

COAST MAIL.

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STRAIGHT TALK FROM A NEWS-PAPER OFFICE.

It is sometimes refreshing, as well as improving to hear a candid opinion of your work. The COAST MAIL has that experience occasionally, and among the comments that have reached this office from several quarters lately has been the remark that there is nothing in the paper but railroad talk.

Once for all, let it be understood that the COAST MAIL is a NEWSPAPER.

It is here to give the news to its readers and it makes the best selection it can and prints as much as possible with the resources at its command. Further, it tries to advance the interests of Coos Bay in every way possible.

Just now the most important matter before the people of Coos Bay is the prospect that this port is to be made, in the near future, the terminus of a trans-continental railroad. Whatever the individual opinion as to the likelihood of such a road being constructed by the parties who are now on the ground, any sane man must realize that if they do go ahead and build the road it means a revolution and transformation on Coos Bay before which the growth of the last quarter of a century dwindles into insignificance. The man who wants to sit down and bury his head in the sand, to shut out all echoes from the present movement is welcome to do so—and he needn't read the COAST MAIL, for this paper proposes to place before its readers every item of reliable news touching this matter that it can get hold of.

The MAIL is not vouching that the road will be built in fifteen minutes, but it will say this: that if the road is never built it has not, so far, cost the people of Coos Bay a cent. Neither the Great Central Railroad Company nor any of its allied corporations has asked any-

thing of us. They have bought land and they have sent men, horses and materials here. They have already started substantial improvements in at least one quarter. They have given Coos Bay more advertising than it has had in the last decade, and they have focussed the attention of moneyed men all over the United States on this port. They have advertised the fact, and it is a fact, that this is the best harbor between San Francisco and Puget Sound. Is any one moss-back enough to suppose that this is of no benefit to the country?

These people have done these things and they will do much more of the same work, whether they ever build a railroad or not, and it hasn't cost us a cent.

If any one thinks it is all a boom he is privileged to keep his money buried where it is safe. No one is coaxing him to invest in anything. Whatever turns up, the man who keeps his head is not going to get hurt.

No one wants to see a mere boom less than the editors of this paper. At the same time, not hing will squeal a boom quicker than the publication of the facts.

The publication of the news is the legitimate business of a newspaper, as it is understood in this office, and if any one doesn't want a newspaper run on that principle we will not urge him to subscribe for the COAST MAIL.

INDUSTRIAL NOTES

FROM EMPIRE CITY

President J. W. Cook, of the Great Central Land Co., was in town on business yesterday. Besides being the head of the land company, Mr. Cook also has entire charge of the Great Central Railroad interests here during the absence of Chief Engineer Kinney. He reports the work at Empire City on the terminal grounds of the Belt Lake road going forward as fast as possible.

The 150 tons of freight received on the last Alliance included the scrapers, harness etc. for the grading work. These were shipped knocked down and are being assembled and put in condition for work. In the mean time, the 24 head of horses that arrived a few days ago are in pasture. About 75 more horses will arrive soon.

President Green, of the Belt Line road, is now established in his offices at Empire, having as assistants Messrs Cole and Wald, as book-keeper and clerk. About 50 men altogether are now

domiciled in Empire on the business of the Great Central and its allied enterprises, and the old town is experiencing a touch of the renewed life for which it has been waiting so long.

The Great Central

(Portland Journal.)

The Great Central Railroad proposes to develop Southern Oregon from the shores of the Pacific to the Eastern limits. It is calculated to give transportation facilities to a region that has heretofore been cut off from the world, excepting by the inadequate wagon roads that are none too good.

Plans are upon foot that involve connection with other lines in the East, at Salt Lake, and the benefits of the projected road will come to Portland. One of the main features of the proposed road is a line from Eugene to Portland, as well as one from Coos Bay, the two lines connecting and running to the East.

That there are great possibilities in the plans that have been given in part to the public by General Manager Kinney seems to be conceded by most persons who have looked into the matter. Portland is promised the commercial control of the region to be tapped, which will be of direct good to the jobbing and manufacturing interests of this city.

SCHOONER C H MERCHANT

WRECKED AT NEHALEM

The following dispatch from the Oregonian of the 13th inst., probably has reference to the schooner C. H. Merchant, which was built in the Marshfield shipyard in the late 70s, and ran here regularly for many years. Dean & Co. being principal owners. Four years ago she was sold, and has been running elsewhere.

Tillamook, Or., Aug. 12—The lumber schooner Merchant while being towed to sea by the tug George B. Vosburg today from the Nehalem, finding the sea too rough, turned around to go back and went ashore inside Nehalem Bay. The tug stood by the vessel and the lumber was unshipped as fast as possible, but there is no hopes of saving her and she is going to pieces. She was loaded by the Nehalem Company and her destination was San Francisco.

Root-Gardner Fight

Salt Lake City, Utah, Aug. 14—Considerable disappointment is manifested in sporting circles over the failure of the

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BATH SUPPLIES

The million pores of the skin are little sewers through which poisonous products should escape from the body. Few realize the importance of keeping them open or realize how much one's vigor and energy is increased by keeping them active.

A HEALTH RECIPE

Every morning, a quick sponge bath with cool water to which a handful of sea salt has been added. Then brisk rubbing with a bath brush until the skin glows and the perspiration starts. It will double your accomplishment for the day.

We have the bath sponges, sea salt and bath brushes.

SENGSTACKEN'S PHARMACY,
Marshfield, Oregon

promoters to pull off the twenty-round bout between Jack Root and George Gardner which was originally scheduled for tonight. The club is now confident of its ability to bring off the contest within the next few days, a permission to that effect having been obtained from the authorities. Both fighters are on the field and are keeping up their training so as to be in the best of condition when they are called up on to enter the ring.

155 GOLD GIVES FETE.

Irvington-on-the-Hudson, N. Y., Aug. 14—Miss Helen Gould was the hostess today at an elaborate lawn fete given at Kirsalside, her handsome residence near Roxbury. The affair was attended by more than 500 persons, including many well-known Society people of New York. The proceeds will be used to furnish a room in Miss Gould's pet charity, the Naval Branch Young Men's Christian Association in Brooklyn.

Important to Consumers.

BUYING goods direct from the manufacturer makes it possible for us to give our customers High Grade Values at a very low price. Nearly every steamer brings in additions to our already large stock.

New line of Ladies' and Childrens' colonial ties, just arrived. (all sizes.) Don't forget the famous Florsheim shoes. We are always prepared to fit (the hard to fit) in best tailored clothing.

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