

### COOS BAY TIMES

Dedicated to the service of the people, that no good cause shall lack a champion, and that evil shall not thrive unopposed.

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OFFICIAL PAPER OF THE CITY OF MARSHFIELD.

Official Paper of Coos County.

#### GOOD ROADS MEAN PROGRESS AND PROSPERITY

THE FOLLOWING is the summary of an address delivered at the last session of Congress by Representative Sulzer of New York, and makes particularly interesting reading to Coos county people at the present time:

"My purpose in taking the floor at this time is to say a few words on a topic of much moment—good roads. I am now, always have been, and always expect to be in favor of good road building. There is no subject at the present time of more importance to all the people than the proposition to construct good roads by governmental aid along economic and constitutional lines.

"The plain people of the land are familiar with the truths of history. They know the past. They realize that often the difference between good roads and bad roads is the difference between profit and loss. Good roads have a money value far beyond our ordinary conception. Bad roads constitute our greatest drawback to internal development and material progress. Good roads mean prosperous farmers; bad roads mean abandoned farms, sparsely settled country districts, and congested populated cities, where the poor are destined to become poorer. Good roads mean more cultivated farms and cheaper food products for the toilers in the towns; bad roads mean poor transportation, lack of communication high prices for the necessities of life, the loss of untold millions of wealth, and idle workmen seeking employment. Good roads will help those who cultivate the soil and feed the multitude, and whatever aids the producers of our country will increase our wealth and our greatness and benefit all the people. We cannot destroy our farms without final decay. They are today the heart of our national life and the chief source of our material greatness. Tear down every edifice in our cities and labor will rebuild them, but abandon the farms and our cities will disappear forever.

"Now, Mr. Chairman, I want to say again that I take an abiding interest in this all-absorbing question for better highways by some plan of governmental assistance. I know it can be done honestly, economically, and constitutionally. I am not committed to any pet scheme. I have no vanity in the matter. I care not who gets the glory so long as the people get the results.

"I am for the cause, and in the fight to stay. Good roads mean progress and prosperity, a benefit to the people who live in the country, and it will help every section of our vast domain. Good roads, like good streets, make habitation along them most desirable; they enhance the value of farm lands, facilitate transportation and add untold wealth to the producers and consumers of the country; they are the milestones marking the advance of civilization; they economize time, give labor a lift, and make millions in money; they save wear and tear and worry

and waste; they beautify the country, bring it in touch with the city; they aid the social and the religious and the educational and the industrial progress of the people; they make better homes and happier hearth sides; they are the avenues of trade, the highways of commerce, the mail routes of information, and the agencies of speedy communication; they mean the economical transportation of marketable products—the maximum burden at the minimum cost; they are the ligaments that bind the country together in thrift and industry and intelligence and patriotism; they promote social intercourse; prevent intellectual stagnation, and increase the happiness and the prosperity of our producing masses; they contribute to the glory of the country, give employment to our idle workmen, distribute the necessities of life—the products of the fields and the forests and the factories—encourage energy and husbandry, inculcate love for our scenic wonders, and make mankind better and greater and grander and broader.

"Good roads, sir, are the arteries of the industrial life of a great and wonderful people. Good roads make a good country. In a government such as ours all sorts and conditions of men and women are more or less absolutely dependent upon the best and speediest means of communication and transportation. If you say that good roads will only help the farmers, I deny it. The farmers who produce the necessities of life are less dependent than the millions and millions of people who live in our cities. The very lives of the latter depend on the farmers—the producers of the necessities of life. The most superficial investigation of this subject will clearly prove that good roads are more important to the consumers than they are to the producers of the country.

"But the burdens of life fall thickest and hardest on the farmer; and he gets less for the taxes he pays than any other class of people in the land. The least the government can do for him is to help him get decent highways. I am with the farmers in this fight for good roads. I am with the rural districts of our land in their struggle for better transportation facilities, and in congress, or out of congress, I shall do all in my power to hasten the consummation they desire—the ability to go and to come along good roads without exhausting the time and the effort and the utility of man and beast.

"The fathers of the republic wisely recognized the importance of this question. Washington and Jefferson advocated good roads and projected the construction of a great highway from the capital to the Mississippi valley. The far-seeing statesmen of the early days of our national existence championed and passed measures to better the means of transportation. They knew that of all human agencies the one which has done most for civilization has been the building of good roads—the abridgment of distance, the shortening of time—in the facilities of communication. They realized the necessity of good roads, how important they were to the country, to its growth and development; and to mankind, morally, physically, intellectually, and industrially; removing national and provincial antipathies, and binding together all sorts and conditions of people in the brotherhood of man.

