

COOS BAY TIMES

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Dedicated to the service of the people, that no good cause shall lack a champion, and that evil shall not thrive unopposed.

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MUST BE ABLE TO SWIM.

THE TIMES has repeatedly suggested that the public schools of Coos Bay should make some provision for instruction in swimming. The North Bend school has a swimming pool but Marshfield is without this excellent feature.

Of hundreds of young men who failed to receive at commencement this year the degree and the diploma for which they have worked four years, there is probably no other who was rejected for the same reason as one of the seniors at Columbia. His failure was due to the fact that he could not swim the length of the university pool.

THE SITUATION IS IMPROVING.

ALTHOUGH the bond market has been in bad shape for many weeks past, there are good reasons for believing that forces now at work will bring forth improvement.

Financial reports these days are more hopeful than they were a short time ago. Ever since Secretary McAdoo announced that if necessary he would use the \$500,000,000 emergency currency provided by the Aldrich-Vreeland law there has been an end to talk of financial stringency.

In a "Bulletin to Consumers," issued June 14, Henry Clews, financial critic, said: "Now the money scare is broken a good deal of call funds will be likely to go into time loans, owing to the wide difference between call and time money. This process will advance call money rates somewhat and correspondingly lower time money rates as a natural sequence."

HOW MUCH SLEEP?

ABOUT the only certain thing regarding rules for good health and longevity is the fact that they are all bound to be contradicted. Just now the agitation concerning the proper amount of sleep seems to be increasing a good many scientists as well as common everyday persons who are more or less concerned with the problem of keeping well as long as possible.

A Viennese physician has declared that too much sleep caused diseases quite as menacing to comfort as overeating and infinitely more dangerous to life itself. According to this authority, brain workers do not need as much sleep as manual laborers, which contradicts a long-established theory.

Edison is another reformer in the matter of eliminating over-sleeping. He has tried his theory both upon himself and his wife and says that

while it took fifteen years to convert his wife to his formula of four or five hours of sleep in each twenty-four hours, she has benefited by the regime in such a way that strangers often mistake his wife and daughter for sisters. The Edison idea includes also the utmost restriction in the way of food. Don't eat too much and don't sleep too much, seems to be the short of his system of health culture.

But after all, it is probable that each man will have to remain more or less a law unto himself when it comes to eating and sleeping. If four hours agrees with him, well and good, but if he grows thin and irritable and hollow-eyed, the chances are that he should not continue the abbreviated program. And the food question is similar. The old saying that what is one man's meat is another man's poison, still appears to hold good.

IS A MIDWAY ESSENTIAL?

SAN FRANCISCO is said to be troubled because of the difficulty of finding a new name for the proposed Midway plaisance of the exposition in 1915.

Chicago introduced the Midway plaisance to the language and it bears the unique distinction in history of having been the source of the infection of the nation with the indecent dancing habit. St. Louis followed with The Pike which, while less euphonious, perhaps, was but a repetition of the world's fair midway. Then came Portland Seattle with "The Trail."

Now San Francisco plans a similar district of "amusement" and "entertainment," but providentially is at a loss for a name for it. Whereupon with some malice, probably, a Sacramento paper suggests that it be honest enough to call its Midway or Pike by its fitting and ready-made name, The Barbary Coast. This, insists the paper, is only to take advantage of an advertisement which San Francisco has enjoyed or suffered the world over. The Barbary Coast is a better known and a better defined quantity everywhere than San Francisco itself. Wherefore, it is argued, that city would be foolish, indeed, were it not to take advantage of the reputation for evil which its most widely advertised feature already possesses.

But, on second thought, why do expositions have to have Midways?

"GEE-HAW."

IF SOUNDS were permanent things, such things as an archeologist could dig out of the kitchen refuse of an Indian camp along with the broken shells, the bones and the lost implements of stone, there are two sounds which would be come upon almost tiresomely when you went prowling among the relics of the pioneers. These would be the "gee" and "haw" of the oxdriver, "Gee," called out the driver when he wanted his animals to turn to the right, or away from him; "haw," when he wanted them to move to the left.

