

COOS BAY TIMES

M. C. MALONEY Editor and Pub.
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WITHOUT A PLACE.

WHEN a man takes his own life the occurrence is always sad, but a recent suicide in this locality carried with it a particularly pathetic feature. The man who killed himself left behind a letter in which he stated that he wished to die because he found no place for himself in the world, because he was in the way and because nature in providing for others had done nothing more for him than to provide a place for his body to rest in the ground. When given thought the horror of such a situation is great. That in all this wide world a man cannot find even one little place for him to follow out an existence is pitiful in the extreme.

His thought that there was no place for him was a morbid one, however.

The world is looking for men. Men are the world's greatest need.

There is a place in the world for every man.

The fact that this man braved the fear of death, the terrors of the unknown, because he felt there was no place for him, is a great pity, but does it follow that his desperation drove him to do what some call a brave act?

Ab, but is it? Is the fear of death the greatest thing?

How about the fear of life?

How about the many who are daily, hourly, craving surcease, oblivion; Lethe; freedom from the cares, the troubles, the gray thoughts, the deep despondencies, the drudgeries, the miseries of this world?

Stronger, better, more valiant and far more noble is he that faces life manfully, honestly, than the man who merely faces death without flinching. Brave, indeed, is he that lives his life to the best of his ability and as near to the dictates of his conscience and the bright rules of his ideals as possible. Better be it said: "He was brave enough to live" than "He was fearless enough to die."

There are no Carnegie medals, no wreaths of fame for the man who is brave enough to live when death would be far preferable, but there must be a reward compared with which medals and temporal praise are as nothing.

The lesson of the tragic termination of this one life is that we should face life cheerfully and make a place for ourselves if we do not find one.

WITH THE
TOAST AND TEA

"The melancholy days have come—
The saddest in the year,"
But the man who wrote those gloomy thoughts.

Never spent an autumn here,
(On Coos Bay.)

While the Coos county potato crop is small this year Jack Carter assures us that the crop of wild oats in Marshfield is just as large as ever.

According to an exchange, the life of a dollar bill is about fourteen months. We never had one in our family long enough to determine that point.

Talking about kissing, there is lots of good stuff wasted when two good looking girl friends meet.

A contented man would be a hard man to discourage—if you could find one.

We could have more patience with the man who is always getting into trouble if he didn't bother us to help him out.

THE PER CAPITA.

The per capita wealth of this great land is just thirty-four bucks I understand. I've been stung, for as sure as I'm alive I'm minus just thirty-three ninety-five.

THE CANDIDATE.

From now on, our country friends may expect a visit from the candidates. A recent effort of one of our poets describes the candidate thusly: "He pats the children on the head and stops to buy them sweets, and shakes the hard and horny hand of every man he meets, and asks about old Betty's health in such a friendly way. He captures every vote in town before election day."

"He steps into his motor car, and from it fails to know the humbled folks he mingled with. But one short week ago, if they should seek his presence now, Lo! they would be ejected. Because election day is past, and he has been elected."

Times' Want Ads bring results.

AVIATOR TELLS
EXPERIENCES

Harry Christofferson Here to
Prepare for Big Event
This Month.

Harry Christofferson, a brother of Silas Christofferson, who is to make flights in Marshfield October 26 and 27, is here making arrangements for the event and tells some interesting facts about aerial navigation. He himself has operated airplanes but is now looking after the management of his younger brother, who is giving exhibitions in the state. This week he is making flights at Prineville.

The machine which the aviator will use in Marshfield is a 75 horsepower Curtiss biplane and weighs about 1,100 pounds. It has an eight-cylinder engine and goes at the rate of about 65 miles an hour. The machine can be taken apart in two hours and packed in two small crates for shipment. The machine has water attachments so that it can fly over a body of water.

