

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.
DAILY.
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 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.

THE C. B. O. & I. RAILROAD.

The Oregon-Idaho Development Congress has recognized the great truth that the neglected area of Central Oregon, Southern Idaho and the Oregon coast, needs and must have railroads. It has convened primarily for the purpose of discussing and, if possible, providing ways and means for the purpose of obtaining these necessities of civilization. Within a few days of its assembling, John F. Stevens, a famous engineer and understood to be the advance agent of J. J. Hill and those interests which Hill represents, announces the building of a railroad from the North Bank road South to Central Oregon. He proclaims, at the same time, the end of the isolation in which the people of the section mentioned, have suffered.

But the railroad proposed by the magnate does not supply the demand which the isolated districts have voiced and are voicing in this congress. It is a great road which is proposed by Stevens and it taps a marvellous country. It is evidently designed to connect Spokane with San Francisco and it keeps as far away from the menace of the ocean and cheap water transportation as possible. It is in line with the purpose and plan of Mr. Hill to build up a number of interior distribution points which will still keep the people submissive to the demands of the LONG HAUL. Altho' all should welcome the new road as a boon to Oregon—the great states of Idaho and Oregon should not in the least abate their efforts to obtain an east and west road connecting Coos Bay with Boise. That is the road which will not only develop Central Oregon, but also Southern Idaho and the Coast of Oregon. That is the road which will connect the people of the empire which is about to be opened to settlement with cheap water transportation at Coos Bay and with the ocean and all the great seaports of the world.

The Panama canal, it should be borne in mind, has completely revolutionized railroading in the west. The people of the coast do not fully realize what has happened. Hitherto the American Pacific has been the most distant and remote part of the world, from a railroad and investment point of view. From New York to Coos Bay is, without the canal, approximately 14,000 miles. The canal cuts down the distance more than one-half and makes it in the neighborhood of 6,000 miles. Freight rates by water can never be met by railroads and never have been met. You can bring a load of furniture from Boston to Coos Bay when the canal is completed for one third what it costs to bring it from Grand Rapids or Chicago today. You can do the same with steel from New York. If Central Oregon and Idaho are to have the advantage of this cheap water transportation they can only get it by the Coos Bay, Oregon and Idaho railroad.

The Times has heard curious objections to the railroad proposed by the Congress. One man said that he would pull off his coat and work day and night to help this road get a right of way, if he knew it was connected with any great trunk line. That gentleman ought to know that it is connected with A GREAT TRUNK LINE—the greatest in the world. It is not merely a transcontinental but it is an intercontinental. It is controlled and operated by a greater magnate than any in

HERMANN IS PLEASED HERE

Former Congressman Says Development in Three Years Is Remarkable.

"If I had dropped down here out of an airship, I wouldn't have recognized this city as the Marshfield of three years ago as I remember it from my last visit," said Binger Hermann of Roseburg, former congressman from this district, who arrived here today to speak before the Oregon-Idaho Development Congress. "I was out to the Fair here for a couple of hours one day last year but I have not seen Marshfield's business district for over three years. The advancement is remarkable. You people who live here don't realize the transformation. And I am glad of it for I have always had a warm spot in my heart for Coos county and Coos Bay. The development of the Coos Bay harbor is something I began preaching years ago and I am happy to say that I aided in starting the work."

Mr. Hermann came overland from Roseburg, stopping at the old home near Myrtle Point for a short visit en route. This morning, he met many old time friends at the Chandler hotel. S. B. Cathcart, who has known him since boyhood was one of the number. Others dropped in and it was a great reunion. Mr. Hermann said that it wasn't certain yet whether the fiftieth anniversary of the arrival of the Baltimore colony, which was headed by his father, in the Coquille Valley, would be celebrated this year.

NORTH BEND NEWS

Miss Nellie Major of Eastside, was a North Bend shopper yesterday.

Mrs. Wm. Vaughn and Mrs. E. Vaughn were shopping in Marshfield yesterday.

Mrs. T. McDonald of Eastside, is quite ill at the home of her parents, Mr. and Mrs. John Vineyard.

It is expected that the North Bend Lumber Company's mill will resume operations next week.

The schooner Advent was towed in yesterday and will load at the Porter mill.

Mrs. E. E. Riggs and Miss Goldie Riggs left yesterday for a short visit with Mrs. Riggs' parents, Mr. and Mrs. Peterson, at May.

Mrs. W. F. Bode, who has been very ill of typhoid fever at L. J. Simpson home, was removed to the Brown home last evening.

The Revival meetings which have been conducted at the United Brethren church for the past two weeks by the Rev. R. G. Summerlin, will close tonight.

C. H. Farris and wife, Mrs. J. Day of San Francisco, Henry I. Reese and wife and Lloyd and Gladys left yesterday to camp on North Coos River for a week.

The Reynolds mill on Pony Inlet, which has been closed down for some time undergoing repairs, will resume operations next week. It will employ about thirty men and a like number in the logging camps. The contract with the box factory will insure a steady run for over a year.

