

WEEKLY COAST MAIL

TELEPHONE, MAIN 457.

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They are Seven

I met a little newspaper
'Twas two months old it said.
Its hair was grey with all the grief
That clustered round its head.
Delinquent subscribers
Was the burden of its song.
It claimed to have them on its list.
More than two hundred strong.
"How many paid subscribers?"
It raised its eyes to Heaven
The while it sadly shook its head
And answered: "They are seven."

SAME SUBJECT

In connection with the proposed change of mail routes, the COAST MAIL has been cussed on four different counts: first, for advocating the change; second, for opposing it; third for changing from one side to the other; and fourth, for being on the fence. Nevertheless, the MAIL is still disposed to present both sides of the question as clearly as possible. It is a question in which the people of the Bay are vitally interested. A needless delay of 12 or 24 hours in our mail service is too injurious to be tolerated. If the change proposed were a sure way and the only way to get the improved service we want, there would be only one side to the question. If it can be shown to be the best way, these columns are open to the demonstration; they are also open to criticisms of the plan. A proposal that will not stand free discussion is not worth considering.

So far as the immediate material interests of this paper are concerned, they would be better served under the proposed schedule; but while we do not wish to assume the incorruptible and immaculate virtuous pose which some papers consider the proper thing, still we will say that in this case we are treating the matter from the standpoint of the good of the community at large.

We would be glad to present any argument which can be made by those interested in making the change, if not too lengthy for us to handle. We invite communications from any who can throw any new light on the subject.

As a matter of fact the whole thing seems to hinge on the possibility of putting the mail through from Roseburg to Myrtle Point much quicker than from Roseburg to Marshfield. It is said that Mr. Fenton is ready to contract to put it through all Winter in 13 hours. Now perhaps this ought to settle the matter, on the principle that an offer to bet on a disputed point gives a man the right to tell the other fellow to "put up or shut up." At the same time, we have the right to inquire into the possibility of the feat undertaken. If the contractor undertakes the impossible, all the fines and penalties to which he might be subjected would not compensate us for delayed mail.

Tomorrow the MAIL will present some figures on this point from an opponent of the change.

WILL THE BAY CONSENT TO IT

More Discussion of Proposed Change in Mail Routes

From Thursday's Daily.

EDITOR MAIL.

From the account of the action of the Coos Bay Chamber of Commerce in the matter of changing the mail for the Bay from the Coos Bay Wagon road to the Middle Fork route, as given in your weekly issue of Oct. 31st seems to indicate that that influential body has fallen a victim to the insinuating song of some "sore."

According to the mile stakes, Myrtle Point is 65 miles from Roseburg and Marshfield, by the Coos Bay Wagon road is 98 miles from Roseburg. But the mail is transferred to a gasoline and giving five miles less of mud for the mail to travel by the present route than by the Middle Fork road.

If Mr. Fenton can put the mail through from Roseburg to Myrtle Point in fourteen hours, it can just as easily be delivered in Summer in thirteen hours.

The people of Coos Bay surely haven't forgotten that the road bed of the C. B. R. & E. R. R. lies on the low bottom land of the Coquille River, and that the track is not only frequently submerged in the winter months but is almost as frequently damaged by washouts, and wrecked bridges.

The question for every resident of Coos Bay to settle in his own mind before encouraging the proposed change is, where he wants his mail during a flood on the Coquille river—in Myrtle Point or Marshfield?

The suggestion that via the Middle Fork route, Marshfield will be 11-14 hours nearer Portland and 24 hours nearer San Francisco, contains every element of fiction and plainly confirms the truism that "you can fool some of the people all the time."

That delusive dream of Government aid for the Middle Fork road is of the same material all dreams are made of and is fittingly at home with all the other influences working for the abandonment of the Coos Bay Wagon road service.

These roads are both gradually improving as the county court sees its way clear to expend money on them: Their maintenance is surely in the interest of the development of Coos county. Then why not follow the timely and sensible motto of Mark Hanna. "Let well enough alone," and soberly reflect before committing any considerable section of our county to depending on promises impossible of fulfillment.

Who is so unacquainted with either of the present mail routes as to for one moment to entertain the idea that mail can be carried over them in the winter time at the average speed of four miles an hour? Yet that is the sum total of Mr. Fenton's guarantee. He may be able to do all he agrees to, but the society for Preventing Cruelty to Animals should see that no such horse-killing scheme is ever attempted.

I am not a resident of the Bay and the above is only the view of one interested in the welfare of the whole county.

A COQUILLE.

FROM SOUTH AFRICA

New Way of Using Chamberlain's Cough Remedy.

Mr. Arthur Chapman writing from Durban, Natal, South Africa, says: "As a proof that Chamberlain's Cough Remedy is a cure suitable for old and young, I pen you the following: A neighbor of mine had a child just over two months old. It had a very bad cough and the parents did not know what to give it. I suggested that if they would get a bottle of Chamberlain's Cough Remedy and put some upon the dummy teat the baby was sucking it would no doubt cure the child. This they did and brought about a quick relief and cured the baby." This remedy is for sale by Jno Preuss.

