

COMBAT FIRE WITH PHONE

(Continued from page 1.)

phone lines in these Oregon which have been constructed by the Forest Service:

Cascade national forest—From Lowell to J. W. Hill ranch, via Hazeldell, 20 1/2 miles metallic circuit.

Crater national forest—From Ashland to Ashland Butte, Ranger station, 15 miles along Ashland Creek, grounded circuit. In addition there are about 15 miles of other line on this forest.

Deschutes national forest—From Sugar Creek Ranger station to a connection with a private line near Howard, Oregon, 27 miles grounded circuit.

Oregon national forest — From Portland, Oregon, connecting with the city of Portland Water Works' line, 7 miles metallic circuit from Dufur to Wards' mill, thence to a ranger station, 15 miles grounded circuit. From Sisters, Oregon, to Allingham, 18 miles grounded circuit.

Umpqua national forest — From Roseburg eastward via Peel to Black Rock ranger station, 70 miles metallic circuit.

Wallowa national forest — From Wallowa to Sled Springs, thence to Chico, thence to a ranger station, 53 miles grounded circuit. A short line from Halfway to Cornucopia, 9 miles grounded circuit.

Whitman national forest — From Sumpter to Cableville and Starkey, with branches, 35 miles grounded circuit.

WEDS FOR FORTUNE.

Aged Kansas Man Wants to Legalize Gift.

WICHITA, Kan., May 12.—George Harmon, aged 76, and Mrs. Grace Dawson, aged 22, were married here. Mr. Harmon is a wealthy widower. Mrs. Dawson's husband has known her since babyhood. He declares he is marrying her to legalize the disposal of his wealth as he wants her to get it without possible tangle or technicality intervening.

AUCTION SATURDAY.

Do not overlook the auction sale at L. H. Heisner's livery at 1 P. M., Saturday, May 15th. Anyone wishing good work horses, delivery wagon, harness and tenting outfit should not fail to be on hand.

Mr. Heisner has allowed privilege of sale at his barns and sale will come off rain or shine.

Terms cash.
G. W. CARLETON,
Auctioneer.

The Kodak Season Is On



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COOS AND CURRY COUNTIES, BOX 323, MARSHFIELD, OREGON.

A. J. MENDEL PURCHASES W. F. RAU'S INTERESTS

A. J. Mendel Will Continue Management of Hub Clothing and Shoe Store—Rau to Go to Bandon.

A business deal has been consummated by which Albert J. Mendel has purchased the interest of W. F. Rau in the Coos Bay Liquor Company and also the Hub Clothing and Shoe Store. As a result of the transaction, Mr. Rau comes into possession of the "Hermitage" saloon in Bandon, Messrs. Rau and Mendel going to that place to complete the transferring. Mr. Rau will assume personal charge of the Bandon business and it is announced will remove his family to that place. Mr. Mendel will continue the active management of the Hub Clothing and Shoe Store which he has so successfully conducted since its opening.

"PINAFORE" TONIGHT.

First Performance of This Popular Comic Opera Tonight.

Much interest is being taken in the production of this ever-popular comic opera which is to be presented in the Masonic Temple tonight and repeated tomorrow night. For the past two weeks about 40 of the leading singers of Marshfield have been busy preparing for this event and last night's rehearsals found everyone well up in their parts, and the chorus with as much swing and snap as is often seen in professional companies. The scenery has been especially prepared to represent the deck of the "Pinafore" and the costuming will all go to make it a most enjoyable affair. The music of this opera, written by Sir Arthur Sullivan, is bright and catchy and Pinafore has enjoyed a longer run than any other light opera it now being produced for the fifteenth year by some of the original company as conducted by the composer, in the Savoy Theatre, London.

The cast is made up mostly of singers new to a Marshfield audience, but all are good and are sure to score a success. The part of Captain Corcoran will be taken by Mr. C. R. Wade of Bandon, as the Mr. Van Tassel who was to have sung this role has been obliged to leave, but Mr. Wade has taken the part so recently that he will fill the requirements in an able manner. The opera is under the direction of Mr. H. E. Robinson and given for the benefit of the High School.

NOTICE TO CONTRACTORS.

Notice is hereby given that sealed bids will be received until 10 o'clock A. M., May 25, 1909, for cleaning, grading and constructing road-bed and culverts of a portion of the county road known as the Pennsylvania avenue and Shingle-House Slough road extending from the one-mile post of the original survey of said road to Station 46 at Flagstaff, which is marked Station 51 plus 50.

The said road to be cleared, graded and constructed according to the plans and specifications now in the hands of the undersigned and also at the office of John F. Hall, county judge.

Bids will be received for contract from the one mile post to Station 35, separate also for the whole amount to be expended on said road, to-wit:—\$3,500.

A certified check of 5 per cent of the amount of bid to accompany bid to be forfeited in case bid shall be accepted and bidder refuses or neglects to enter into the same within five days after notice of award.

The right is reserved to reject any or all bids or contract for a less distance than mentioned herein. Bids to be opened at the office of John F. Hall, Eldorado Block, Marshfield, Oregon.

Dated this 12th day of May, 1909.
L. H. HEISNER,
Supervisor Road Dist. No. 5, Coos County, Oregon.

