

COOS BAY TIMES

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The Coos Bay Times represents a consolidation of the Daily Coast Mail and The Coos Bay Advertiser. The Coast Mail was the first daily established on Coos Bay and The Coos Bay Times is its immediate successor.

Official Paper of Coos County.

OYSTER SHELLS AND PAVEMENT

THE LARGE NUMBER of oyster shells thrown into the fill which the dredge has been making in North Marshfield has astonished all who have seen them. Shells by the ton! Shells by the car-load and shells by the acre. Where have all the oysters gone who made these shells and deposited them in a layer ten feet deep in the bay is a question. Some say a great fire burnt over the entire region many years ago and killed all the oysters. Some say the freshening of the waters caused by the ocean building a new beach and the rivers and sloughs sending down their waters into the inner bay killed them. Some have declared that the escape of oil from the vast reservoirs under the bay had fatal results on the succulent bivalve. It may never be known whether the one cause or the other is correct, but the fact that there were oysters in the bay as thick as leaves in Valambrosia is proven to the most unbelieving Missourian.

Something ought to be done with those shells if they are good for anything. The oysters being dead do not need them any more and the people of Coos Bay are joint heirs of them whatever their appraised value. Now it has been customary for the people of Coos Bay to import sand rock from the shore or elsewhere to make their roads and streets good. This sandrock is strictly no good and the moment the rainy season starts it is all ground to powder and the streets are worse than a frog pond. Here the dredge piles up hundreds of tons of oyster shells and it has not, apparently, occurred to the people who believe in good roads that the county road between here and North Bend, which is impassable part of the year, might be supplied with the very best kind of pavement at nominal cost. Some streets which are not ready for asphalt might also be paved with shells. Anybody who has ever been in Baltimore where the eastern oyster is produced, will remember the fine roads just outside of the city which owe their excellence to the oyster shells which the authorities use to supply a hard surface. They are better than gravel and very enduring. One of the best materials in the world for making a hard surface for a country road exists in almost unlimited quantities in the bay.

Let it be understood, however, that pavement is not the only use to which these shells could be put. They have even a greater value. Of course every farmer knows that they are made of lime and that, when ground, they become a superb fertilizer and will sweeten the sourest soil. But the restaurant men of New York, Baltimore and Boston know that their oyster shells are saleable. They are purchased every day by men who go with wagons from door to door and take them to the lime kiln of the owners of the wagons where they are burned into the very best quality of lime. The lime thus obtained is far better than the ordinary building lime. It supplies a demand which is made by the tanners of the finest leather. It is employed by them in the solution which is placed in the vats where the hides are treated. It brings a much better price than ordinary building lime and is regarded as the most profitable bi-product of the oyster trade.

It is evident therefore that the people of the Bay are losing opportunities which the dredge is un-

MANY LEAVE ON ALLIANCE

Steamships Sail For Portland And San Francisco Today.

The Alliance sailed late today for Portland with one of the largest passenger lists she has had outgoing for sometime. Many of the passengers were en route to Seattle and a number were people returning from Curry county. They went to Curry on the promises of the Port Orford Orchard Tract Company and claim that they were lead there by misrepresentations.

All of the passenger accommodations were sold out last evening and some had to be refused transportation.

N. H. Hansen, Mrs. Hansen, J. W. Howe, W. L. Peacock, W. C. Walling, Ed. Larson, Mrs. Larson, Mrs. Johnson, Miss Larson, Gus Adelsperger, C. E. Huling, Blaine Gentry, W. L. Weekly, E. E. Alexander, N. T. Johliff, A. F. Boynton, Vance Berry, C. F. Bergman, W. V. Crawford, W. Pitkin, R. E. Dugane, S. E. Irwin, Lee Cox, R. P. Dickinson, A. B. Robinson, H. L. Fritchard, Al Smith, Mrs. Smith, D. J. Rees, R. H. Parson, F. B. Tichenor, L. Oldenburg, Blanch Fox, Father Donnelly, John Boutler and wife, D. M. McLaughlin, J. Andrest, Lizzie Andrest, Rupert Andrest, Clayton Andrest, Raymond Andrest, Jas. Andrest, W. J. Miele, John Hay, E. H. Kelly, Nan Walstrone, Mike Marshall, John Sellman, Wm. Nelson, J. S. Cook, Jno. King, C. R. Klingman, A. M. Ross and wife, Loralne Ross, E. R. Powers, Mrs. Powers, Mrs. Radcliffe, Miss Spiney; Mrs. O'Neil, V. R. Dwiggin, L. W. Traver, R. Lee, Jr., D. Madona, Odle McKellip, R. Quick, Lillie Conder, A. Johnson, E. P. Eyes, A. Ferguson, A. N. McKellip and wife, S. E. Maxon, Capt. Magee, Wm. Magle, Geo. Kimball.

Plant Sails.
The M. F. Plant sailed about 2 o'clock this morning for San Francisco with a large cargo of freight and a good passenger list. She was delayed in getting out by having to wait at North Bend for some of the freight. In her cargo were: 1,000 barrels of cement, 400 tons of coal, considerable butter and cheese and other produce.

Among those who sailed on the Plant were the following:
H. W. Painter, D. O. Becker, W. S. Patterson and wife, Andrew Jackson, Edwin Jackson, H. C. Weider, W. O'Neil, Al Nell, Miss Mamie Jackson, Mrs. A. Jackson, F. S. S. Hill, L. Carranza, Mr. Anderson, Mrs. Anderson, Miss Anderson, Mrs. S. L. Dean, Miss Vanderburg, Miss Hayne, Mrs. Minot, F. S. Dow, G. Nelhaus, H. Oki, H. Tana, J. F. Eno, Arthur Mathew P. Ferero, E. Vanderberger, Percy Roundtree, W. V. Ford and J. H. Ford.

wittingly throwing at their feet.
While we are discussing good roads and proposing an automobile road between here and Roseburg, we might also, incidentally take up the matter of good roads at all seasons between Marshfield and North Bend. Indeed, the Commercial Club would do a great work if it would suggest and urge the use of the oyster shell road bed between the two cities of the bay. An easy road between Marshfield and North Bend is in great demand and it would be a splendid idea for the cities to put their own house in order just before they start out on the most commendable project of building an automobile road to the outside. The stretch between the two cities would be a very good beginning for the automobile road.

FRESH caught HALIBUT, Ling and SOLE at the SANITARY meat market.

"CASTLEWOOD" at the P. K.
"EASTSIDE" is a winner.

STEAMER FAVORITE
Two trips daily between Bandon and Coquille connecting with all Marshfield trains.
Leaves Bandon . . . 6:45 a. m.
Leaves Bandon . . . 1:20 p. m.
Leaves Coquille . . . 9:15 a. m.
Leaves Coquille . . . 4:00 p. m.
Travelers leaving Marshfield in the morning reach Bandon at noon. People on Coquille river can spend over three hours in Marshfield and reach home the same day.
COQUILLE RIVER TRANSPORTATION CO.

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Note the steady and rapid advance in the price of stock since the organization of the company:

February 23, 1907	per share	\$10.00
September 1, 1907		11.00
October 1, 1907		12.50
November 10, 1907		14.00
January 1, 1908		15.00
March 1, 1908		16.50
June 1, 1908		17.50
August 1, 1908		18.50
October 1, 1908		20.00
December 15, 1908		22.50
February 15, 1909		25.00
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PHONE 97-J

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M. C. HORTON, Vice President and Manager.

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