Boot and Shoe Facts.

New England still retains her pre-eminence in the boot and shoe industry, but three of her six states, including Maine, rank lower in the comparative value of their product than they did twenty years ago, while of the others only Vermont has made a gain in comparative rank.

FRIEND OF C. B. W. R.

Figures Impossibility of Proposed Mail Schedule

From Friday's Daily.

As promised in yesterday's paper we give below an extract from a letter written by a resident on the Coos Bay Wagon road, touching the proposed mail schedule:

Next I want to call your attention to the weight of the mail on the C. B. W. R. Last Winter it was weighed a number of times at Sitkum. It runs from 400 to 700 pounds, averaging 550 lbs, and the mail is increasing. Last Winter it often took 3 No. 1 pack horses to carry this mail, and the way sack was carried on the saddle horse. Now, I am informed that the mail on the Middle Fork route is heavier than on the Coos Bay route, as it supplies Ellensburg, Fort Orford and all that lower country besides the country around Myrtle Point. Now, if the mail on the Coos Bay route is transferred to the Middle Fork route there will be 1200 pounds of mail to be carried over that route daily.

Now then I am ready for Brother Fenton's schedule, and with all due respect to the good brother, I must say that he can not make the time that it calls for. Let me go into details to show the utter impossibility of carrying the mail in Winter on 14 hours time.

In Winter, just before Christmas, the mail is always heavy at that time. The contractor finds himself in Roseburg; a gentle southern zephyr is fanning his cheek, and the floods are descending; while before him is 1400 lbs of mail to be transported to Myrtle Point in 14 hours time (and we all want our Christmas goods without fail.) He is at the office in Roseburg promptly at 6 o'clock. Now how long will it take him to load? It is raining, the mail must be kept dry, 1400 lbs of mail to load and cover and bind on his wagon. At least one half hour of precious time is gone before he moves one foot. But at last all is ready and away goes the horse team, mail and all. As to how fast he will go I leave it for men who have traveled Oregon Winter roads to determine.

At least he reaches the first station, 17 miles from Roseburg. Never mind the time, but I will guarantee that he has made less than 4 miles an hour. Now, from this first station the mail is carried on pack horses to Myrtle Point. The mail equals any ever found on the C. B. W. R.; just as deep and hard to get through. How long will it take him to get this mail onto 7 good strong pack horses? It will take 7; 8 would be better, for they must go, or we won't get our Christmas goods. Remember that this Mail must be divided into 7 equal packs, and each of these equally divided so as to have the same weight on each side of the pack animal. If you fall in this, the pack soon turns, and underneath the horse it is fast distributed along the route to help fill up the mud holes (and we wonder where our Christmas goods are.) Keep in mind that every one of these packs must be well covered, on the under side as well as on top. Ninety minutes at the very least will slip away before he leaves his first station. Two hours of delay at stations gone already! And now how fast is he going with his pack train? 4-12 miles an hour? never? Three miles an hour will be doing well. And if a pack turns or horse falls how much more time is lost?

I need not continue this further, but I want to add, by way of summary, that if it were possible to make 14 hour time there must be at least five stations on the route. At every one of these stations there will be an hour lost, which leaves only 9 hours for road work, and to make the 63 miles calls for 7 miles per hour. Neither Mr. Fenton nor any other man can do it. The schedule was not made to be lived up to, but as bait, and I marvel that your Chamber of Commerce bit.

Poverty of the Jews.

The Jews as a people are the poorest in comparative rank.

HOT TIME IN ISTHMUS OF PANAMA

Revolutionists Meet Opposition U. S. Gunboat Lands Forces

(Special to the Coast Mail.)

Panama, Nov. 5.—The situation on the Isthmus this morning is most serious. General Torres, commanding the Colombian troops at Colon, refused to follow the example of Panama and secede from Colombia, and has threatened to send troops from Colon to Panama, in case the latter city does not surrender.

It is reported that Colombian soldiers at Colon threatened to burn the city and murder all sympathizers with the revolution, as well as the American residents. The latter have appealed for protection to the cruiser Nashville, now lying in Colon harbor. The presence of an American cruiser at Colon is undoubtedly the only cause of the avoidance of bloodshed.

Should Torres carry out his threat to send troops to Panama they would be compelled to walk the distance. The gunboats Padilla and Chucito left today in search for the Colombian gunboat Bogota.

Washington, Nov. 5.—The Navy Department this morning received the following statement from Commander Hubbard: "Landed force at Colon yesterday to protect the lives of Americans." A later dispatch says: "I have withdrawn the forces landed Wednesday. There has been no bloodshed."

Colon, Nov. 5.—The United States gunboat Nashville is again preparing to land marines.

Washington, Nov. 5.—Admiral Glass and the entire squadron now at Acapulco has been ordered by Secretary Moody to proceed forthwith to Panama for the protection of American lives and property and maintaining uninterrupted transit across the isthmus.