These cries of "gee" and "haw," were they by some miracle recorded, would run the gamut of human expression. By their intonations, you could tell not only whether the driver was a patient man with draught animals or irritable, but also whether he was weary with the journey, pleased with his adventure into the country of many dangers, depressed by mishap, fearful of the chances of the day and the weary trails, or possessed of that high resolution which was the special mark of those who conquered the wilderness.

We have raised many a monument to the pioneers. Sometime people will gather to unveil with proper ceremonial lasting sculptures in honor of the oxen who drew the wagon of the pioneer, helped him clear his ground, plowed his fields and, before their natural end was come, were slaughtered and stowed away in the cabin larder. Upon those stones should be carved some word or two about "gee" and "haw"—as uncouth sounds as ever came from human throat, but potent to make a wilderness the abiding place for civilized man.

THE RAILWAY TO THE COAST.

THAT Coos Bay has a companion in her railway anxiety and that another community is having the same experiences of alternate doubts and hopes and fears, the following from the Grants Pass Courier is evidence:

The report that the Southern Pacific is to become active in building its southern and western Oregon, with the rumors of connecting roads, built by that company to Grants Pass, is interesting from several angles. First, it is especially interesting if the announcement is backed up with authority and if the work is to progress, but it is also interesting if it comes to stall off other development, this latter contingency being one seen by some of the keen sighted.

It has been many times predicted that when the building of the Grants Pass-Crescent City railroad became an assured fact, or when developments reached a point where the road seems near success, that the road would come forth with just such an announcement as the present one. Crescent City is now at work to meet certain financial conditions that have been made regarding the building of the line from this city. If her people could be made to believe that the S. P. was going to build without delay, might it not make it harder for the citizens to raise the bonus, and perhaps keep the intruder out? And if Grants Pass were "assured" that the road was coming here from Gold Beach or from Crescent City through the effort of the Southern Pacific, might not obstacles be encountered by the promoters of the Grants Pass-Crescent City line?

The present announcements of the S. P. may be backed by the intentions of the officials of the company, and it is more than likely that the road following the coast will some day be constructed. But Grants Pass should not cease in her efforts to secure the immediate building of the line to Crescent City, for the surest thing in the present railroad situa-

tion is that her effort is to succeed, and the best evidence of approaching success is the present activity of the Southern Pacific.

"Whenever the S. P. company saw danger that its "field" was to be taken over by others, it was bound to protect itself, hence its present announcement. But there is room enough for all. The building of the S. P. to Gold Beach or to any other point on the coast will be applauded. Grants Pass, in common with all of southern Oregon will welcome the development of this territory that has been bottled up for so many years. However, it was only a few weeks ago that the chief authority of the Southern Pacific told Grants Pass through her mayor that the road had no present plan for the building of a line from here.

"So let us redouble our efforts for the new line to Crescent City, and let Crescent City beware of sugar-coated bogey men."

LOCAL OVERFLOW

WEATHER FORECAST. (By Associated Press.) OREGON—Fair tonight and Wednesday. Variable winds, mostly northerly.

BORN.

NEWKIRK—To Mr. and Mrs. Frank Newkirk, of Loon Lake, at the residence of Mrs. B. E. Hampton, in West Marshfield, June 30, a daughter. The little stranger weighs 9 pounds and she is their first child.

Buys Lot.—It is reported that Chas. Thom, of North Bend, has purchased the lot on North Front street near the old dining car, from T. C. Russell.

Ships Auto.—The Gleaner today brought in an auto belonging to W. F. Jewett, of Gardiner. The car will be shipped to San Francisco on the Nann Smith.

Will Build.—Jas. Ludwig is making arrangements to build a \$2500 residence in Bunker Hill near the Smith Company's office building. Mr. Magnuson is preparing the plans.

Ball Game.—North Lake defeated North Inlet, 21 to 12 at Lakeside last Sunday. In one inning, North Lake ran in 11 scores. It was planned to play a double header but the one game lasted too long.

