

SALE OPENS
SATURDAY, AUGUST 21,
9 A. M.
AND CONTINUES
7 DAYS.

DOOMED!

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FORCED TO RAISE MONEY!

The Great Stock of Clothing, Boots, Shoes, Hats, Furnishings, Etc., of FREY'S, North Bend, Oregon, has been placed in the hands of the mighty

Northwestern Brokerage and Sales Company

of Portland and Chicago

TO BE THROWN TO THE FOUR WINDS REGARDLESS OF LOSS OR EXPENSE

Sale opens Saturday, August 21, 9 a. m.

And Continues for Seven Days.

FOR SEVEN DAYS COOS BAY AND VICINITY WILL WITNESS A SLAUGHTER SUCH AS HAS NEVER BEEN HELD UNDER AMERICAN SKIES. WE HAVE COME A LONG DISTANCE TO RAISE MONEY ON THIS BEAUTIFUL AND UP-TO-DATE STOCK OF SPARKLING MERCHANDISE AND IT MUST BE DONE, ABSOLUTELY REGARDLESS OF CONSEQUENCES. ONE VISIT TO THIS STORE WILL CONVINCE YOU. TRULY IT WILL BE THE GARDEN SPOT OF THE EARTH AND A MECCA FOR CLOSE BARGAINING. EVERYTHING IN THE STORE WILL GO WITH NO REGARD FOR COST AND FROM ONE END OF THE HOUSE TO THE OTHER THE FLUTTERING PRICE TICKETS WILL TELL THE TALE OF DESTRUCTION. REMEMBER, ONLY SEVEN DAYS.

The Place Is FREY'S, North Bend, Oregon

The Northwestern Brokerage and Sales Company

IN FULL CHARGE

SMALL AND BROWN, Managers

COOS BAY TIMES

AN INDEPENDENT REPUBLICAN NEWSPAPER PUBLISHED EVERY EVENING EXCEPT SUNDAY, AND WEEKLY BY THE COOS BAY TIMES PUBLISHING COMPANY.

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

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.

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

OFFICIAL PAPER OF COOS COUNTY.

WELCOME OREGON AND IDAHO DEVELOPMENT CONGRESS.

ONE YEAR AGO there was born in this city a league or association the purpose of which was the development of those parts of the great state of Oregon and of the great state of Idaho which had been left neglected and unoccupied by those who had control of the instrumentalities of development and civilization. That these neglected districts of the United States were rich and capable of wonderful productivity was admitted by all who knew anything about them and millions of men and women were anxious to enter their domain and make homes for themselves. On the western edge of his vast empire a remarkable natural harbor existed which required but little expenditure to make it one of the best on the Pacific coast and its proper development would give the area mentioned an outlet to the sea and to that cheap water transportation which is the aim of all nations. Thousands of people from all parts of the world had been led by the alluring opportunities which nature had abundantly distributed everywhere and by the promises of great railroad companies to build to this district and to connect with the seaport of the Oregon coast, to settle in the two states and were spending their lives in vain expectation. The Oregon and Idaho Development League was intended to call the attention of the whole world to this region and this seaport and to devise ways and means to open it up for settlement and to relieve its people from the injustice of isolation.

Since its formation last year the league has nobly justified its organization and its purpose. It has spread the fame of the neglected districts all over the United States. It has planned and promoted useful legislation which enables the people to exercise powers which were necessary to enable them to help themselves. It has brought the inhabitants together for communion and council and has put into the air great thoughts which stir the two states and which have made themselves felt far and wide. It has united the inhabitants and made them to understand better the relation which they bear to one another and which the widely separated parts bear to the sea coast. It is responsible for the general port law which has extended to the several harbors of the neglected coast the right to do for themselves what those who should have been active and were not, have neglected to do. As a result the people of Coos Bay will be able to make a harbor where nature intended one to exist and they are engaged in doing so. This is one of the very greatest results of the league which was born in Coos Bay a year ago. But from this league also sprang the project to build a railroad from Coos Bay to the capital of Idaho. The Coos Bay, Oregon and Idaho Railroad, which is designed to start from the seaport of Oregon and Southern Idaho, namely, Coos Bay and to reach Roseburg and

go forward through Central Oregon to Boise, Idaho, is the direct result of the work of the league. This road has already been surveyed in part between Coos Bay and Roseburg and will be completed as far as the preliminaries are concerned by the end of the year. Already the expenditure for the survey has exploded and silenced a libel which raised a barrier to building a railroad to the east from Coos Bay by declaring falsely that the grades were impassable. The league has therefore proven conclusively that a one per cent grade can be obtained where the claim has always been made that the best grades were two and one-half per cent. That this railroad will be built may be counted on as certain. Other roads which have been attempted have been begun at the end of a season of prosperity. This one is being started just as the new season of prosperity is beginning. With the league back of it and the people persistent and courageous there can be no failure.