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DUTY OF THE PORT COMMISSION

Editor Times:—
THE PORT COMMISSION has now organized and is prepared to take up the important matters which made it necessary for Coos Bay to decree its creation. It marks a great and radical change in the local situation, for not only have the several communities on the Bay been welded into one municipality, but the Bay, which, from a legal point of view has hitherto been anybody's plaything, has now come under a dominant authority and that dominant authority is in a position not only to regulate navigation but to prevent trespasses. The power is subject to the will of the people, but is great and salutary if exercised as it should be.

The Times has confidence in the personnel of the commission. While opposition may have manifested itself in the few days preceding the governor's appointments, to some of the men recommended, the personal objection has been overruled and the sole question remains an impersonal one, namely, the best interests and greatest good of Coos Bay. Let no man of Coos be so blind to his own interests as to let spite, prejudice or personal opinion of individuals stand in his light, in this mighty work. The true history of Coos Bay is begun.

We believe the commission understands its full mission and will serve the people well. They are not merely acting for the cities on the Bay, but for all Oregon and Idaho whose people pray daily for the development of this harbor on the Oregon coast. They must advance to meet their problems without fear or favor. It will not do to be timorous or timid in the work. They must act boldly. Perhaps it will not be amiss to suggest some of the matters which must be taken up and handled without hesitation or doubt.

The first thing which the commission may and will consider is the financial question. It takes money to make money and great municipalities are made in this commercial age, not on the pittance which their founders are able to advance from time to time, but upon the money which they borrow. Boston built itself without borrowing from abroad in two hundred and fifty years. Chicago grew to four times Boston's size in sixty years on borrowed capital. And Chicago is none the worse for it. Coos Bay is in a similar position. Does she want to develop? Has she the capital to force development? Has she the credit to borrow the capital? If she has the credit, let her not hesitate, because her destiny is a great one.

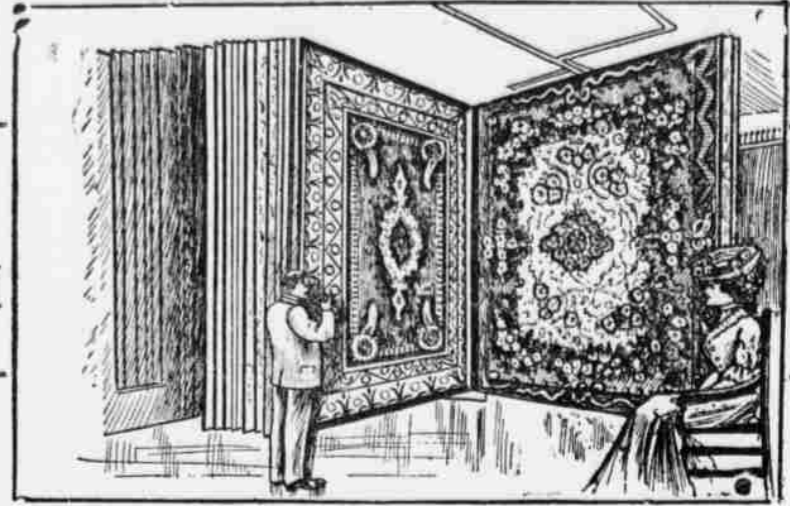
The sum of the whole business is that the commission should prepare forthwith to submit to the people a proposition to issue from \$100,000 to \$500,000 worth of bonds. It should do so for certain well defined purposes and the people should be made to clearly understand that the bonds so issued are to obtain for Coos Bay certain very useful and valuable assets. The government is not unlikely to remove the dredge which is now doing valiant work in the Bay. Other places, like clamorous children, are claiming a right to it part of the time. Let Coos Bay have a dredge of its own and keep the present dredge too. Fight for it. There should be an ample fund provided to dredge out a wide and deep channel. That will do as much good as a railroad and will, above all things, aid the local railroad company in placing the survey and right of way which they propose to acquire, in the hands of capitalists who will build that road. Improve the Bay and all routes overland become very valuable and in great demand. Let the commission remember, while their province is apparently confined to the Bay and water navigation, that their action at this time means more than mere water transportation.

Another thing which the Port must wrestle with immediately. Let them proceed at once and in good faith to test the validity of the title claimed by those in whose name the "mud flats" stand. By what authority and what law do they own and hold tide lands which are covered twice a day with water, surrounded entirely by deep water, attached to no upland and comprising the largest part of the inner bay? For the benefit of the Port of Coos Bay, let this great question be settled and determined. The commission has no greater protective mission.

We repeat that the commission can easily destroy and negate its purpose by being timid. Courage, aggressiveness, energy are alone permissible at this time. The only way to justify the pretensions of Coos Bay before the world and the organ-

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Savoine Body Brussels, 10-wire	9x12	\$26.50
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ization of a port before the people of Coos Bay's cities, is to do something and do something worth while. It should be remembered that bonds issued, payable in twenty years, are no burden to the people who issue them, if they expend the money properly. A dredge and a deep and wide channel are not small assets by any means. The annual interest charge is all the burden the bonds entail except a small tax for a sinking fund to help pay the bonds. But the population of Coos Bay, in twenty years from now, provided we get a deep and wide channel and a railroad will be ten times what it is at present and the valuation of its property at least ten times the present valuation.

Any issue of bonds within \$500,000 for a well-defined legitimate purpose, will be a mere bagatelle when the bonds become due. If such is not the case—then it will have to be admitted that Coos Bay is a tremendous hoax instead of "a great seaport."

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