

COOSBAY TIMES

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CO-OPERATIVE HOUSEKEEPING.

CO-OPERATION is invading all lines of industry. Not only is it finding its way into every branch of commercial activity, but now the housewife has caught the fever. In Montclair, N. J., 50 families are evolving a plan for co-operative housekeeping. These 50 families are to hire a general manager at \$1200 per year, a head cook at \$3000 per year, and ten undercooks and ten maids. The meals are to be cooked at a central kitchen and delivered by auto truck to the 50 families all ready to eat. The ten maids are to visit each family in turn and clean windows and do other necessary housework.

In speaking of this plan, the New York World says that there are 724 opportunities for trouble in this scheme. Housewives entitled to one-fifth of one maid's time will find it short. No allowance of time is made for going from house to house. People will complain of the cooking. Even if the dinner is brought prepared, it is some work to serve it, and if mamma and the girls are dressing to go to the theater, they will not care to bother. They will want pretty tableware of their own, and it will not wash itself. In short—

Co-operative housekeeping is perfectly feasible. Any fairly successful hotel man could devise a workable scheme if the families concerned really wanted co-operation badly enough to subordinate their individual ways and wants. They will not, or will not often, do it. They do not actually want co-operation at the price it costs. Few people but have at times a fleeting fear that they might find the millennium dull.

WHY?

WHY should a bullying lawyer be permitted to insult people just because they have been witnesses to incidents that hurt the case of the lawyer's client? Cannot we have contempt of the people as well as contempt of court?

'FOR TOMORROW NEVER COMES.'

IT IS customary to say that age should be considered, because it comes last. It seems just as much to the point, that youth comes first. And the scate fairly kicks the beam, if you go on to add that age, in a majority of cases, never comes at all. Disease and accident make short work of even the most prosperous persons; death costs nothing, and the expense of a headstone is an inconsiderable trifle to the happy heir.

To be suddenly snuffed out in the middle of ambitious schemes, is tragical enough at best; but when a man has been grudging himself his own life in the meanwhile, and saving up everything for the festival that was never to be, it becomes that hysterical moving sort of tragedy which lies on the confines of farce. The victim is dead—and he has cunningly overreached himself: a combination

There Are All Kinds of Ready-to-Wear Clothes of course The Fixup Kind and the Other Kind

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FIXUP

TWO STORES.

Marshfield—North Bend

tion of calamities none the less absurd for being grim.

To husband a favorite claret till the batch turns sour, is not at all an artful stroke of policy; and how much more with a whole cellar—a whole bodily existence! People may lay down their lives with cheerfulness in the sure expectation of a blessed immortality; but that is a different affair from giving up youth with all its admirable pleasures, in the hope of a better quality of gruel in a more than problematical old age. We should not compliment a hungry man, who should refuse a whole dinner and reserve at this appetite for the desert, before he knew whether there was to be any desert or not. If there be such a thing as imprudence in the world, we surely have it here.

We sail in leaky bottoms and on great and perilous waters; and to take a cue from the dolorous old naval ballad, we have heard the mermaids singing, and know that we shall never see dry land any more. Old and young, we are all on our last cruise. If there is a fill of tobacco among the crew, for God's sake pass it round, and let us have a pipe before we go!—Robert Louis Stevenson.

WITH THE TOAST AND THE TEA

GOOD EVENING.

From today you must bring to bear an ever increasing wisdom—the applicant of lessons learned. Every incident of your daily toil should be made an educational incident. The average young man does not learn until perhaps too late that it does not pay to fritter or idle away his time. Make a study of those who have gone to the head. Ascertain what they did in an emergency.—Henry M. Byllesby.

SERVICE.

Each velvet petal to unfold; Even as the little rosebud strives, Until, in crimson splendor thrives. The fragrant rose, that we behold, Nodding and swaying in the breeze, Kissed by golden sunbeams, warm, It serves sweet honey to the bees, And tries, its mission to perform.

STORY OF THE DAY.

According to the Master's plan; Striving, by word or deed to give. Some service to our fellowman. Endeavoring to aid some weary soul, That is struggling to breast the storm; Until we reach the distant goal, Let us try, our mission, to perform. —W. L. Kelly.

Some Marshfield people who let their chickens run loose seem to think that their neighbors are only raising egg-plants in their gardens.

