
will necessitate the changing of pres-
ent Southern Pacific schedules to
compete with them. Now is the time
to act, and we sincerely hope and
expect the people of Coos Bay to
live up to their well-earned reputa-
tion for courage and energy, and
build the road."

NOTICE TO EAGLES.

All members to meet at Eagles'
Hall Sunday May 2, at 2 o'clock
P. M., to attend our Annual Mem-
orial services By order of the Aerie.
R. E. PINEGOR.

PLUMBING and Tinning jobs done
rightly at MILNER'S.

POSTAL CARDS; new series just
in. 68 Central Avenue.

DIRECTORY Of Coos Bay Manufacturing and Wholesale Houses : : :

The way to build a city is to stand together. Coos Bay factories and jobbing houses make and
have for sale many things that Coos County people buy in Portland and San Francisco. Keep the
money at home. It helps prosperity.
The following is a list of reliable and up-to-date establishments that are worthy and deserve your
patronage.

PATRONIZE HOME INDUSTRY

North Bend Iron Works.

Phone 321

NORTH BEND, Ore.

Iron and bronze castings. All kinds of repair work and
logging tools a specialty. FOUNDRERS and MACHINISTS.

Nelson Iron Works, (Inc.)

Manufacturers of Machinery and Supplies for Mills, Mines, Railroads
and Logging Companies. We are pioneers in the manufacturing and
repairing of Gas Engines. Don't forget our Gas Engine Supplies.

Foundry and Machine Shop - Marshfield Ore.

The Modern Company



Marshfield, Oregon

Wholesale
CANDY, CRACKERS
CIGARS, PIPES, ETC.

Are You Well Armed?

In warfare, to meet a moderately-armed enemy, your own force
equipped with obsolete weapons, would be worse than folly. Even
the argument that you could not AFFORD modern arms or weapons
would not excuse you. The enemy makes you pay for HIS. So it is
in business. You must advertise in the most modern and aggressive
ways or get out of the fight entirely.

J. L. KOONTZ

Machine and Repair Shops
GENERAL MACHINIST
Steam and Gas Engine Work
At Holland's boat shop, Front
street, Marshfield, Ore.

If you are a

Coos Bay Booster

you must drink

Coos Bay Beer

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Monumental Works

The old reliable house. We have

NO TIME

to come and see you but we have
a large stock at your disposal. We
buy for cash and in large lots
and give you the lowest prices.
Come in and see our stock.

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