

COOS BAY TIMES

An Independent Republican newspaper published every evening except Sunday, and Weekly by The Coos Bay Times Publishing Co.

Entered at the postoffice at Marshfield, Oregon, for transmission through the mails as second class mail matter.

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SUBSCRIPTION RATES.
In Advance.
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One year \$5.00
Six months \$2.50
Less than 6 months, per month .50

WEEKLY.

One year \$1.50

Address all communications to
COOS BAY DAILY TIMES,
Marshfield :: :: :: Oregon

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 COOS BAY SPIRIT.

IT IS IMPOSSIBLE for the Oregon public not to revert with frequency to Coos Bay. The militancy of the people in that section is more than marked. They are unwilling to sit down and wait for development to come to them like manna from heaven. They are virile men and are believers in the power of men to help themselves. They wanted a port of Coos Bay and went to the legislature and got it. They wanted their inner harbor improved and through their port of Coos Bay commission are doing it. They wanted a line of steamers to Portland, and agitated until it was secured. They wanted the splendid resources of their county to become known to the world, and their advertising in the effort to carry out their desire has been the admiration of many people. In many other ways they have manifested a public activity and community energy in wide contrast with a listless and do-nothing spirit characteristic of some other Oregon communities.

The latest public activity of the Coos Bay citizens is in behalf of a railroad to connect them with the outer world. They waited for Harriman until hope dragged out into disappointment and disappointment into desperation. Yet they have not given up and have set about the task of securing a railroad by other means. They have organized a company and undertaken to make a survey. It is proposed that the line shall cross Oregon from Coos Bay and penetrate Idaho to Boise City. Coos Bay is to supply the funds for the survey. The local commercial club at Marshfield officers and controls operations. This is to prevent the survey from passing into the hands of a private corporation. Citizens are taking stock and sufficient funds for the survey are expected to be secured. The section with its magnificent coal deposits, its vast timber supply and its unsurpassed possibilities in dairying, deserves a railroad, and the militant spirit of its people will be the means of hastening the day when the railroad will come. The Coos Bay spirit is the spirit of men worth while. —Portland Journal.

THE NEW RAILWAY.

The Coos Bay, Oregon and Idaho Railroad Company has elected its officers and the next move will be to secure stock subscriptions to carry on preliminary survey work. When this is accomplished and the survey is made then will the proposition take tangible shape, and a step carrying weight be taken toward building the proposed railroad. Harriman gave the proposal of a railroad from the Bay a black eye when he ceased building operations on the Drain-Coos Bay line. This will not and cannot be overcome until there is some material effort, as a survey made. The exploiting of resources on paper will have but little effect. There must be something more. If the necessary subscriptions of stock were realized and the survey was made, then Mr. Harriman would sit up straight and begin to look wise. Let this be done, and when success has crowned the efforts of the new company there will be but little further doubt of the early construction of the Coos Bay, Oregon and Idaho Railroad.—Roseburg News.

A CHAPTER IN HISTORY.

A chapter in the stagecoach history of Southern Oregon was concluded with the death, a few days ago, at Myrtle Point, Coos county,

WITH THE TOAST AND TEA

GOOD EVENING.

Don't hoard your charity for some great act of philanthropy. Death will come down the road some day and check you out. The better system is to sow kindness, here a little, there a little, from day to day. It will make less trouble for your executor after you are gone. —Selected.

LIFE, LOVE AND DEATH.

A little dreaming by the way,
A little toiling by the day,
A little pain, a little strife,
A little joy—and that is life.

A short-lived, fleeting summer's morn,
When happiness seems newly born,
When one day's sky is blue above
And one bird sings—and that is love.

A little wearing of the years,
The tribute of a few hot tears,
Two folded hands—the fainting breath,
And peace at last—and that is death.

Just dreaming, loving, dying, so
The actors in the drama go;
A flitting picture on the wall,
Love, death, the themes! But is that all?

Take no stock in the thermometer while it is falling.

Even at this season the dentist is a man who always pulls through.

If it is going to cost \$10,000,000 to talk to Mars, most of us are going to content ourselves with a nodding acquaintance.

A French scientist says that we will live on sunshine in the hereafter. That's nothing, the real estate men in Southern California are doing it now.

The Buzzy Fly.

How doth the little buzzy fly
Improve each shining minute—
The early fly the window finds
Before the screens are in it.

