

Coos Bay Times

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FRED PASLEY, EDITOR.
REX LARGE, BUSINESS MANAGER.

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PUBLIC LIBRARY.

MARSHFIELD is a growing city and she needs many things. But chief among all she must have citizens. To make men and women we will be proud to own, we must contribute our share in the making. And one of the vital essentials to this end is the training of the youthful mind. Every municipality should have a public library.

The place now assigned the public library, by very general consent, is that of an integral part of our system of public and free education. On no other theory has it sure and lasting foundation; on no other theory may it be supported by general taxation; on no other theory can it be wisely and consistently administered. A public tax can be levied for the maintenance of a public library only upon the principle which underlies all righteous public taxation; not that the taxpayer wants something and will receive it in proportion to the amount of his contribution, but that the public wants something of such general interest and value that all property owners may be asked and required to contribute towards its cost.

In the particular case under consideration, that something is the general rise in the average line of life of intelligent and therefore effective citizenry, and advance beyond that which the public schools are able to accomplish. The demand for this intelligent and effective citizenship is increasing daily, for two reasons: First—The problems of public life and of public service, of communal existence (local, state and national), are daily becoming more complex, more difficult of satisfactory solution. Second—We are recognizing more clearly than ever before that our present success and prestige are due (more than to any other cause) to the fact that more than any other people in the world's history have we succeeded in securing that active participation and practical co-operation of the whole people in all public affairs. In the whole people are we finding and are we to find wholesomeness and strength.

But coincident with this discovery, this keen realization of the place and value of all in advancing the common interests of all, has come the feeling: First—That the common public schools must be made good enough for all; and, Second—That even at their best they are insufficient. The five school years (average) of the American child constitute a very narrow portal through which to enter upon the privileges and duties of life, as we desire life to be to every child born under the flag. There is need of far more information, instruction, inspiration, and uplift than can possibly be secured in that limited time.

Cast about for a satisfactory supplement and complement for the public schools, we find the public library ready to render exactly this service; to make it possible for the adult to continue through life the growth begun in childhood in the public school. Only in this way and by this means can we hope to continue the common American people as the most uncommon common people which the world has yet known.

ADVANCING COOS BAY.

THE effect of the opening of the three big coal mines and the selection of Coos Bay by the Southern Pacific Railroad as the coaling station for the Pacific coast will be felt far inland. We can now rest assured that the Southern Pacific Railroad will in the near future begin the building of tracks down the eastern side of the upper bay. The mining of 1,500 tons out of the Beaver Hill, South Port, and Henryville mines every day is a gigantic task. It means so many men, so many trucks, so many dollars, and so much more prestige for Coos Bay. Harriman is doing a great deal of good in

the establishing of coaling stations on Coos Bay. Perhaps nobody knows that better than Harriman himself. But the amount of money he will spend in this vicinity for the furtherance of his business interests will result in equal proportion to Coos Bay, for it is these big enterprises that are slowly but surely advancing Coos Bay into its right ful heritage.

It is an inspiring sight to witness the coming of new industries. We know that they are coming in because of faith in the future of Coos Bay. But more deeply inspiring than the establishment of new ventures is the rehabilitating of the old ones, forsaken and buried in cobwebs of obscurity—mementoes of the days when prosperity smiled not so brightly. Harriman is contributing much toward the development of Coos Bay and the dependent country in the opening of the coal mines—an account of which is given elsewhere in these columns. When this railroad is established the daily trend of life around Coos Bay will take on a phase hitherto unknown. The advance instead of progressing in slow, easy stages, will go forward with a vim and a vigor to which it will require some adjustment to become familiar. Ships are grand things. They are symbolic of the handiwork of God. But a railroad train and that complex monster, the locomotive, are synonymous of Life, Development and Progress.

THE ELECTRIC ROAD.

DOUGLAS County at present is focusing its concentrated attention on North Bend and Marshfield. The cities on the bay have gone so deep into the Douglas-Coos electric road proposition that something definite must of necessity be done. The books are open in the Flanagan & Bennett bank awaiting the signatures of subscribers (or stock in the proposed electric road, but as yet the pages are blank. Somebody should take the initiative. Although the Douglas-Coos road was a Roseburg proposition, the representatives who were sent to ascertain the position of the cities on the bay were encouraged to the extent that the other towns in Coos county were aroused on the assumption that Coos Bay would contribute its share toward the electric line. Imbued with enthusiasm founded on that assumption the people of Roseburg organized and raised \$125,000.

Still farther the electric road proposition progressed and now the articles of incorporation have been drawn up. In all the negotiations the towns in Coos and Douglas counties have in a sense looked to the cities on Coos Bay for the initiative in the movement. We have now arrived at that stage when it is necessary for us to demonstrate our good faith by raising our portion of the \$250,000 necessary before the road can be incorporated. Twice before has an electric road between Coos and Douglas been begun and completed on paper. Can we let it be said of this last and third road that it was the inaction on Coos Bay that relegated it to an ignominious

grave. Definite and concerted action needs to be taken by the cities on Coos Bay now. It might be advisable to appoint a day in the near future for a "Coos-Douglas Day," and on that date the subscription committees get busy and find what amount of stock can be subscribed for the electric road. By that method it will be possible to ascertain whether or not Coos Bay will raise its share of the \$250,000.

RAILROAD BUILDING.

WHEN a stop is made to estimate the different railroads now talked of or in course of construction for Oregon, the result is several hundred miles and covers the State with a network of lines that is almost startling. Harriman is no small factor in this era of railroad building. Altogether a total of \$24,000,000 will be expended if all the various railroads now talked of materialize. With that sum of money put into commercial arteries through the rich agricultural and timber sections of this State we will see a metamorphosis in the next five years truly astounding.

The California-Northern is slowly but surely creeping up from Sacramento, California, to Portland and constructive progress has now reached into Klamath county. This is another of the many links with which Mr. Harriman will eventually connect up the State of Oregon. Coos Bay and Roseburg are not alone in electric line proposition. It is the chief topic for papers all over the State, and especially in Central Oregon. Eugene seems to have caught the spirit most enthusiastically, and besides actual construction work on a local suburban line plans are under way for a railroad to the Siuslaw, which will give the city a coast outlet.

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