"The farsighted wisdom of Julius Caesar built from the imperial exchequer the magnificent roads that led in all directions to eternal Rome. The great Napoleon—Caesar like—built the roads of France that center in Paris from the general fund of the government; and these French roads have done more than any other single agency to encourage the thrift and increase the industry and insure the contentment of the people of France. Caesar and Napoleon were the great road builders of ancient and modern times, and their foresight and their judgment demonstrated the beneficial results that follow like the night, the day, the building of great governmental highways."

TOPICS OF THE TIMES. Annie Besant has given it as her opinion that the ideal man will appear on earth in the year 2308. Let us hope Annie will be here long enough to see her prediction verified. Speaking of rank quitters, we believe the medal should go to the party mentioned in this motor car item from the Atchison Globe: "Ed. Underwood of Good Intent, bought an automobile last week. In running it he had a slight accident and lost his nerve to such an extent that he now wants to sell his machine." Shame on you, Ed!

A Cincinnati widow claiming to have a church attendance record of 22,000 times died last week. As yet no one has announced a determination to break her record.

The White Mountain, N. H., Echo reports that "J. F. Grouch and family are spending a few weeks at Mount Pleasant." At the end of that time the Grouches may feel like changing their name.

Don't accept every opportunity to tell a "funny story." Maybe you do not tell funny stories well; and bear in mind that many people dislike them as much as they dislike children playing exercises on the piano.

A Portland man is preparing to lecture on "Grouchiness in Psychology." We don't know where he could learn more about grouchiness than in Portland unless it is around some editorial sanctums in Southern Oregon.

### C. F. McGEORGE

Wholesale dealer in PRODUCE Wool Hides and Pelts Office 178 Broadway.

### NOTICE OF SALE OF IMPROVEMENT BONDS OF THE CITY OF MARSHFIELD, ORE.

Notice is hereby given that sealed proposals will be received by the Finance Committee of the Common Council of the City of Marshfield, Coos County, Oregon, at the office of the City Recorder of said City of Marshfield, in the City Hall of said City of Marshfield, until 4 o'clock P. M. of Tuesday, October 26th, 1909, for the sale of the following improvement bonds of the said City of Marshfield, Coos County, Oregon, to-wit: Street Improvement bonds \$7,392.56 Sewer construction bonds 9,845.55 All of said improvement bonds to be in denominations not exceeding \$500 and bearing interest at the rate of six per centum per annum from date thereof, payable semi-annually; said bonds to be dated the day of issuance and mature in ten years thereafter, with prepayment option thereon at face value and accrued interest to date of any semi-annual coupon interest period at, or after, one year from the date of said bonds, upon giving notice by publication in a newspaper of general circulation printed and published in Coos county, Oregon, such notice to be published not less than twice during the month preceding such semi-annual period at which such prepayment thereof will be made. The right is expressly reserved to reject any and all bids and upon, or any of such bids, or proposals, being rejected, if there should remain any bonds unsold, the said bonds may be thereafter sold at private sale by said Common Council of said City of Marshfield, Oregon; but in no event to be sold at less than par and any interest thereon accrued to date of sale and payment. Said bonds are authorized by the laws of the State of Oregon and ordinances of the Common Council of the said City of Marshfield, Oregon. Assessed valuation of said City of Marshfield, Oregon, is \$1,791,549.00. No bonded indebtedness. Population: estimated, 5,000. Certified check for 5 per centum of amount of bid, or proposal must accompany such bids, to be forfeited to said City of Marshfield, in case bid is accepted and bidder fails to accept and make payment for said bond or bonds, covered thereby, within ten days from date of acceptance of said bid, or bids. Each bid, or proposal submitted to designate the denomination of said bond, or bonds desired and to state whether for "Street Improvement Bonds" or "Sewer Construction Bonds." Bids, or proposals received for any amount of said bonds; small bidders being given preference of purchase. Proposals, or bids, with certified checks, to be enclosed in sealed plain envelope without distinguishing mark, or writing thereon, except the words "Bids for Improvement Bonds of the City of Marshfield, Oregon." Dated this 2nd day of October, 1909.