—GEO. GOODRUM.

of James Laird, who, for many years, drove the mail coach between Roseburg and his home town. The mail coach has passed into local history in most sections of the state that were covered by it in former years, though it still survives, awaiting the tardy coming of the railroad, in parts of Southern and Southeastern Oregon. The old stagecoach went its rough and stormy way, played its important part in civilization and passed on its drivers, many of them early old, by reason of exposure and anxiety, have mostly answered the final summons of Nature. The few who remain are on the waiting list, their work done. —Portland Oregonian.

THE ART OF BEING HAPPY.

"Cheerfulness," says Ruskin, "is as natural to the heart of man in strong health as glow to his cheek, and wherever there is habitual gloom there must be either bad air, unwholesome food, improperly severe labor or erring habits of life."

If children were taught that one of the great life duties is to unfold the fun-loving side of their nature, the humorous side, there would not be so many miserable people, so many failures in the world, says success. Why shouldn't we develop the humor faculty, the fun-loving faculty just as much as the bread-earning or any other faculty? Why should we think it is so very necessary to spend years in going to school and colleges to develop other mental faculties, and yet take practically no pains whatever to develop the humorous, the fun-loving side of our nature?

LIBEL ON BANDON.

The Drain Nonpareil is responsible for the circulation of the following libelous statement about a prosperous and pretty Coos county town: "Over around Bandon, Coos county, the wind blows so hard and constant that a sheep was blown against a barn there a few days ago, 14 feet from the ground and held four days until it starved to death."

We expect editor Kopf of the Recorder, to properly answer this story. In the meantime we merely suggest that when the editor of the Nonpareil is suffering from the heat this summer he might enjoy a few of the gentle zephyrs that make life pleasant around Bandon.

BREAKWATER TO PORTLAND

Steamship Sails This Afternoon With Large Cargo and Many Passengers.

The Breakwater sailed this afternoon for Portland with a large passenger list and a good cargo of freight. The freight was miscellaneous stuff.

L. N. McCullough, the chief engineer of the Breakwater, who sustained a broken hip and other injuries in a fall at Portland some time ago, is getting along as well as could be expected, but it is doubtful if he will ever be able to resume his old position.

Among those who sailed on the Breakwater were the following:

Mrs. Magee, Miss May Magee, Mrs. William King, Mrs. M. B. McCurdy, John Powers, Frank Knapp, Alfred Jacobsen, Mrs. Jacobsen, H. O. Hage, C. W. Dobbins, Jack Bester, Mrs. Bester, Miss M. Cooper, Judge L. T. Harris, J. F. Clarke, John Kinberger, Miss R. Oshier, J. H. Anthony, J. Vallin, L. A. York, Leo McCurdy, Frank Wolf, Harold Clough, Fred Gehrke, Fred. Puchler, Charles Lund, J. W. Pyburn, Charles Pyburn, Miss D. Smith, E. Thell, T. Mulkey, R. Sargent, Mrs. J. B. Secord, Jesse Wright, J. D. Estes, L. J. Tolls, E. L. Bessey, J. D. Guiss, S. L. Kayser, A. Miller, Chas. Robert, Nina Haines, W. C. Bradley, Mrs. Bradley, A. M. Collier, D. Hannas, T. W. Johnson, S. Johnson, E. G. Robins, Oliver Neal, Mrs. M. Campbell, I. E. Bliven, Mrs. John Fritz, John Fritz, Miss Clara Sherwood, A. Scipponi, Mrs. A. Scipponi, Dr. C. C. Taggart, A. J. Sherwood, Mrs. A. S. Hammond, Raymond Schultz, R. Chieinna, F. Maids, T. Nhasaki, M. Masuda, Ben Morris, Joe Glomnea, Martin Holman, Joe Kump, H. Hendrickson, A. E. Ellsworth, J. Herick, A. E. Whan, Mrs. Whan, John Reynolds, Mrs. Wm. Wade, Mrs. C. Settlemier, Mr. George Inman, Mrs. Inman, Will Inman, Irene Inman, Mrs. Florence Ruth, Mrs. E. A. Schultz, J. Arnold, J. Tidmore, A. Ball, C. Wragi.

AT THE CHURCHES

CHRISTIAN SCIENCE.

Christian Science services will be held in the Christian Science hall, 327, Third street, North, Sunday at 11 a. m. Subject: "Soul and Body."

CATHOLIC CHURCH.

