Kan Limes

VERY DAY EXCEPTING MON-WEEKLY BY

TAY TIMES PUBLISHING CO.

ISLEY, EDITOR.

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all communications to COOS BAY TIMES

E ELECTRIC RAILWAY. the columns of the Times of ted attack was made on the reprefitive men of Coos Bay. Alough the heading of the article ter. The article, under the capa Bandon, was on the face of it editorial, and should belong in

ittorial columns. The Times is were it would be needless to reto the subterfuge of placing the onsibility of an almost libelous de on some imaginary corre-

I from Roseburg should of ome of the rudimentary yestspaper work even before apk-tto write further for the press. Primarily he should development. in with some degree of famiconditions regarding his sub-Otherwise his efforts m up to far better advantage ruige" column than on the age, where newspaper ethics ribe only the legitimate news

he article states that "stories sent out from Coos Bay that here had raised over 10 for the Roseburg-Coos Bay How any thinking digild misconstrue the newsholicis relating to the raising field for a local electric raildition lel the waterfront be-Marshfield and North Bend o the building of a Coos Bay-Roseg line is impossible to conceive. ticles relating to this line were blished in the Portland as well as al papers. There has never at time been published in the local ers statements to the effect that ney had been raised for the Roserg-Coos Bay electric line.

Since the committee meeting on the

Li at times to work in other ger traffic under the Harriman reas to accomplish material

PORIGATING THE WEST.

Wis. in the lower moral stand-Wm the evil of city congestion family, poise, it is gratifying family, for which evil is working Portland; I. sdy, all the more cernie Scott, Pos it proceeds along Eugene; A. proceeds along Eugene; S. hat offers to rural Mrs. J. T. Pilons and possibili-Bridges, Myrti districts of the Myrtle Poinilization of this truth John V. Rore widely appreciated Leah Boal apparent that there is C. O. Ca on our western shore an San Francia social condition, es-H. Rosa, Baint from that in the Bandon; Mrs., of the East, capable tle; Charles Vad results never be-

Fine Berri ered the first ming, in controlling erop to localatural forces permits, The berries at the conditions, of the that have been of products. It inket this season, was, the fertility of to Intensive culti-

> trum and to wellvising out of leri-

ple and easily

for technical skill and mental equipment second to no other profession. ENT REPUBLICAN NEWSPAPER It secures an assured competency for one's labor, with environment appealing to the social desire and permitting of such attractiveness and harmony in rural life as satisfies the artistic sense.

The conditions are attracting and RGE, Business Manager, should attract the best brain and brawn of the East, as witness the of The Coos Bay Times present population of the seven can in politics, with the southern counties of California, estie of which President Roose- mated at six hundred thousand, as compared with a population of thirty-five thousand in 1870, which pustoffice at Marshfield, Ore- date marks approximately the era of Ission through the mails as larger irrigation development. The same ratio of increase is also observed throughout the other irrigated areas, accompanied, too, by returns justifying the rapid growth. The southern counties, with about two hundred and fifty thousand acres irrigated-the basis of principal production-are supporting a population of six hundred thousand people. They have an assessed valuation of nearly \$5,000,000 and are marketing products from the Irri-Marshfield. Oregon. gated area of more than \$35,000,000 annually, or about \$150 per acre per

The great irrigation works in process of construction by the National Sunday issue was printed an ar- Government and the arrangement of from the Roseburg Review details calculated to build up small wspaper), in which an unwar- farms is the greatest piece of progressive and sound economic legislation of recent years. Its guarantee of profit to the farmer, of improved social conditions and attractive puld lead readers to believe it orig- homes, will stimulate the "back to ated from Bandon, investigation at the farm" movement and make for iat city has failed to elicit any in- the preservation of the mental, nation as to the identity of the moral and physical excellence of the

PACIFIC COAST GROWTH.

How rapidly the industrial wealth o believe that the Roseburg of the Pacific Coast and Southwestw (newspaper) in this article is ern States have grown in recent years g the sentiments of the people is shown by comparisons of traffic it cit nand surrounding country. figures in the first and last annual reports of the Southern Pacific Company, issued by the present management of this property. As an indifor The "correspondent" cation of the growth of the territory ish evolved the article in the in the transportation of various products over all lines of the Southern Pacific is an impressive exhibit when considered as an index of railroad

> This table has been prepared to show the increase in the transportation of products of the farm, ranch, mine, forest and factory. The total increase in the Southern Pacific's revenue tonnage from 1963 to 1906, inclusive, reaches a total of 15,891,-

Agricultural products	4,260,039
Animal	852,213
Mineral	6,018,454
Forest	4,751,491
Manufactured	
All other	
.*	22,454,894
1902	
Agricultural products	1,778,960
Animal,	259,070
Mineral	1,075,486
Forest	
Manufactured	1,268,517
All other	

The tons of revenue freight carried one mile have increased from ctric road proposition was held in 4,957,602,303 to 6,236,597,303 in shilled some the ago the local 1906. Gross receipts increased in a mittee appointed has been at smaller proportion, for the reason a mong the representative men that the larger business was done at s Bay, and when the time is smaller cost to the shipper. In the publish the result of their same period, 1902-6, the number of Fit will be done. The Rose- passengers carried one mile on the Linewspaper) should remember Southern Pacific lines increased 97 Caen electric railroads cannot be per cent., and passenger car mileage Low a day, and that it is also 113 per cent. Receipts from passen-

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D. L. Avery, Manager

compassed, but the possibilities call gime have increased 94 per cent. LOST-On Camman road, brownish Gross transportation receipts on the Southern Pacific have grown from \$83,543,821 in 1902 to \$105,632,550 in 1906, the last year reported.

black pony, branded C. L. Reward for return, or information regarding same, Notify H. Sengstacken, Marshfieln, Ore.

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