

COAST MAIL.

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ERROR MIXED WITH TRUTH.

In heading up an article on Coos Bay, in its issue of Aug. 29th, the Portland Journal uses the line: "Marshfield People Look on with Jealous Eyes". This is a rank misstatement. Marshfield is not jealous of the new townsite, and the man who wrote the heading must have drawn on his imagination for his facts. The paragraph from which he evidently drew his misfit inspiration was as follows:

Perhaps the most surprising feature of affairs hereabouts is the undisguised suspicion with which Marshfield people look upon the plans now under way for the improvement of Coos Bay and the building of roads and towns on the peninsula. People in that place do not hesitate to create the impression that they do not regard the projects as amounting to anything, and yet Marshfield is reaping a harvest from the selling of supplies, and everything bought by the companies is paid for as promptly as though it had been purchased by the United States.

There is no question but there is more or less truth in this statement. Marshfield as a whole is watching developments with a surprising amount of cynical indifference. It is, however, easy to find a cause for more or less of this feeling. Marshfield was bitten once by a boom, and hasn't entirely recovered from nor forgotten the experience. But, as the MAIL understands it, the feeling is not jealous nor antagonistic. It is a simple lack of faith. This of Marshfield as a whole. As a matter of fact, there seem to be some individuals here who go out of their way to throw cold water on the projects of the Great Central companies. It is rather hard to account for such action. It is hard to believe that the town is really infested with moss-backs who do not want to see any improvement; who object to the Bay receiving its share of immigration, and who wish to keep outside capital from coming in to develop our resources.

Yet their action, if it have any effect at all, tends in that direction.

It probably makes little difference to the Great Central people what a few of us think of their projects. They are asking nothing of us, and if their advent here has cost any man, woman or child on Coos Bay a cent the columns of this paper are open for the statement of his or her case.

On the other hand, if they should suspend operations today, pull stakes and move away, bag and baggage, they would leave behind many thousands of dollars cash expended besides substantial improvements made in at least one town on the Bay. Further the advertising they have given this harbor has been and will be worth probably as much more.

In view of all this it might be well for some of the knockers to curb their exuberance somewhat, at least to the extent that they may not have the effect of driving away any desirable people who may come here, with or without capital, to cast their fortunes with us.

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In Washington City, where municipal affairs are managed on a business basis by men of experience and high character, a contract has been made for laying a large amount of asphalt pavement at \$1 56 per square yard. In Philadelphia, where Quay's tools run the municipal government, a contract for the same material has been let for \$2 56 per square yard. Quay and his gang charge the people a dollar a yard on asphalt, and for everything else in proportion, for their folly in allowing a lot of hoodlers to misgovern them—and serves them just right.—Telegram.

"Some condemn her, others damn her,
Some make love and try to flirt;
Some will court her, some report her,
Others try to do her dirt;
Yet she's good; we all respect her;
She's a jewel in the business whirl;
We should bless her and caress her—
That there Telephone Central Girl."

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COOS BAY PEOPLE

NOT EASILY EXCITED

Some Observations From the Staff Correspondent of the Portland Oregonian

The recent visit to Coos of J. M. Lawrence, staff correspondent of the Oregonian, results in an article something over two columns in length in that paper's issue of Sept. 1st. The article is a fair and pretty complete round-up of the situation here. It contains no news for Coos Bay people, but to show how a keen outside observer views the attitude of the people here we make the following excerpt:

Coos Bay is not greatly agitated over its new railroad prospects. It had an experience 10 or a dozen years ago that taught it caution in the matter of town booming. Not that that was particularly disastrous locally, but it is remembered as a practical lesson in the mutability of human affairs, and it was not really needed to make Coos Bay people conservative. They never did get excited easily. Now the people generally take some interest in the talk of new development enterprises, but they refuse to believe fully until they shall be able to put their fingers in the prints of the railroad spikes and to see the smoke of the locomotive puffing in from Salt Lake City. Then they will say, "We told you so," and they will say the same if the railroad should fail to materialize.