The brothers took up aviation about two years ago. Harry, the elder, who is now in the city, learned to fly Wright machines at Los Angeles with Howard Gill, who was killed in Chicago in a mid-air collision about a month ago. He was also six months with Charles Walsh, of the Curtiss Company, who was killed last week in New Jersey when he fell 2000 feet. Mr. Christofferson has himself escaped injury.

In speaking of the improvement of the machines, Mr. Christofferson says:

"The most perfect machine for transportation of passengers is the German Zeppelin, which is used by the German army and also for passenger travel. They carry thirty passengers, go about fifty miles an hour and make 400 and 500 mile trips. They charge \$50 for a trip of four or five hours. I met in Portland a lady who was recently in Europe and who traveled in one and she was delighted. They are now building in Europe a big airplane which will carry about 300 passengers, will have a speed of 75 miles an hour and will have 6500 horsepower. It will be made up of about thirty compartments so that there will be no danger if anything breaks. The trip across the Atlantic will be made in about forty hours. The machine is so arranged that there will be no leak of hydrogen gas, a feature which has heretofore been troublesome."

Regarding the sensation of flying in an air ship, Mr. Christofferson says:

"I learned in a Wright machine with Mr. Gill at my side. We had double sets of controls and I was allowed to operate, but he was at my side and corrected any mistake that I made. We went high up in the air for my training. But in the Curtiss machine, where I am but room for one operator the learner is generally given a weak-power machine at first so that he can run along on the ground and cannot possibly fly up but a short distance. My brother in learning on a Curtiss machine had a high-power one and he immediately went up high in the air and could not control the machine and it dashed down to the ground. He was badly bruised and the machine wrecked and it was a miracle that he was not killed. Because one learning cannot at first go high in the air unaccompanied by an expert, is the reason why they are trained on the ground."

"It is at first a rather peculiar sensation. A beginner will find that after being in the air three or four minutes he loses his confidence and cannot control the machine. In fact he feels that unless he gets to the ground there is something going to happen to him and it generally does unless he gets down quickly. He can go up again after a rest and, of course, after practice can stay up in the air for an indefinite time."

"As there are no passing objects in the air one sits in the machine and does not realize the speed at which he travels, but when the machine is dropping to the ground there is a peculiar sensation of speed. When near the ground the speed is felt more than when the machine is higher up."

Mr. Christofferson says that the race track will be big enough in which to start a flight, but that he would prefer to have a large level place in which to start the biplane. However, the race track is the only available space in the city.

HOFFER SELLS HIS PAPER.

Indiana Newspaper Man Buys Capital Journal.

E. Hofer, who is well known on Coos Bay, has sold his paper the Salem Capital-Journal to Graham P. Taber of Indiana and L. S. Barnes of Salem. Mr. Hofer announces that he will engage in the publishing business on a larger scale.

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RECALLS EVENTS OF HUNDRED OR SO YEARS AGO

Irishman 112 Years Old is Honored
Guest of Celtic Celebration.

CHICAGO, Oct. 15.—To have lived 112 years to recall with unimpaired memory the events of a century ago is the remarkable experience of Timothy Sullivan, the oldest Irishman in the United States, who was the guest of honor at a recent picnic given by the United Celtic American societies at Brand's Park.

"Daddy" Sullivan, as he is called by the people of Williams Bay, has been a resident of Wisconsin for nearly sixty years. He was more than 50 years of age when he settled at Delavan, which was then a wilderness. The year of his arrival there was 1855. He now lives at Williams Bay.

In answer to what he attributed his longevity Mr. Sullivan said:

"To temperance in everything—eating, drinking, sleeping, and play. Eight hours sleep has been my motto all through life. I have never had a pain or ache. For more than fifty years I have taken a cold bath every week. Even in winter time when they are cutting ice in Williams Bay I jump in and have my swim."

"I never drank much liquor, maybe a gallon of whiskey in all my life. But I used to be a great smoker. Thirty years ago I quit tobacco, after using it for sixty-five years."

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