

WHY?

First

Addition

To

Marshfield

Reynolds Development Co.

Coke Building Owners. Telephone 160-J

Because the location is right; just a short walk south of the High School where 90 per cent of the finest homes in the city are being erected.

Because the lots are beautiful; each one a lovely homesite; high and slightly, level and accessible. Because the streets are being improved without cost to purchaser.

Because the price is right: Only \$300 for lots 50 x 120; the lowest priced high-class property in the city.

Because its the best small investment on the Bay. Buy on your own terms; we make them to suit your needs.

Because you should make an investment in the best addition in the best small city on the coast—Marshfield.

Ask us for a plat.

PIERCE SAYS COUNTRY FINE

Highly Elated Over What He Saw On Recent Visit Here.

Walter E. Pierce, who was here looking over the country with a view of railroad building, was highly elated. In the Roseburg News appears the following:

"I am simply amazed at the country lying between Roseburg and Marshfield," said Walter E. Pierce, the railroad builder, upon his return from Myrtle Point, Coquille City and Marshfield this afternoon.

"I never had any idea that Marshfield was blessed with a deep water harbor such as greeted my eyes yesterday," continued Mr. Pierce, "neither had I any idea of the amount of standing timber that only awaits transportation facilities when it will be moved and placed on the markets of the world. Marshfield, I believe, is destined to become one of the best towns on the Pacific Coast, while Myrtle Point, Bandon and Coquille City will continue to grow until they attain a substantial population. Coos county, in general, is blessed with the natural advantages and resources which assure its development. The deep water harbor at Marshfield is in itself an asset which cannot help but make Coos county one of the foremost sections of the entire northwest."

Mr. Pierce was also astonished at the vast acreage of timber lying between Roseburg and Marshfield. This timber, he said, was not only to be found in quantities but was of such a quality as to render it in demand at the hands of the millmen who supply the world's markets. "This timber will move within the next few years," said Mr. Pierce, "notwithstanding that the lumber market is somewhat dormant at the present time."

Mr. Pierce was accompanied to Marshfield by his chief engineer, J. Stevenson, J. W. Perkins and H. M. Farren. Other than visiting Marshfield, Coquille City and Myrtle Point, they visited a number of smaller and less important cities along the coast.

Mr. Pierce and Mr. Stevenson leave tomorrow for Boise, Idaho, highly elated with what they have seen in this section of the state. Although refusing to make public any announcement at this time, Mr. Pierce intimated that he was highly pleased with the country and that he would return here at a later date to further investigate the proposition of building a road to the coast.

From his conversation, there seems little doubt but what he is satisfied that a line such as is proposed will prove a paying investment.

BRINGS UP ROAD MATTER

Roseburg Paper Advocates Improvement of Part of Overland Stage Route.

The Roseburg Review advocates the improvement of a part of the stage road in that county.

The following appears in the Review:

Douglas county could use a gang of state convicts to very good advantage just at this time of the year in improving a 10-mile stretch of road that has long been a shameful approach to her administration. The piece of road in question extends from Camas Valley to the Coos county line. Not over five families live adjacent to it. Most of the abutting land, heavily timbered, is owned by wealthy non-residents, easily able to bear a just share of the expense necessary to make at least temporary improvement to the roadway. This class seldom, if ever, takes the initiative in such matters, and it seems that if anything is to be done it will have to originate from the county court.

Once this stretch of road is put into passable condition for winter travel—it is fairly good in other seasons of the year—there will be a road road clear through from this city to Myrtle Point. Its condition during the wet season has been truly described as a "disgrace to the county," a series of treacherous ruts and unstable grades that simply defy all traffic, except the pack-horse method, and even this has had to be diverted at times for the safety of life and limb.

Making the condition of the road stand out more prominently than anything else is the well improved road in Coos county that connects with it at or near the county boundary. Coos county's great strides in road building during the past two or three years is a matter of widespread public knowledge. She has practically rebuilt a large portion of the highway between Myrtle Point and the Douglas county line, putting the road on a permanent bed and on grades that for the most part would readily answer for railroad purposes. But at the Douglas county line the betterment has stopped.

The contrast between the two roads is at once so glaring that comment is inevitable. The character of advertising that Douglas county receives from this source requires no mention; and it receives plenty of it. Scores of people travel over the road every month when travel is possible, and some of them never go over it but once. These afterward go to Coos county by way of Drain, or by steamer, thereby causing a loss of thousands of dollars annually in tourist travel to this city. This fact alone should put an end to the apathy on part of those whose duty it is to act.

It is estimated that the ten miles of roads can be temporarily improved for the wet season for about \$2000. To make the improvement permanent would require fully five times that amount. The few settlers in the region cannot afford to shoulder more than a very small fraction of the expense. The timber barons will not act. It's up to the county court, therefore, to do something—and to do it while the weather permits of work.

It has offered to furnish the machinery, if others will pay for the rest of the job. The offer is considered absurd. The few residents whose property is directly involved are helpless, and the mail contractors are not required by the government to aid in such projects. Taxpayers east of the bad link in the highway are interested only in the road that will enable them to get to Roseburg. They are not concerned in the ten mile stretch from Camas to the Coos county border. They have no business interests in that direction. They are doing splendid work in improving the road all the way between Camas and Roseburg; but that neglected ten miles will have to be fixed before wet weather sets in. Who's going to do it? Or is it going to be left, as in years past, in the same old indescribable condition to be referred to with scorn as "a disgrace to Douglas county."

Frequent complaint of the road has reached the postal department at Washington, and attention has been called to the law that permits a mail contractor to cease service on account of impassable roads.