America. It is the boundless ocean whose cheap water offerings roll in to swamp all unjust rates. The former base of railroads was the Atlantic. All railroads ran to the Atlantic. They went to feed its business as the lines dropped from Mr. Hill's main line feed that. Now the opening of the Panama canal extends the sea board of the Atlantic through the canal, up the Pacific and straight to Bellingham Bay. It makes Coos Bay nearer to New York City, Boston, Baltimore and the capitals of Europe, than Kansas City, Omaha, St. Paul and Minneapolis. Not nearer for passenger service but nearer for cheap water freight transportation. In other words—it makes no such difference as it formerly did, whether we are connected up with a main trunk line of railroad, or not. If we are connected up with the ocean our road will not only be a boon to the people of the interior but will be a great investment. It is better to be a feeder for the Almighty's highway than for a trunk line which cannot possibly compete with that highway. The Coos Bay, Oregon and Idaho Railroad will be built, if the people of the these states will do their duty and complete the survey, profiles and estimates and keep up the splendid spirit shown by this Congress.

LEANS DEFEAT FATS FRIDAY

Heavy Players Couldn't Run Bases But Otherwise Outplayed Opponents.

The Leans defeated the Fats at the Depot ball grounds yesterday afternoon by a score of 12 to 11. There was a good attendance despite the counter attraction of the excursion to the beach and everyone got more than his money's worth.

Pitcher Burkhart of the Fats, who was unable to reduce his weight to below 342 pounds lasted only five innings. On the start, he pitched some classy ball and had all the Leans guessing. Pitcher Denning of the Leans, lasted it out although he was hit pretty hard.

Had it not been for the ordeal of base running, the result might have been different. Burkhart was unable to make the run between first and second in less than a minute and a half.

Owing to many of the would-be players not being given a chance to show their ability, a second game is being arranged and may be pulled off this afternoon.

The ex-players demonstrated the fact that time has not taken the warm red blood from the veins of those who again donned the uniform of the great national game.

True, the players all showed lack of practice but the old-time spirit and earnestness was there and no one left the grounds disappointed. At times the playing on both teams even became brilliant. Many of Marshfield's visitors attended the game and expressed themselves as being well pleased with this part of their entertainment.

Box Score.

T. Smith, who declares that he can show the man who started baseball a few things about the game that he doesn't know, took a box score of yesterday's game and this is what he furnished The Times:

Fats.	AB	R	BH	PO	A	SB	E
Snyder, 2.	5	4	4	2	0	4	0
Ferry, 1st.	3	1	2	3	3	0	0
Millitt, ss.	4	2	4	1	1	0	0
Neil, c.	3	1	2	2	3	0	0
Mirrasoul, rf.	4	1	1	0	0	0	0
Mathews, cf.	4	1	1	0	0	0	0
Nadler, 3.	3	1	1	3	1	0	0
Wells, lf.	4	1	2	0	0	1	0
Burkhart, p.	2	1	1	0	4	2	0

32 11 18 11 12 26 0

Leans.	AB	R	BH	PO	A	SB	E
Denning, p.	5	2	2	1	6	0	0
Graves, 1st.	3	0	0	8	0	0	0
Vincent, 1st.	2	1	1	2	0	0	0
Powers, 2.	2	1	1	0	1	0	0
Dodge, ss.	2	1	0	0	2	1	0
Hall, 3.	4	3	0	3	1	1	0
Ireland, lf.	1	1	1	0	0	0	0
R. Matson, lf.	1	0	1	0	0	0	0
Pettyjohn, cf.	4	1	0	1	0	0	0
Haines, rf.	3	1	1	0	0	0	0
Keller, c.	4	1	2	0	5	0	0

27 12 9 15 15 2 0

Notes of the Game.

2b. Hits—Matson, Snyder, Nadler. Sacrifice hits—Snyder, 4; Wells, 1; Dodge, 1; Hall, 2; Haines, R. B. Burkhart, 0; Snyder, 4; Denning, 1. Strike outs—Burkhart, 5; Snyder 3; Denning, 6.

Umpires—Troeh, Scorer, T. Smith.

CARRANZA AND NEIL COMING

A telegram was received here this morning by Manager Herron announcing that Al. Neil and his trainer, Kid George, will leave San Francisco on the M. F. Plant today, reaching here next Monday. Lupie Carranza wired that he and his brother, "Beans," had been delayed and would have to come to Bandon on the Fifield next Thursday.

It has been agreed that the second Neil-Carranza bout shall be pulled off at the Skating Rink on the night of September 4. Everything is in readiness, P. L. Phelan of Myrtle Point, who was selected as referee announcing that he will be here without fail.

Kid George and "Beans" Carranza, who will train the two principals, have reputations as clever little boxers and it has been arranged that they shall furnish one of the preliminaries to the main bout.

It is expected that Neil will train again at Coquille while Carranza will train in Marshfield or at North Bend.

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