

Coos Bay Times

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FRED PASLEY, EDITOR.
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THE ELECTRIC LINE.

The idea of a canal to connect Coos Bay with the Coquille river is one deserving of deep thought. In the article submitted by Mr. Williams is cited the cost of such a project and the financial benefits which would not only accrue to the bay but the entire Coquille Valley. It is shown that the cost of handling logs would be even less than the cost of loading them on cars. The canal would not only give to Coos Bay added industrial and commercial assets but the number of vessels entering the port would be materially increased.

The proposition to have Myrtle Point for a terminus of the Electric line from Roseburg in order not to parallel the Harriman road from Myrtle Point to Coos Bay has a great many aspects. If the Times is correct the fundamental cause for the proposed Roseburg line was to give Coos Bay connection with the Umpqua valley and the intervening country which is at present crossed by no railroad lines. There are a great many reasons why Coos Bay should be the terminus of any electric line that is constructed from Roseburg. It would bring to south-western Oregon's outlet the products of the richest and most fertile country in the state. It would transport them here at one freight charge. What we want here is railroad competition and not monopoly. Assume that the terminus of the Roseburg electric line is at Myrtle Point and that the Harriman line has completed the coast line from Drain to San Francisco. The farmer on the electric line ships his produce to Myrtle Point. How will he place it in Coos Bay. He may transfer it to the Harriman road at that but will the cost of the freight from Myrtle Point to Coos Bay over the steam road allow of the farmer living on the electric line to compete with the farmer living on the steam road, even though the latter be forty miles further away from the bay than the former.

In the past railroad rates have been made on sort of sliding basis to meet conditions. Experience has been that the conditions have not always been favorable to the shipper.

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This of course is no indication that the Southern Pacific will not be absolutely just in its future freight rates regarding the Coos Bay county. There is however no better safeguard against freight rate discriminations than railroad competition, especially when the competitor is an electric line. Coos Bay has too great a future in store than to shut the door when a neighbor asks admission. It is the railroads that will develop the state of Oregon and side by side with her expansion will come the growth of the greater Coos Bay. Harriman will build his road into Coos Bay. Railroad generals build roads as an investment. No great keenness of foresight is required to see the wonderful returns which a road leading through the Coos Bay country will reap. We want the Southern Pacific railroad. It will mean a new era for Coos Bay.

But we also want the electric road and every other road we can get; for every road that terminates at Coos Bay means added strength and stability to our present advantageous position.

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