The truth of the matter is that Coos Bay people are not unhappy as they are. They can see things coming their way without puzzling their brains over \$15,000,000 railroad projects, and, generally speaking, what a Coos Bay man does not need to do he does not do. They see the entrance to their harbor getting deeper and deeper until now it is certainly one of the best four of our Pacific Coast. They see their marine commerce growing apace, and their own vessels, built at home and laden with the products of their own forests and mills cleaving foreign seas. They are beginning to touch elbows with the great, round world. They see larger activity in their coal mines. They see their dairy products regularly quoted

above the ruling market price, with a demand that is never satisfied. Their agriculture is gradually expanding. Their fisheries are by no means a negligible factor. These things they have grown up with; they understand them and are satisfied. Under the circumstance it is rather to be expected that they will decline to fret over possibilities of the future. They leave the future, immediate or remote, to fate. If, however, others, delving into the future a little further than human eye can see, should offer for Coos Bay property somewhat more than it is worth without the Salt Lake Railroad, your denizen is entirely willing to meet on his own ground the man of great faith—provided the advance be large enough. You can't drive Coos Bay citizens into night sweats by that process. Indeed, nothing has yet been devised that will move the Coos Bay denizen unduly.

QUEEN WILHELMINA TWENTY TWO YEARS OLD

The Hollanders Celebrate the Event By tokens of Love for Their Queen

The Hague, Aug. 30—Queen Wilhelmina will be twenty-two years old tomorrow and all Holland is preparing to celebrate the birthday anniversary with more than the usual manifestations of joy and tokens of congratulation. For it seems that the love and affection which the Netherlanders have for the little Queen increase in geometrical proportion to the unhappiness with which from all reports, the Queen has had to bear almost from her wedding day.

A royal love match was the characterization applied to the brilliant marriage ceremony celebrated here on that bright February morning scarcely two years ago, but how far the public was mistaken—and the fair young Queen also—has long since been demonstrated. It was a bad match, so say and know the Dutch people today. It is safe to assert that every heart in Holland throbs in sympathy with that of the Queen in her distress and many are the messages and addresses of congratulation that will pour in upon her tomorrow in ac-

cordance with custom, though were they expressions of condolence they might fit the occasion better. The attitude of the stolid burgoesses toward Prince Henry remains unchanged. They never regarded him with a friendly eye. The wedding of Queen Wilhelmina and Prince Henry occasioned no spontaneous rejoicing among them. From the very first their attitude was one of jealous reserve toward the German soldier who had captured their girl Queen's heart. They declared at the time of the wedding that the best of German princelets was not good enough for their Queen and now they are more convinced than ever of the fact.

At first the feeling was much the same as that entertained by the English people toward Prince Albert at the time of his marriage to Queen Victoria. But there the parallel ends. As time went on Prince Albert won the regard, and finally the affection of the English people, while Prince Henry, on the other hand, has, by his apparent neglect of his wife, come to be regarded by the Netherlanders with a feeling of dislike that is as cordial as it is general and all-prevailing.

End of Mc'Groarty's Place

New York, Sept. 5—After an existence of nearly half a century John Mc'Groarty's cafe, adjoining the Academy of music in Brooklyn, is to be closed for good next week. The site has been purchased for the erection of a large office building.

Politicians of both parties have made Mc'Groarty's a resort that is known from one end of New York State to the other. Mc'Groarty himself was a member of the Assembly twenty years or more ago, and is known to politicians in all parts of the state. In his place, in years gone by, burning questions of state and nation have been discussed by men of power who were his patrons. Hugh McLaughlin once was accustomed to meet his friends from up the state there, and Jacob Worth, when he ruled the Kings County Republican organization, met his counselors in Mc'Groarty's. Other men of fame who have discussed political questions over the cafe tables include Grover Cleveland, Samuel J. Tilden and Daniel L. Mont.

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