Albert Mendel and George Goodrum were discussing the trade situation. "Yes," said George. "Money talks, but all it ever said to me was good-bye."

STORY OF THE DAY.

A small boy with a rather lost and lonesome appearance walked into the county clerk's office at the court house.

"Please," the lad said timidly, "have you seen anything of a lady around here?"

"Why, yes, sonny, I've seen several."

"Well, have you seen any without a little boy," the lad asked anxiously.

"Yes," replied the clerk.

"Well," said the little chap as a relieved look crossed his face, "I'm the little boy. Where's the lady?"

A man should know the company he avoids.

A compliment is pleasing to the average woman even if she knows it

Isn't sincere. That is because she can find much sincerity without the compliment.

Occasionally you run across a girl who is afraid to go downtown by herself for fear some man will not try to flirt with her.

THE QUIET OBSERVER SAYS:

"One expert declares that much riding in automobiles causes flat feet. It also causes flat pocketbooks."

Some Coos Bay girls who paint are not nearly so bad as they are painted.

TO CATCH YOUR FRIENDS

Here is a puzzle with which you can catch your friends napping. Try it.

Give them a pencil and ask them to write down, without hesitation, eleven thousand, eleven hundred and eleven.

Without thinking, they probably will write it 11,111. But that is not eleven thousand, eleven hundred and eleven. It is only eleven thousand one hundred and eleven. To write the number correct a 2 must be inserted, as eleven thousand, eleven hundred and eleven totals 12,111. Figure it out and see for yourself.

STORY OF THE DAY.

The following is told as the truth, the whole truth and nothing but the truth, but the New York Herald, about Skowhegan, Maine, which recently went democratic after thirty years of republican rule. A new village justice was hearing his first case, that of a young man charged with fast driving. The prosecution had rested, and the attorney for the defense arose. "Your honor, I move that the respondent be discharged."

"All those in favor of the motion will say 'aye,'" announced the new justice. A chorus of "ayes" resounded through the courtroom. "Respondent is discharged," said the justice.

THE FIG LEAF AGE.

The following little rhyme, said to come from a breezy exchange, is a very true reflection of present day styles:

Little girl, you look so small, Don't you wear no clothes, at all? Don't you wear no shimmy shirt? Don't you wear no petty skirt? Just your corset and your hose—Are those all your underclothes? Little girl, when on the street You appear to be all feet; With your dress so very tight, You are just an awful sight.—Nothing on to keep you warm; Crazy just to show your form. Little girl, you won't live long, Just because you dress all wrong. Can't you wear more underclothes Than your corset and your hose? After while, I do believe, You will dress like Mother Eve!

Now is the cheerful gladsome time When poets write the sonnet, And every hubby's little wife Is crazy for a bonnet.

She buys some dainty little thing That's way beyond her means, Well knowing that her hubby dear Will go down in his jeans.

HISTORY OF GREAT MAN-MADE SEAPORTS

(From the Detroit News.)

TORONTO gives evidence to the world that she is a wide awake city by engaging in a municipal enterprise which involves the expenditure of \$19,000,000 in the improvement of her water front and the transformation of waste marsh land into factory sites, parks and other useful purposes. Ultra conservative men will probably scoff at the undertaking or denounce it as prodigal if not criminal waste of the public money. It is to be done, by the people and for the people, since the ultimate purpose is to build up the city, make it more beautiful, healthful and prosperous than ever before by investing public money where private capital has always held aloof.

But Toronto is not staking her money upon a wild chance or a crack-brained theory. The city has the backing of reason and precedent in its undertaking.

There is Glasgow on the Clyde, the metropolis of a rather barren country and accessible from the Atlantic only by a tortuous passage through dangerous reefs and shoals. The Clyde itself was once a poor excuse for a river, as the Glasgow people found, for it was spread out over a broad, rock bottomed shoal nearly as far as Greenock. They said to themselves, "We will make this a great commercial city by opening the way to cheap ocean freights. Thus we will invite manufacturing and we will draw to this port the bulk of the commerce of the interior towns and cities."

To accomplish their end they had to blast out a broad channel in solid rock leading up to the city and then build docks, basins, loading machinery, railway dock terminals and other things for the convenience of shippers. They spent \$100,000,000 on harbor improvement, thus making their city one of the great ports, the greatest shipping center of the world and a beehive of industry, where they turn out, according to the local boast, everything from the finest cambric needles to big battleships. Its textile industries are very large. It has the largest chemical works in the world and it is the emporium and shipping point for many intensively industrial towns. The docks, besides having helped to make the city great, bring it a good annual income. Success in that departure has led to a multitude of other undertakings under municipal ownership which have made the city famous as well as prosperous.