P. HENNESSEY, A. H. POWERS, CARL ALBRIGHT. Finance Committee of Common Council of the City of Marshfield, Oregon.

#### FINANCIAL

**A DOLLAR SAVED is a DOLLAR MADE**  
The habit of saving, formed early in life, is the foundation of many a fortune. Thrifty people patronize the savings bank and prosper. Deposits in savings banks have proven more safe and profitable than any other class of investment for people who must build up a fortune from daily savings. The department of savings is a special feature with this bank. Interest paid on all Savings Deposits remaining six months or longer.

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OF COOS BAY

DIRECTORS. JOHN S. COKE, JNO. F. HALL, STEPHEN C. ROGERS, W. S. CHANDLER, HENRY SENGSTACKE, DR. C. W. TOWER, M. C. HORTON, DORSEY KREITZER, WILLIAM GRIMES.

OFFICERS. JNO. S. COKE, President. DORSEY KREITZER, Cashier. M. C. HORTON, Vice President and Manager.

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STRICTLY A COMMERCIAL BANK

Wells Fargo Nevada National Bank, San Francisco, Cal.  
The United States National Bank, Portland, Ore.  
The National Park Bank, New York, N. Y.  
The Corn Exchange National Bank, Chicago, Ill.  
The Bank of Scotland, London, England.  
The Credit Lyonnais, Paris, France.

In addition we draw drafts on all principal banking centers in Europe, Asia, Africa, Australia, China, Japan, North, Central and South America. Personal and commercial accounts kept subject to check. Certificates of Deposit issued. Safe Deposit Boxes for rent.

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MARSHFIELD, OREGON.

Paid Up Capital and Undivided Profits \$75,000 Assets Over Half Million Dollars.

Does a general banking business and draws on the Bank of California, San Francisco, Cal., First National Bank, Portland, Ore., First National Bank, Roseburg Ore., Hanover National Bank, New York, N. M. Rothschild & Son, London, England.

Also sell exchange on nearly all the principal cities of Europe. Accounts kept subject to check, safe deposit lock boxes for rent at 50 cents a month or \$5 a year.

**INTEREST PAID ON TIME DEPOSITS**

### STEAMERS

### STEAMER M. F. PLANT

Sails for San Francisco, Friday, October 15.

FREIGHT RECEIVED UP TO THURSDAY NIGHT AT OCEAN DOCK.

Sails every Saturday for here F. S. DOW, Agt.

### CALIFORNIA AND OREGON COAST STEAMSHIP COMPANY.

### Steamer Alliance

E. D. PARSONS, Master. EQUIPPED WITH WIRELESS

### COOS BAY AND PORTLAND

SAILS FROM PORTLAND SATURDAYS, 8 P. M. SAILS FROM COOS BAY TUESDAYS, AT SERVICE OF TIDE. C. G. Stimson, Agent. T. B. JAMES, Agent. Couch St. Dock, Portland, Ore. Marshfield, Ore., Phone 441

### Portland & Coos Bay S. S. Line

### S. S. BREAKWATER

Sails from Ainsworth Dock Portland, Wednesdays at 8 p. m. Sails from Coos Bay Saturdays at Service of Tide.

W. F. Miller, Agt. Phone Main 35-L

### Steamer Wilhelmina

LUDVIG CHRISTENSEN, Master. Sailing for Bandon every Monday. For full information, apply Chas. Thom owner, or H. W. Skinner, agent.

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A Want Ad will sell it for you

### PROFESSIONAL CARDS.

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Office 208-209 Coos Building  
Phones—Office 1621; Residence 1622

### DR. A. L. HOUSEWORTH

Physician and Surgeon  
Offices second floor of Flanagan & Bennett Bank Building. Office hours 2 to 4 p. m.; 7 to 8 p. m. Phone: Office, 1431; Residence, 1439

### DR. R. E. GOLDEN

Physician and Surgeon  
Phone: Office 1051—Residence 105. 202-05 Coos Building. Office hours: 10 to 12 m. 2 to 5 and 7 to 8 p. m.

### C. R. BENNETT,

Dentist, 217-218 Coos Building, Marshfield.

### LAWYERS

J. W. BENNETT, Office over Flanagan & Bennett Bank. Marshfield, Oregon.

### JOHN D. GOSS

Attorney at Law. Marshfield, Oregon.

### MISCELLANEOUS

W. S. TURPEN, Architect. City Building Inspector Over Chamber of Commerce MARSHFIELD, ORE.

### MRS. DR. O. S. FRANKLIN,

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Phone 197-X, near cor. Broadway and Market Streets.

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### Livery, Feed and Sale Stable

Rigs at all hours and a carry-all that we will send out with parties wishing to go in crowds.

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### L. J. POST

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