This piece of road is so situated that it can be permanently improved. It is not like the Brewster grade, on the Marshfield road, which is mountainous and unavoidably troublesome during the wet months. It lies along the water level, almost entirely free from possibility of slides. It requires an expenditure of money on part of someone, and the county court is the only body in a position to act with effect. The cost of labor could be reduced to a minimum by the use of state convicts, which could be employed just for the cost of keeping. If this is the only way the work can be performed for the least money why not get busy at once and see that it is done?

BAND DANCE at EAGLES HALL Saturday night, September 7.

Antoine Deloria, Postmaster at Garden, Mich., knows the exact facts when he speaks of the curative value of Foley Kidney Pills. He says: "From my own experience I recommend Foley Kidney Pills, as a great remedy for kidney trouble. My father was cured of kidney disease and a good many of my neighbors were cured by Foley Kidney Pills." Lockhart Parsons, the Rex-all store, "The Busy Corner."

LAKESIDE BY AUTO

Make regular daily trips connecting with LAUNCH NORTH STAR Leaving Stauff's landing every day at 1:30 p. m., returning leave North Slough landing Saturday at 9 a. m. Auto leaves Lakeside one hour earlier than boat schedule. Leaves boat landing North Slough Monday, 8:00 a. m., Tuesday 8:00 a. m., Wednesday 8:00 a. m., Thursday, 8:00 a. m., Friday, 8:30 a. m., Saturday 9:00 a. m. FARE EACH WAY \$1.00

Will make special trips to connect with launch at any time, day or night. For full information inquire TOM SAWYER, Jr., at Lakeside, Oregon, or leave message with M. M. Pierson, the Lakeside Telephone Agent.

EQUIPPED WITH WIRELESS

Steamship Breakwater

ALWAYS ON TIME.

SAILS FROM AINSWORTH DOCK, PORTLAND AT 8 a. m., SEPT. 2, 7, 12, 17, 22 and 27. FROM MARSHFIELD AT THE SERVICE OF THE TIDE SEPT. 4, 9, 14, 19, 24 and 29.

Phone Main 35-L. J. C. MILLER, Agent.

FAST AND COMMODIOUS

Steamer Redondo

Equipped with wireless and submarine bell SAILS FROM COOS BAY FOR SAN FRANCISCO Wednesday, Sept. 4, at 3 P. M.

All Passenger Reservations From San Francisco Must Be Made at 805 Fife Building, or Pier No. 19.

INTER-OCEAN TRANSPORTATION CO. PHONE 44. C. F. McGEORGE, Agent.

Steamer Washington

Will Sail From Coos Bay for San Francisco Thursday, September 5.

WITH PASSENGERS AND FREIGHT

F. S. DOW, Agent. Ocean Dock.

"THE FRIEND OF COOS BAY"

S. S. ALLIANCE

EQUIPPED WITH WIRELESS

SAILS FROM COOS BAY FOR EUREKA FRIDAY, SEPT. 6, AT 7:30 A. M. CONNECTING WITH THE NORTH BANK ROAD AT PORTLAND NORTH PACIFIC STEAMSHIP COMPANY. Phone 44. C. F. McGEORGE, Agent.

COOS BAY-ROSEBURG STAGE LINE.

Stage leaves Marshfield every morning at 6 and reaches Roseburg in time to connect with evening train for Portland. Stage also leaves Roseburg every morning at 6 o'clock and reaches Marshfield same evening.

FARE \$6.00. Round trip \$11.00. Good meals en route. C. F. Barnard, agent, Roseburg. Otto Schetter, agent, 120 Market Avenue, Marshfield. Tickets can be obtained at Hillier's Cigar Store.

Single Tax Exposed

Chas. H. Shields

Will Speak in Coos County On the Following Dates:

- Coquille, Monday, Sept. 2
- Bandon, Tuesday, Sept. 3
- Myrtle Point, Wed. Sept. 4
- Marshfield, Thursday, Sept. 5
- North Bend, Friday, Sept. 6

Mr. Shields is Secretary of the Oregon Equal Tax League and a Well Known Author

Ladies Invited

Hear Him Free

Abstracts, Real Estate, Fire and Marine Insurance

Title Guarantee and Abstract Co.

HENRY SENGSTACKEN, Mgr. Coquille Office Phone 191 — Platting Lands a specialty. Farms — Timber — Coal and Lignite "EASTSIDE" General Ag Marshfield, OREGON 14-J.

Marshfield & North Bend Auto Line

GORST & KING, Proprietors. Cars leave Marshfield every 45 minutes from 7:15 a. m. until 12:30 midnight. Leave North Bend on same schedule, starting at 7 a. m. until midnight. See Saturday Times for schedule.

We Clean and Press Ladies' and Gent's Suits

Goods Called for and Delivered Coos Bay Steam Laundry PHONE MAIN 57-J

WE WILL MAIL YOU \$1

for each set of old False Teeth sent us. Highest prices paid for old Gold, Silver, old Watches, broken Jewelry and Precious Stones.

Money Sent by Return Mail. Phila. Smelting & Refining Co. Established 20 Years.

803 Chestnut St., Philadelphia, PA. TO DENTISTS. We will buy your Gold Fillings, Gold Scrap, and Platinum. Highest prices paid.

The Star Transfer and Storage Co.

is prepared to do all kinds of hauling on short notice. We meet all trains and boats and we also have the latest style Reynolds Piano Mover. We guarantee our work.

L. H. Heisner, Prop.

Phones 98-R, 120-J, or 49-L.

Blanchard's Livery

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 Phone 158-J Livery, Feed and Sales Service. 141 First and Alder Streets.

R. J. MONTGOMERY Real Estate and Insurance

194 North Front Street