COOS BAY TIMES

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Official Paper of Coos County

AN IDAHO FUNERAL SERMON

N IDAHO cleric has sued the widow of a former parishioner for \$25 and interest, claimed by him for preaching her late lamented husband's funeral service, says an exchange. The widow insists that the sermon was damaged because in it the expounder berated the deceased for non-attentance at church. For this damaged sermon—a sermon with a whole in it as it were—ahe offered \$10, insisting that a discount of 60 per cent was no more than fair. And on this complaint and answer the case hangs in the court, while doubtless the cause of it lies in an uneasy grave.

In Chattanooga about 18 years ago an Episcopal clergyman, called to conducte the funeral service of a notoriously bad citizen, preceeded to the task about as follows:

We are gathered here to perform the last rites over all that is mortal of perhaps the worst citizen this town has ever had the pleasure to know. He was a gambler and drunkard, thief and a cheater. He was never kind to his family, and his widow is well rid of him, while his death in the extreme youth of his children is a blesaing to them. If the neighbors are just they need never know what a scoundrel they had for a father.

The life of this man who has died should be a lesson to all of us. He has taught us how to live meanly, to die dishonorably, and if we would profit by his example, we have only to avoid all that he did and was. So even this man has been a moral influence if we heed the leson, for he has taught us to be as little like him as possible. We will now take him to the cemetery and bury him.

Strange as it may seem, that incldent is history. And the widow, visited by reporters who expected her to resent in a rage the attack upon this city to section 25, two miles her dead husband's character, informed them instead that she had invited the minister to dinner afterward change has become necessary on acand had thanked him for telling the

ALONG THE WATERFRONT The Redondo will sail at 1:30 tomorrow for San Francisco.

The Breakwater will sail at 1 clock tomorrow for Portland.

The Nann Smith is expected in onight from Bay Point.

The tug Robarts left Bandon this week with a seow load of coal for It was triffe choppy when Florence. she started and some expressed people, that no good cause shall lack doubt whether the open scow would a champion, and that evil shall not hold the coal or not.

> The A. M. Simpson, the new lumber carrier of the Simpson fleet, has been unexpectedly delayed in being fitted with the balance of her ma-chinery at San Francisco and it will she can return to the bay.

> The Ascuncion sailed today for San Francisco. Capt. B. W. Olson aided Capt. Bridgett to pilot her down to Coos Head and the latter took her out alone. The Ascuncion is about two hundred tons larger than the Nann Smith but the length is about the same. She can carry a cargo of 25,000 barrels of oil and when loaded to capacity draws about 27 feet.

AMONG THE BICK. ********* Chas. Erickson who has been laid

up with a severe attack of la grippe is now able to be up and around.

FIRST WORK ON GRADE OF RAILWAY TO VALE

Subcontractors Build Line to Site of Oregon and Eastern Road Tunnel

VALE, Or., March 22.-The Utah Construction Company, in charge of the railroad construction work on the first stretch of the Oregon Eastern Railroad, extending west from this city to Dog Mountain, near Malheur Lake, south of Burns, has let two more contracts, and grading has started outside the city limits. The first grading work is let to Subcontractor Goldsmith, of Caldwell, who moved into the field a few days ago, and started work in each direction from the temporary camp. The next six miles is being done by Jerry Hurley, a subcontractor, who has been working on the Nyssa-Homedale extension.

The eleven miles of road bed from this city to the mouth of the Malheur Canyon is an easy piece of construction work, as practically no grade is required. It is stated that 130,000 cubic feet of dirt will be removed at a price of \$17,000.

As soon as the first stretch of the grade is completed, in about one month, the first steel of the Oregon Eastern Railroad will be laid and work trains operated between Vale and the Malheur Canyon camps, which at that time will be ready to use all the heavy machinery that at prsent cannot be hauled out over the wagon roads.

contemplated is Another change the moving of the headquarters of the Utah Construction Company from south of town, which has been leased from the road land company. The count of the crowded condition of the truth, in some measure to offset the present camp north of the local rail-



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The Toggery

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These Shirts are guaranteed to fit properly and the colors will not fade when washed

Yours, Anxious to Please,

The Toggery

CONDENSED STATEMENT
Of The First National Bank of Coos B At the Close of Business February 20th, 1912. RESOURCES.
Loans and discounts
Total
Capital stock paid in
Total
FLANAGAN & BENNETT BAN

Times Want Ads Bring Result

50,000

165,011.2

\$644,278.8

57.408.

536,869.5

No

FAST

51

ie that she had ordered chiseled inroad yards. to the tombstone!

So there we have the two cases. Whether a damaged sermon should be discounted in the fee, or whether any fee at all should be expected for funeral services-these are problems depending for their solution, upon local conditions, circumstances and persons. Most of us would prefer postponing the question as to our own funeral sermons to the very latest possible second of staggering time

NEW STOCK of DIAMONDS at the RED CROSS JEWELRY DEPT.

Saturday SPECIAL SALE McKinley SHEET MUSIC at 9c Per Copy. PEOPLE'S 5, 10 and 15-Cent Store.

Easter Postcaros one cent each at Norton & hacsen's two stores.

Caramels 35c PER POUNO Saturday and Sunday at STAFFORD S.

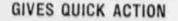
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New York Bankers Assure Heads of Jointly Owned Line of Finan-

cial Support. SAN FRANCISCO, March 22.—Because of assurances from the New York bankers behind them. Messrs Robert S. Lovett, E. P. Ripley, William Sproule and Captain A. H. Payson have now enough money to push the Northwestern Pacific Railroad to completion north of Willets, in Mendocino County, without delay or fi-nancial interruption. They confidently expect to have it finished as north and south trunk line beween San Francisco and Eureka and Trinidad early in 1913.

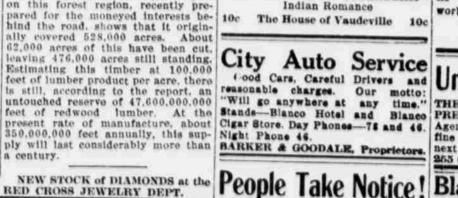
the heads of the Harriman and Santa Pe systems, which jointly own the Northwestern Pacific. Payson, who one of Ripley's assistants, is the president of the Northwestern Pa-cific, while Sproule, as president of Southern Pacific, represents

ing city, road connection with the outside world and obtaining a varied local traffic, the bankers are advancing \$8,000,000 to finish this road in order to command the greatest red-

It is understood an expert report on this forest region, recently prepared for the moneyed interests behind the road, shows that it origincovered 528,000 acres. ally 62,000 acres of this have been cut. leaving 476,000 acres still standing. Estimating this timber at 100,000 feet of redwood lumber. At the present rate of manufacture, about

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PICTURES

"THE PIT FALL"

Dramatic

Dramatic

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of ideas, who have some inventive ability please write GHEELEY & MeINTINE,

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Lovett and Ripley are respectively

CARAMELS 35c at STAFFORD S turday and Sunday. Lovelt in the joint property. Aside from giving Eureka, a growthe Waiter." laughable from the start.

wood forest region in the world, which is in Humboldt County.