Rev. Father J. MORAN.
Mass will be celebrated in St. Monica's Catholic church in Marshfield, Sunday at 7 and 9:30 o'clock by the Rev. Father J. Moran. In North Bend, mass will be celebrated at 6:30 and 8 o'clock by the Rev. Father Curley.

FIRST CHURCH OF CHRIST

Meetings in Lutheran Annex on 'B' street, at rear of Lutheran church: Regular service, 11 a. m.; Lord's Day school, 10 a. m.; teacher's training class, 7 p. m. Visitors made welcome, and cordial invitation extended to all.

METHODIST EPISCOPAL

Rev. H. I. Rutledge, Pastor.
Services of the Methodist Episcopal church: Sunday school at 10 a. m.; morning service at 11 a. m.; Junior League at 3 p. m.; Epworth League at 7 o'clock; evening service at 8 o'clock; prayer meeting Thursday evening at 8 o'clock.

FIRST BAPTIST CHURCH.

Rev. G. S. Clevinger, Pastor.
Morning service 11 a. m., topic: "Teaching." Evening service, 8 p. m., topic: "The Bread of Life." Sunday school, 10 a. m.; Young People's meeting, 7 p. m.; class in Life of Christ, Tuesday evening 8 p. m.; prayer and teachers' meeting, Thursday evening 8 p. m.

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BOOST GIVEN TO RAILROAD

(Continued from page 1.)

through the state. The people got together and with little or no capital succeeded in building a couple of lines and the result was that numerous lines were built. This was done, he said, by the push and energy of a people who had little or no money, having been driven into Oklahoma after having been starved out of Kansas and Nebraska by hot winds, crop failures, etc. In regards to the Coos Bay project, he said that he had talked with a prominent railroad man in Portland a few weeks ago about how Coos Bay could hasten the coming of a railroad. He said the official's answer was that Coos Bay was doing the right thing in keeping up and the agitation and the best advice he (the official) could give was "To keep on raising Hell."

In his talk, Mr. Grimes also took up a remark of a previous speaker who deprecated the fact that there were factions here. Mr. Grimes declared that there were no factions and merely because one man held different opinions from another on a certain matter was no reason to believe that there were factions. He said that Coos Bay has the same kind of people that every community has, many progressive and some pikers. Furthermore, he said that he did not agree with those who claimed that the old residents were averse to progress here and unwilling to help. He said that Dr. McCormac, Henry Sengstacken, J. H. Flanagan and a dozen others have worked as hard or harder and contributed as much or more than anyone else here to boost Coos Bay. He classified the piker as the man who slips in, buys a piece of property and then hangs around and gets the benefit of his neighbor's development work and to which the piker refuses to contribute. As to the knocking, Mr. Grimes said that Coos Bay hasn't any more than other communities. As to their value, Mr. Grimes said that the man who knocks the most and the loudest is the one who does the least and who never contributes a cent.

In closing, Mr. Grimes urged that everyone get behind the railroad project and give what he can towards it and hasten its success—the success that is bound to come.

Others Approve It.

J. H. Flanagan made a brief talk on the railroad situation and spoke of his experience with other railroad projects. He said that many difficulties are to be encountered in building a railroad but that he would lend his moral support to the present project and such financial support as he could. He was enthusiastically applauded.

F. S. Dow also spoke optimistically of the situation and said the present looked good to him.

R. O. Graves said that he didn't know much about the railroad situation but that he did know that Coos Bay was the best place ever and was bound to someday be the site of one of the greatest cities on the Pacific coast.

Carl Johnson said that he didn't care to talk, he would subscribe for \$100 worth of stock.

J. W. Bennett, the well-known Marshfield booster, expected to be able to attend last night's meeting but could not. He sent word, however, that he was in on it and would do anything he can to help Coos Bay.

40 ACRES of land on North Inlet, portion of same suitable for fruit and CRANBERRIES, for \$500. — See Title Guarantee and Abstract Co., HENRY SENGSTACKEN, Mgr.

IMPORTANT NOTICE.

There is a strict provision in a city ordinance compelling people to have chimneys and flues cleaned once a year. This is for protection from fire. Geo. Stough, the old man chimney sweep, is here now and can do the work reasonably. As he will positively leave next Tuesday all who have not done so should leave orders at Blanco Cigar Store at once. Neglect of this matter may cause a fire or a fine. Orders should be at Blanco Cigar Store before 9 o'clock Monday morning.

J. W. CARTER, CITY MARSHAL.

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