Move Plant.—Frank Morse is moving the Coquille electric plant to near the Pierce mill. It is expected that the Oregon Power company will take the plan over, under its option, soon.

Get Engine.—E. L. Robins returned today from a few days' stay at Ten Mile. He reports that Porter Brothers got their engine across from North Inlet to Ten Mile after eight days' labor with it on wagons. Track will be laid to take it out to near the tunnel entrance. He says that fishing is good at Ten Mile, the water not being so warm yet as to cause the fish to get soft.

CARROLL SMITH AND EDGAR DALZELL, who have been spending a few weeks at the C. A. Smith mill, will leave on the Adeline Smith today for San Francisco.

F. E. CONWAY left yesterday for Ashland. He expects to return here soon and build houses for John W. Moley, M. E. Everitt and Warren Painter, the latter two being at North Bend.

DREDGE WILL START WORK

Expect Harbor Improvement to Begin Early in August—4000 Feet of Pipe Line

Roy E. Miller, who is making arrangements to start the dredging contract for the Puget Sound Bridge and Dredge company today awarded the contract for the construction of pontoons to carry 900 feet of floating pipe to Mr. Cavanaugh. Besides this, he is having sufficient rafts built at the Smith mill to carry 200 feet additional of floating pipe, making 1500 of floating pipe that they will have available. Besides this, they will slip about 2500 feet of shore pipe here for use, making a total pipe line 4000 long that will be available if necessary.

Just as soon as the government engineers approve the Coos Bay project, Mr. Miller expects their dredge will be started here. The dredge to be brought to Coos Bay is only about a year old and is a 20-inch type. It is planned to work her three shifts a day and seven days a week. Each shift will work eight hours and this will require a crew of about 40 men for the dredge.

The shore line will be handled by the Port of Coos Bay Commission under the direction of Engineer Donald M. Charleston, who will have general supervision of the work. Mr. Miller stated today that it would probably be early in August before they can start dredging here but when they get it under way, it will be rushed.

Mr. Miller is a graduate of Iowa State College at Ames.

GOOD ROADS.

Let the advocates of good roads throughout the nation cheer up. Congress has appointed a new committee on roads and its chairman is the Missouri Representative who last year urged an appropriation of \$18,000,000 for rural roads.

LEAVE TODAY ON BREAKWATER

Steamer Sails This Afternoon for Portland With Large List of Passengers.

The Breakwater sailed this afternoon for Portland. She had a good passenger list and a fair cargo.

In the freight shipments were about four tons of butter, three tons of cheese and seven tons of mild-cured fish from the Coos Bay Ice and Cold Storage company.

Among those sailing on the Breakwater were:

- Earl Woods, H. B. Hammell, Claude Donovan, Randle Tuttle, Chas. Duffy, Dan Duffy, Miss Lillian Putman, Ruby Putman, Mrs. M. E. Thompson, F. C. Crisman, Mrs. F. C. Crisman, Pearl Crisman, S. J. Eulrich, E. Forsythe, Sam Oskey, Mrs. A. M. Anderson, Edith Anderson, Mrs. Z. A. Pflie, J. J. Ott, E. Talbott, A. E. Hoffman, C. H. Albert, E. J. Morton, Mrs. O. C. Wright, J. M. Bowen, John Palmer, Miss A. Harbell, I. Lyden, S. Clifford, A. Ellis, E. Ellis, J. R. Case, R. Bishop, J. Kent, Mrs. J. E. Ford, Vernon Ford, Dr. S. J. Mann, Mrs. Maggie Trygstad, Jenny Trygstad, R. L. Perks, Miss Eva Prunen, Mrs. M. M. Stillwell, Fred Smith, Wm. Jones, Mark Shelley, C. M. Dobbs, C. J. Foster, G. C. Arens, Mrs. H. C. Luttrell, F. Gibbons, B. Smith, Mrs. S. J. Mann, Harold Britt, J. G. Noble, Mabel Luttrell, Dr. B. E. Briggs, Mrs. D. E. Briggs, Robt. Smith, E. E. Okane, Mrs. E. E. Okane, Miss Fay Okane, Dan Okane, Ellis W. Sjoglad, A. H. Bokemeier, J. McAlpine, J. S. Dyer, Jno. Silver, O. M. Trygstad, G. Trygstad, J. J. Larsen, M. Mantel, Pete Kaller, Fred Knutson, M. Gearhart, Mrs. M. Gearhart.