The squadron includes the Wyoming, Marblehead, Concord and Boston. The latter ship is already on the way.

Secretary Hay and Admiral Walker, chairman of the canal commission had long conference with Roosevelt today. Nothing was made public but it is understood that Hay and Walker agreed that the revolution would result in benefit to the United States.

Chamberlain's Cough Remedy is Pleasant to Take

The finest quality of granulated loaf sugar is used in the manufacture of Chamberlain's Cough Remedy, and the roots used in its preparation give it a flavor similar to maple syrup, making it quite pleasant to take. Mr. W. L. Roderick, of Poolesville, Md., in speaking of this remedy, says: "I have used Chamberlain's Cough Remedy with my children for several years and can truthfully say it is the best preparation of the kind I know of. The children like to take it and it has no injurious after effect." For sale by Jno Preuss.

Tested.

Cora—Are you sure you will be able to support me, dear?
Merritt—Why, yes. It's cheaper to be married than engaged.—Exchange.

Hungarian peasants have a superstition that fire kindled by lightning and used in the preparation of...

The Responsibility of Citizenship

By JACOB A. RISS (Author of "How the Other Half Lives"), President Roosevelt's "Ideal Citizen"



CITIZENSHIP that lies down, content to let itself be robbed, abused, made a byword of, is bad citizenship.

I prefer the company of the man who does the robbing and the abusing any day to that of the fellow who tamely submits to it.

The doctrine of nonresistance does not apply to civic politics. I am afraid it does not apply to anything—yet. I wish it did. But I don't see how you can make things go with it until first you have hammered the life out of the other fellow.

Good citizenship, now and forever, is Christian citizenship. CHRISTIANITY AND CITIZENSHIP TO ME ARE CONVERTIBLE

TERMS. The Christian who is after a place in heaven for himself merely and is willing to step on his neighbor to climb in, who saves his soul with the hope of a beautiful mansion in the skies while he lets his helpless brother wallow in a pigsty here below—I wouldn't give a cent for his Christianity or for his chances in the other life either.

By rights he ought to take his turn in the pigsty, and I think likely he will.

THE AMERICAN WHO THINKS MERELY OF GETTING RICH, WHO PLANS HOW HE CAN LAY UP RICHES WHILE HIS BROTHER IN HIS POOR TENEMENT FREEZES AND STARVES AND HIS DAUGHTERS ARE SOLD INTO SLAVERY OF PROTECTED VICE, IS NOT WORTHY OF THE CITIZENSHIP THAT IS THE PRICELESS BOON OF THE REPUBLIC.

The man who can help and will not, who will leave his poorer neighbor to the slums and slum politics—that man BETRAYS HIS COUNTRY as much and as truly as if he deserted its flag in a fight and went over to the enemy. And the man who dares not go to the polls and vote according as his conscience, and nothing and nobody else on earth, dictates, deserts and betrays his brother.

THE AVERAGE MAN SHRINKS FROM THE "NEW WOMAN"

By Professor HARRY THURSTON PECK of Columbia University



AGAINST the twentieth century "new woman" EVERY MAN SHOULD SET HIS FACE LIKE FLINT. She is striving for economic independence, and her advanced theories have always borne some fruit in the marked distaste for marrying that is growing among men. The cause for this distaste does not lie in man's heartlessness nor yet in his prodigality, but in the FANATICISM and UNWISDOM of the modern woman. To every man who is deserving of the name a true home is of all things most desirable and beautiful. But if he sees about him only women who regard maternity with loathing and shrink from the responsibilities of sex, who believe that they have "missions" in the world far greater than the noble ones of wifehood and motherhood, or women who crave continual excitement and who say their own natures are so complex that no one man can ever entirely satisfy their needs—then what is left for men but a life about town?

The average man's judgment about the average woman is generally a correct judgment. The average man of this twentieth century does not want the woman of today or tomorrow changed from the woman of yesterday.

AS A TRUE WOMAN IS TODAY AND AS SHE HAS BEEN IN THE PAST SO MAN WOULD HAVE HER IN THE FUTURE. HE DOES NOT WISH FOR THE EVOLUTION OF A NEW TYPE OF MOTHERHOOD THAT SUBSTITUTES THE FORMULATED RESOLUTIONS OF A MOTHERS' CONGRESS FOR THE OLD TIME INSTINCTS OF SELF DEVOTION, TENDERNESS AND NEVER FAILING LOVE.

He does not yearn for a new type of wifehood, for he does not wish the sort of wife who would be a species of domestic comet, a dissolving view, or even a person he could borrow money of. He rather wishes one who in the good old way will have no interests apart from him and who will help him to make these interests broader and farther reaching.

Using the Toothbrush.

A German dentist says that few persons know how to use the toothbrush properly and that it is quite as important to brush the roof of the mouth as the teeth.

Silencing Von B.

Von Blumer—I came near being taken for a deer in the Adirondacks.
Mrs. Von Blumer—That's singular, when you're such a bear at home.—Life.

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