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All kinds of photograph work, bromide enlarging and kodak finishing.

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Machine and Repair Shops GENERAL MACHINIST Steam and Gas Engine Work At Holland's boat shop, Front street, Marshfield, Ore.

WATCH! NOTICE!

Homer Mausey, one of the drivers of the solicitor for us is out for laundry. Watch him! he is liable to stop you on the street and explain all details of Laundry and also to be at your home any time. He knows Laundry business from A to Z.

Marshfield Hand and Steam Laundry

PHON. 229-J

Good Livery Service

Fancy new rigs, good horses and careful drivers are now at the disposal of the Coos Bay public at

REASONABLE RATES.

Rigs or rigs with drivers ready for any trip anywhere any time. Horses boarded and rigs cared for.

New horses and special accommodations provided for funeral parties.

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WE HAVE A LOCK LAMP GUARD that will keep you from losing that Mazda lamp in the hall you have had to replace so often. It is thief proof.

Coos Bay Wiring Co.

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Never leave home on a journey Colic, Cholera and Diarrhoea Remedy. It is almost certain to be needed and cannot be obtained when on board the cars or steamships. For without a bottle of Chamberlain's sale by all dealers.



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You can win her easily by bringing her around to

LEWIS'

For a dish of his Famous

Pure Ice Cream

Strawberry, Vanilla and Chocolate flavors for your Sunday dessert.

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Free delivery 8 a.m. to 2 p.m. also—

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We have secured the livery business of L. H. Heisner and are prepared to render excellent service to the people of Coos Bay. Careful drivers, good rigs and everything that will mean satisfactory service to the public. Phone us for a driving horse, a rig or anything needed in the livery line. We also do trucking business of all kinds.

BLANCHARD BROTHERS.

Livery, Feed and Sales Service. 141 First and Alder Streets. Phone 138-J

MARSHFIELD'S POPULAR FAMILY HOTEL THE LLOYD

Rates reduced to: Day—50c, 75c and \$1.00; week—\$2.00 to \$5.00. House-keeping apartments with gas ranges \$10.00 to \$18.00 per month. FREE BATHS—E. W. SULLIVAN, Prop.

Don't forget the Turkish Baths. PHONE 214-J.

HEARD ON THE STREETS

An Epworth League picnic is a rather unusual place for a man to get a "skate" but that is what L. D. Walrath did the other day at Charleston Big Skate. "Bay. And it was a 'beauty,' too. Those who saw it say it was one of the biggest 'skates' they saw any man have in many days. Mr. Walrath and Frank Sumner took their fishing tackle along and while the others were seeking other diversions they went to the beach and cast their lines. In a little while Walrath announced he had a 'bite' and he commenced pulling it in. As it began to draw, Walrath announced that instead of a 'bite' he believed he had a whole 'mouthful.' And so it proved. Although he had only a small hook and a silk line he pulled the fish on the beach where he and Frank Sumner succeeded in pulling it out and found it a large 'skate' fish. They estimated the weight at 150 to 175 pounds. After having a photograph made to prove the story they placed the fish back in the water.

Al. Owen and G. N. Bolt got to talking over old times the other day. They were boys together, many years, (how many Dances in neither one will tell), the Good but many years ago Old Days. down near Jacksonville, California. They attended dances together, and believe me, they were some dances, according to Al. They may talk about the higher cost of living today but it is certain that the cost of dances is lower now than it was then. "Why, I remember," remarked Bolt, "when Al would pay \$15 for a rig to take his girl from Jacksonville to Applegate for a dance. Then pay \$5.00 for a ticket and with supper and other incidentals the cost of that dance would run up to \$35.00 or \$40.00."

"Yes," said Al with a sigh, "but it was worth every cent of it. They don't have any dances these times like those of the good old days back in Applegate."

That the world is a small place after all is a bromide expression, but it finds many exemplifications. Senator Brownlee, who were boys in the city from Oklahoma, and Dr. Bartle, the health officer of North Bend, were boyhood chums together back in the middle west. They went to the same school, sat in the same seat and sometimes had the same sweetheart. Dr. Bartle got his medical degree and came to the coast, while Brownlee went to Oklahoma where he was rapidly growing rich and respectable until in an evil moment he fell into politics and the people sent him to the State Senate. Aside from that he has a most excellent record. Dr. Bartle likewise has been hewing success out of the years. The only blemish on his record is that he found colera bacilli in the city water, but he hopes to live that down. And now, after all these years, the boyhood pals meet on Coos Bay.

D. C. Herron, a brother of the head of the legal department of the Southern Pacific railway, who, with his wife is in the city, Didn't is well-known to many of the old timers, having made extended visits here many years ago. He tells it as a good joke on himself that he pictured Coos Bay and Marshfield to his wife before their arrival and promised to point out all places of interest to her just like an announcer on a "rubberneck" wagon in the city. It has been a number of years since he visited Coos Bay and he was not prepared for the many changes that had taken place. When the ship swung past Empire he pointed out Jarvis landing but as North Bend came into sight and Mrs. Herron began asking about the different buildings he began sparring for wind. He did succeed in locating the old Simpson ship yards but when he came off the Marshfield dock onto paved streets and saw the cluster lights he collapsed. "I give it up," he said to his wife, "this is not the old Marshfield that I knew. It is a new city that I don't know." He soon found many of his old time friends and found no change in them as they greeted him with a hearty welcome. He expresses himself, however, as still dazed at the remarkable progress of the city in a few years.