COAST LEAGUE BASEBALL SCORE

Portland Returns Home After Remarkable String of Victories at Oakland.

STANDING OF THE CLUBS. Table with columns for Club, W., L., P.C. Rows include Los Angeles, San Francisco, Portland, Sacramento, Venice, Oakland.

(By Associated Press to Coos Bay Times.)

PORTLAND, Or., July 1.—Yesterday was moving day in the Coast League, and today a new series states, with the teams playing as follows:

Oakland at Vernon. Los Angeles at San Francisco. The return home of the Portland team after its remarkable victories at Oakland, winning seven out of eight games, has received enthusiasm among the fans. Oakland has dropped to the foot of the league and Portland is now near second place.

AUTOMOBILE PREPARATION

Extensive Arrangements to Care for Cars and Autoists on Fourth of July.

Probably the most extensive preparations ever made on Coos Bay to care for automobiles and render a satisfactory service both for regular requirements and emergency demands have been perfected at the Goodrum Garage.

An extra stock of tires and supplies have been secured, arrangements to furnish gasoline, store cars, repair and clean them and in every way render a service that will contribute to the comfort and convenience of automobile owners, both local and visitors.

Special attention will be given to out of town cars.

It is also planned to render this service at all times, night and day during the coming celebration. The garage will be open early and late for the accommodation of everyone desiring to avail themselves of the Goodrum service and nothing will be spared to make it meet every demand.

Never before have autoists been given such a service as this garage is now prepared to render in every line. From supplies and repairs to caring for cars when not in use, the equipment and arrangements are complete.

Don't forget the Goodrum service and the Goodrum Garage. It will pay you in comfort, convenience and coin and add to your enjoyment of the occasion.

Along the Waterfront.

The Adeline Smith arrived in yesterday from Oakland and will load at the Smith mill.

The Elizabeth and Speedwell arrived in at Bandon yesterday from San Francisco.

Try The Times' Want Ads.

A NICE, NIFTY LINE OF HATS FOR THE FOURTH

Blue Hats—Four Bits White Hats—Six Bits. Crush Hats—\$1 Two Bits. Straw Hats—\$1 Four Bits.

JUST RECEIVED FROM NEW YORK CITY

25 SUITS BY EXPRESS

The very latest in browns and grays.

\$18.00 AND \$20.00

Other Suits \$8.50 to \$25.00

FIXUP North Bend TWO STORES.

NOW IT IS NORTH BEND

Two days of Fun and Feasting Two days of Merriment and Music

JULY 4 AND 5

GALA PROCESSIONS INDUSTRIAL PARADE AUTOMOBILE PAGEANTS HYDROPLANE FLIGHTS WATER SPORTS, ETC. RACES—CONTESTS

Coos County League Baseball Game. Arrange to spend your Fourth at North Bend

Gas Range Cooking The Scientific, Sanitary Satisfactory Way

Start the spring right by getting your wife a gas range. Cooking with gas is not only scientific, sanitary and completely satisfactory, but it is economical. You don't waste fuel or time in firing up.

Hot summer will soon be here. With a gas range your wife can prepare a meal quickly without heating the whole house, and without spoiling her temper or ruining her health.

At preserving time ask her if she wants to go back to the old range. We know what her answer will be—and we also know that by that time you will not need to ask the question.

In the fall if your house heating system does not provide heat for the kitchen—the problem solved by installing a Kitchen Heater, the little runing mate of the gas range.

Be sure to see the 1913 gas range model at your dealers. A few of the new features are Ovens with glass doors and thermometers; ovens above instead of below; convenient shelves; non-oxidizing metal.

Oregon Power Company

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