The city of Antwerp was for ages a place of little more than historical interest. It was in the interior of an insignificant kingdom, 60 miles from the open sea. The river

Scheldt, on which it grew up, was little more than a flowing morass of semi-fluid mud, impassable for vessels of more than nine feet draft. Antwerp decided to get on the map more emphatically and began scooping the mud out of the Scheldt. Navigation of the river was, however, a monopoly in the hands of the Dutch, who charged heavy tolls for ships, so, in 1863, a new treaty was agreed upon by which the Belgians got control of their own river. Then they began more extensive river improvements, built miles of magnificent granite quays along the city front, where ships of 25 feet draft can now tie up. They built tracks along the quay and set up traveling cranes upon them for rapid loading and unloading of vessels. They brought railway terminals to the quay to make transfers as cheap and convenient as possible. Thus far the city has spent \$100,000,000 and she is still spending money, because she has found that it pays. The present investment has made this naturally obscure inland city the foremost port of Europe and the second port of the whole world.

Many years ago the Hansatic league consisted of several "free cities" in Germany. Among these were the cities of Bremen and Hamburg. Bremen is 50 miles up the river, Weser and Hamburg are on the Elbe. Neither occupied positions of commanding advantage. They were well enough in the old days when ocean vessels ranged about 100 tons in size and 8 to 10 feet draft. When larger shipping came into use they had to do something, and do it decisively. Each of these cities is free in the sense that it is an independent state of the German empire. Each acts as a state and is governed as a state. The idea of home rule and municipal ownership for cities, instead of being a recent fad as some of our alleged statesmen term it, is really centuries old, as the Hansatic league, in fact.

Bremen was situated where the maintenance of a deep channel and a suitable harbor with basins for anchored ships was impracticable, so the city bought a strip of territory 38 miles down the stream. In that distant spot she set up the port of Bremerhaven. There she built docks and basins and set up loading machinery on four harbors for the use of merchant vessels. Her tonnage in local merchant ships has grown from 79,000 in 1852 to more than 700,000 today. Her population was 81,000 in 1870 and it is 230,000 today. This rapid development in a city many centuries old is the direct result of local enterprise, home rule and municipal ownership. Hamburg was as badly hand-

capped as Bremen. She had to buy distant territory upon which to establish a deep water port at Cuxhaven. Like Bremen she has spent over \$50,000,000 and made herself annual commerce amounts to \$1,250,000,000. She has doubled her population in less than 30 years and multiplied her wealth and commercial importance many times. These two cities accomplished their own unbending as separate states and with practically no support but their own.

Liverpool is an out of the way port of the Irish sea, quite off the main lines of ocean travel. Her people saw the development of the intensive industries of the Lancashire district and said: Let us handle these exports and imports. The Mersey was a river of forbidding prospect because of its shifting bars and a tide of 24 feet, but the city invested \$100,000,000 in docks and basins, and a huge floating landing stage, got railway connections and made such a strong bid for shipping that for many years practically all Transatlantic ships bound for England turned in at her door.

In municipal, as in individual affairs nothing succeeds like success. Business goes where the invitation is most alluring. Galveston rose from the sea after being submerged. San Francisco has risen from her ashes. Los Angeles has become a city by making herself attractive to tourists. Toronto will win beyond question through the policy of converting local eyesores into sites for manufacturing and into public parks.

SOME AUTO "DOXTS"

Don't try to run without oil or water; it will only make business for the repair man.

Don't try to start without the switch turned on; it can't be done.

Don't drive fast, or try to stop quickly on a wet or slippery pavement.

Don't neglect in cold weather to use an anti-freezing solution which is suitable for your particular locality; your radiator will freeze if you forget.

Don't forget to release the emergency brake before attempting to start.

Don't try to shift gears with your clutch in.

Don't try to break all the speed laws of your particular locality.

Don't fail to keep your car properly lubricated.

Don't let your car stand so that the tires rub or chafe against the curb.

Don't start your car with a jerk. Don't run the wheels out of true. Don't fail to examine your tires after each trip; it may prevent trouble on the next one.

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