Have your calling cards printed at The Times office.

MYRTLE POINT STOCK SHOW

First Successful Exhibition Held There This Week —Large Crowds.

The stock show held at Myrtle Point Tuesday was a great success and compared very favorably with the stock fair held at Salem a few months ago. The largest crowd of people ever seen in Myrtle Point was on the street to witness the stock parade. While the prizes were small in value the live stock made a very creditable showing for the first affair of the kind held in that city. Prof. Kent W. K. Newall and Prof. Scudder of the Oregon Agricultural College, acted as judges. Horses, cattle, sheep, hogs, and goats were among the stock exhibited. This live stock came from the neighborhood of Myrtle Point. The Myrtle Point business men organized an association to hold a county fair in Myrtle Point every year. With the splendid showing made yesterday it is not necessary for this county to take its live stock out to Roseburg or Eugene as Coos county is large enough and has blooded stock enough to have one of the best county fairs in the state. With Marshfield holding its annual berry show and Myrtle Point its county fair the outside world will soon know of the merits of Coos county.

North Bend News

Mrs. Victor Wittie is reported very ill at her home in Old North Bend.

Capt. Edgar Simpson returned today from a few days spent on the Coquille.

Rev. Macleod of the Presbyterian Church spent part of the week at Ten Mile.

J. Virgil Pugh is here from Los Angeles to attend to business affairs on the Bay.

Mrs. E. Coffelt and Miss Dorothy and Theodore are over-Sunday guests at the E. J. Coffelt home here.

R. W. Simpson and Harold Simpson are the guests this week of Mr. and Mrs. E. W. Fahy at Bullards.

Rev. Smith is expected in North Bend at an early date from Nebraska to assume charge of the pastorate of the United Brethren church.

Mrs. H. C. Miller of Lake City Minnesota, who has spent the last month with her sister, Mrs. H. C. Diers of North Bend, left on the Breakwater on her homeward journey.

John Gardiner of the North Bend Hardware Co., and family returned from Portland this week. Mrs. Gardiner has been visiting in Couer d'Alene City, Idaho, and her sister Miss Heath, accompanied her home for a short visit.

The Union Services at Myrtle Bank school house last Sunday were largely attended among the number going from North Bend were: Rev. H. MacLeod, Mr. and Mrs. J. Smith, Mr. and Mrs. Geo. Mandigo, Mrs. A. L. Vanderpool, Mr. and Mrs. R. J. Coke, Mr. and Mrs. Wm. Murr, Mr. and Mrs. R. Roberts, Mr. and Mrs. Geo. Hazer, Mr. and Mrs. Geo. Hartman, Wm. Dolan, Peter Loggie, Mr. and Mrs. J. W. Immel, Mrs. W. H. Jones, Mrs. A. Mende, Mrs. Holmes, Misses Catherine and Helen Mendo, Miss Lillian McCann, Miss Grace Murr, Marion Hevener, Miss Ellen Anderson, Miss Bessie Immel, Mr. and Mrs. A. E. Guernesey, Mr. and Mrs. M. C. McLeod, Bernard Hazer, Clarence Murr, Oscar Carlson, Hermann Mende, Clarence Covey, Elmer Russell, Geo. Smith, Misses Helen and Mildred Russell, Irma Hodson, Mrs. Henry Trueman, Mr. and Mrs. Harry Russell, Miss Freda Hazer, Mrs. Grout, Miss Grout, Harvey Russell, Lauren Hodson, Luella Hodson, Randall Jones, Mr. and Mrs. J. W. Russell, Miss Esther Imhoff, Fay Imhoff, Joe Imhoff, Melvin Jacobs, Miss Josephine Griffin, Mrs. E. Covey, Misses Grace and Balche Williams, Harry Conroy, Jay Gray, Mabel and Helen Immel, Mrs. Soule, Mrs. Alexander Smith, Naomi and Helen Smith, Clyde Smith.

If you have anything to sell, trade rent or want help, try a want ad.

Plan For Community Railway

CALIFORNIA MAN WRITES TO THE TIMES CONCERNING PROJECT FOR STREET RAILWAY IN MARSHFIELD AND NORTH BEND.

Sacramento, Calif., July 11, '11. Editor Coos Bay Times:

Two or three months ago the writer sent to some of the leading citizens of Marshfield and North Bend, including your commercial Association, a plan for the construction of the proposed interurban road between the city of Marshfield and North Bend by the people of the two cities and along its line. While the plan is not municipal ownership, it is along the general lines of municipal ownership. It may be more properly called community ownership.