Coos Bay gave to Oregon its best activity in the form of the Development League. The people of Coos Bay welcome their own child back again and welcome it doubly for it has not only returned covered with glory but has reflected honor and glory on Coos Bay. Let every citizen of Coos Bay show his pride in both the city and the Bay and let all extend the most hearty welcome to the delegates and visitors who are here to show their appreciation of the Queen of the Sunset Sea. The keys of the cities are theirs. In extending this welcome we cannot forbear to specially mention that strong and valiant champion of Coos Bay and all Oregon, the President of the League, Col. E. Hofer of Salem, to whom we extend the right hand of fellowship. Well done, good and faithful servant of the people. Welcome, too, Col. C. E. S. Wood of Portland and Central Oregon, champion of railroads for Oregon and advocate of State Aided roads when magnates fail to build. Welcome also C. S. Jackson, publisher of the Portland Journal, whose paper has proven the bigness of his brain and his fealty to the progressive plan of developing all Oregon. Welcome the men of Idaho who are already busy building from Boise to Coos Bay.

COOS BAY'S DISTINGUISHED GUESTS.

COOS BAY extends the glad hand to each and every visitor within the city's gates and in the outstretched palm rests the keys to the cities that dot its shores. Coos Bay bids you all a most hearty welcome.

We may be pardoned, however, if there is just the suggestion of a more fervid and friendly pressure as we greet old friends, tried and true, whose fealty and faith have been proven by many kindly acts of remembrance and recognition.

First there is E. Hofer, president of the Development Congress and editor of the Salem Journal, Coos Bay's best and staunchest friend. His pen and voice are always busy in the loving service of his pet hobby the development of the Coos Bay harbor and the railway to Central Oregon. To Col. Hofer we give not only the key to our homes but our hearts as well.

Then there is C. S. Jackson, publisher of the Portland Journal, equally staunch and true. The Journal has been doing Trojan service for Coos Bay and this is our first opportunity to give evidence of the appreciation that we all feel. Our hearts are so big that even the size of Col. Hofer cannot crowd them and there is and always will be a cosy corner for Mr. Jackson.

John F. Carroll, editor and manager of the Portland Telegram, gives evidence of his interest and appreciation of the importance of Coos Bay and the Development Congress, by coming in person to see and size up its features. Mr. Carroll may not be as well known to Coos Bayites as his two confreres but he has already achieved a reputation as one of the big brained and strong newspaper men of the Pacific Northwest. Coos Bay appreciates his interest and presence and ushers him right into the throne room where a seat awaits him among the elect.

Any enumeration of Coos Bay's best friends that would omit Congressman Hawley would be incomplete. His service has been direct per-

UNKNOWN MAN SAVES WOMAN

Miss Vineyard of Eastside, Rescued From Bay This Morning.

After saving a girl from drowning in the bay this morning, an unknown hero quietly slipped away before any one was able to obtain his name. All efforts to ascertain his identity have thus far been in vain.

Miss Vineyard of Eastside, was on the launch North Bend and wanted to be transferred to the ferry transit. The crafts came together with considerable force and Miss Vineyard was thrown from the deck of the North Bend into the bay. She had gone down twice when the unknown hero threw off his coat and jumped to her assistance. He reached her in a couple of strokes and kept her afloat until Capt. Alec Hall and Engineer Tom Golden of the Transit succeeded in getting a rope to them and pulling them aboard.

SCRATCH MAY BLIND BABY.

Myrtle Burkhardt's Eye Injured By Cat.

Little Myrtle Burkhardt, the daughter of Mr. and Mrs. A. F. Burkhardt, will probably lose the sight of one eye as a result of peculiar accident. Just how it occurred or what occurred, no one knows but little Myrtle who is just learning to talk, says a cat scratched her.

The injury looks as though a fork or some other sharp instrument might have pierced the eye. The accident occurred while the baby was playing in the yard so no one but she knows what occurred and her explanation that a cat scratched her may be correct.

Again Coos Bay extends a cordial and hearty welcome to all visitors. Here you will find kindred spirits vying and harmonizing with you in the great work we share in common with you—that of developing and building up the great commonwealths of Oregon and Idaho.

Welcome! Thrice welcome, all!

MYRTLE POINT SENDS MANY

Over 100 On Excursion From There Today—Another Excursion Tomorrow.

Headed by J. O. Stemmler and Henry Ploeger, about 100 Myrtle Point and Upper Coquille Valley boosters came over on a special train this morning to attend the Oregon-Idaho Development Congress. Others from Coquille and Bandon came over on the regular train and many of them will remain until the excursion to Bandon Sunday morning. Among the arrivals from Bandon was Col. Rosa.

Tomorrow, it is expected that between 200 and 300 from Bandon and Coquille will be brought here on the excursion from those points.

The excursion to Bandon Sunday will carry a large crowd from the Bay. Col. Rosa and Steve Henderson declare the visitors will be royally entertained at a clam bake and other festivities. The Marshfield and Coquille ball teams will play there in the afternoon.

While the burning of the Cody Lumber mill is keenly felt by the Bandon men, they show the regular Bandon spirit of determination and declare that they need to boost now more than ever.

HOUSE BURNS TODAY.

O. Erickson Home On Catching Inlet Burns.

The O. Erickson ranch home near the mouth of Catching Inlet, was burned this afternoon by a fire of unknown origin. The house was occupied by a tenant, Mr. Erickson living in Marshfield.

We welcome Congressman Hawley with a clasp that is cordial, sincere and hearty. He is today in the house of his friends.