The writer does not claim the distinction of creating something out of nothing nor has he a get rich quick or frenzied finance scheme. It is rather a return to safe and sane principles. The value of bonds is the security behind them. A safe security would be where the property would sell under the hammer for enough or more than enough to pay face value for its bonds and other obligations. There is no way of putting a margin of security behind bonds except through the acquisition of property or values over and above the amount of money expended in the construction of the road. The location and franchises gives the road an added value as well as the industries and facilities that is built up along the line of a road. This is one of the most important questions before the public today. Many states have passed laws requiring a physical valuation of the railroads within its borders. It is only too true that the stock and bonds of these roads were heavily watered at the time the roads were financed and constructed. These roads built up great cities along their lines and the value of much of its property was enhanced in value many thousand folds. In most cases where the stocks and bonds were watered the value of the property of these roads have caught up and even passed by the inflation point. It will be found in most instances that the present value of the property of the roads is equal to their obligations. The moral crime if such it may be called, was committed in collecting the extra toll from the people from the time the road was constructed to the point where the value of its property rose to the level of its obligations. Now suppose these roads had been constructed and bonds issued covering the actual cost of the road. Today the security behind many of those bonds would be ten dollars for one and the people would have had in their pockets the cost of the road in some instances ten times over that has been collected from them to pay interest and dividends on the inflated value.

The amount of stocks and bonds against a road fixes the freights and fares the people must be charged to meet its obligations. The people to be served by a road are direct beneficiaries or losers by the amount of a roads obligation. If as in most cases the obligations is double the actual value of the road the people are charged a rate of freight and fares equal to two roads. At this rate it does not take very long for the people to pay out in extra freights and fares enough to build the road.

Under the plan supplied as above mentioned the writer cuts out all the surplus and unnecessary expenses. If a promoter goes into the bond market to sell his bonds he is obliged to sell them at a ruinous discount. The patrons of the road must pay this discount over and over again. Under the writers plan the people own both the stock and bonds. The writer would receive a stated commission on the cost of the road and its equipment. The road would be controlled and owned by the people it serves. The people the road is to serve can supply rights of way and facilities of various kind that give the road a value in addition to the money actually spent in its construction and secure the benefits of the gift of such rights of way and other concessions themselves. The rights of way and franchises that promoters succeed in getting the people to give them is their stock in trade and on which they arrange the sale of bonds.

As a general proposition the rights of way, franchises, concessions and locations may be regarded of equal value with the actual cost of the road. If bonds are only issued to cover the money expended in construction of road and its equipment these bonds may be regarded as having two dollars of security to one of obligation.

The plan of the writer for the financing and construction of road is based solely on sound business principles and instead of trying to get the people to furnish the money to build the road and give it to the promoter, the writer is willing to take the place of the promoter and build the road and equip it and charge a reasonable commission for his services.

Under his plan the patrons or people to be served by the road is expected to subscribe for the bonds of the road. With every dollar of bonds subscribed for an equal amount of stock is given. This gives the subscriber to the bonds a chance to sell his bonds and hold on to his stock and through the stock control the road. Now it would not require more than three or four months to construct the road between Marshfield and North Bend. The holder of bonds can sell them and when the road is in operation he can find a buyer for his stock if he wants to sell it. The writer has enough faith in the project himself to make an offer of ten dollars per share for a limited amount of stock as far as the writer's funds will go. Under this offer the subscriber to bonds can make ten per cent on his transaction. In as much as the people to be served by the road is the chief beneficiaries of the enhancement in the value of property if they wanted to dispose of their bonds quickly, could add their own guarantee to these bonds for a limited time during the infancy of the road. The construction of the road will enhance the value of property along the line of proposed road from two to four times the cost of the road.

There may be a question in the minds of some whether the people of Coos Bay can raise one hundred and fifty thousand dollars cash. The writer does not think there will be the least difficulty in doing this. When the people who are interested in this proposed road and will be served by it subscribe for as many of the bonds as they can take and then solicit their friends there will be no difficulty in raising that amount. It is freely predicted that as soon as the public know there is a bond issue based on security that will sell under the hammer for the face value of every bond issued against the road the interest of the public will be immediately attracted to them and the writer will wager that there will not be a single bond in the hands of the original purchaser in six months provided the holder will sell his bonds.

The writer does not believe that a section of country such as Coos Bay country is could place itself in a more favorable light before the world and attract more favorable attention to itself than adopting this plan in the construction of this short line of railroad.

Nor is the matter of adopting the plan mentioned, all. The writer mentioned in his plan submitted to your people as mentioned above, the matter of equipping the road with gas motive power. It costs about one-half as much to construct and equip a road on which gas motive power is used as it does to build and equip an electric road. The gas locomotive resembles a short street car and by reason of the short wheel base can negotiate the short street corner curves. The locomotive is not more noisy than the ordinary electric car. Where the engine is kept properly adjusted there is no smoke or fumes escape. The gasses is liberated above the locomotive and can seldom be detected.

Yours truly,
C. A. HARP.

PHONE L. S. KAUFMAN & CO YOUR COAL ORDERS—\$4.50 PER TON.

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