

Coos Bay Times

AN INDEPENDENT PUBLISHED EVERY DAY EXCEPTING MONDAY AND ALSO WEEKLY BY THE COOS BAY TIMES PUBLISHING CO.

FRED PASLEY, EDITOR.
REX LARGE, BUSINESS MANAGER.

The policy of The Coos Bay Times will be Republican in politics, with the independence of which President Roosevelt is the leading exponent.

Entered at the postoffice at Marshfield, Oregon, for transmission through the mails as second class mail matter.

SUBSCRIPTION RATES:

Single copy, daily,	-	5 cents
Per month, daily,	-	50 cents
Three months, daily,	-	\$1 25
Six months, daily,	-	\$2 50
One year, daily,	-	\$5 00
Weekly, per year	-	\$1 00

Address all communications to
COOS BAY TIMES
Marshfield, Oregon.

BRIDGING COOS BAY.

Quietly almost to a point of stealthiness yet steadily and surely—perhaps unrealized by the mass of the people on the peninsula of Coos Bay—plans are formulating day by day, gradually molding into material form, and all the while working toward one common end—the disposition of Coos Bay's future. Today each tick of the clock registers another step in the process of formation that is now shaping Coos Bay's destiny. It is a crucial moment. The events of the next few months will be momentous ones.

The steps that we take now can be in two directions—backward or forward. The residents of Coos Bay have in their hands the necessary power to act either for the future expansion or the irretrievable retrogression of the peninsula. The Times is well aware that it will require in some cases a temporary sacrifice of individual interests. But the story of the rebuilding of nations is founded on personal sacrifice.

If the Southern Pacific bridge crosses over the peninsula at the north point there is no question but that real estate values will temporarily advance in the property contiguous to the line of the railroad. What an irony, however, would appear the few thousands realized by the permission of the bridge to the terrible injury resulting to Coos Bay. Then, indeed, with the Biblical quotation now synonymous with Coos Bay—"We came with a straight course unto Coos"—would be linked that other passage, "Lest there be any profane person like Esau, who for one morsel of meat sold his birthright."

We, however, have something even more sacred than an individual birthright in Coos Bay. This harbor, with its magnificent possibilities—which are now only bounded by the sky and the World's progress—was made for all the world. It is well known that only recently has there been any fixed movement in favor of the bridging of Coos Bay. It was at a meeting of the Coos Bay Chamber of Commerce only a few months since that the walls re-echoed to the thunderous applause that marked the closing of the speech of the mayor of North Bend when he declared himself against the bridging of Coos Bay. If the people are conscientious in their oft-declared belief that this harbor will ultimately rank with Puget Sound and Golden Gate as a trans-Pacific seaport, the statement that the "bridging of Coos Bay will work an irremedial evil" is irrefutable.

COOS BAY NEWS ON THE BRIDGING OF THE BAY.
"About Bridging the Bay."

"A comparatively short time ago, the sentiment of the people of this section, as expressed by the chambers of commerce of North Bend and Marshfield, was decidedly opposed to the building of a bridge across the bay. They seemed to realize that any obstruction placed in the waters of the bay, where the tide ebbs and flows, would cause an accumulation of silt, and shoals and bars and 'hogs' backs' would be the result. Driftwood in winter freshets will help to make a windjam of the piling used as an approach to the draw-bridge, and the whole portion of the bay above the bridge will immediately feel the bad effects. But the injury will not be confined to the upper bay alone. As the tidal area is reduced by the filling up of the bay and mudflats, the amount of water ebbing and flooding over the bar will be reduced accordingly, and that means a shoaler bar. The government engineers say that Coos Bay bar can be very easily improved and made suitable for the largest class of merchant vessels, because there are

no rocks to contend with in the bar channel, and because Coos Bay has 24 square miles of tidal area, which furnishes an immense quantity of water for a scouring force to keep the channel open. Limit this tidal area by the building of bridges or other obstructions that cause shoals, and as a result you limit the amount of water that is needed to scour out the bar channel.

The people of this section, as we stated before, seemed to realize all this a short time ago, and were positive in declaring their opposition to a bridge. They knew that an open waterway was the cheapest and best means of reaching outside markets, and that so long as we have this waterway we will be independent of any railroad, and would not be bound hand and foot by a corporation which would regulate traffic and rates for its own particular aggrandizement, irrespective of the rights or prerogatives of the people. They expressed themselves also as being opposed to giving up our waterfront for the sole benefit of any particular road, believing that the best interests of the community demanded that the waterfront should be open to all roads on the same terms. When these opinions were aired, however, business in the real estate line was brisk, and many who had come here and bought acreage property saw their way clear to make a considerable amount from their investment. Business at present, in the real estate line, is not what it has been, and there are those who long for a new railroad excitement and who would be willing to make some sacrifices to obtain it.

"As far as the Southern Pacific is concerned, they have surveyed a good route on the east side of the bay, by which they can reach their depot at Marshfield at a limited cost compared with the expenditure necessary to trestle the bay, construct a drawbridge and operate it. If they really desire to bridge the bay, which is doubtful, then it is safe to assume that they have an object in view that the public knows nothing of. There is one thing certain, and that is, that they have a better and cheaper route on the east side to reach the depot at Marshfield than they would have by bridging the bay.

We believe that a railroad would mean much for this community, and we believe that all reasonable encouragement should be offered to any and every road seeking to enter the bay territory; but we do not believe in surrendering the privileges we now enjoy and become serfs to a railroad corporation, which would use the power they acquired to cinch the community for all the traffic would bear. If a railroad means the filling up of our harbor and the shoaling of our bar; if in order to get a road in here we have to surrender our waterfront and injure our shipping facilities—in fact, if we have to put ourselves in the position of an inland community, depending solely on a railroad for exporting our products and importing our necessities, then, with all due respect for the feelings of those who differ from us, we say—hold fast to the privileges we now enjoy and let the railroad be d—d.

RAILROAD SUPPLIES.

The Wasco is due here from San Francisco Monday with a cargo of flats for the Coos Bay-Roseburg & Eastern Railroad or the engine that the company is expecting.

LOST—On Camman road, brownish black pony, branded C. L. Reward for return, or information regarding same. Notley H. Sengstacken, Marshfield, Ore.

A nice line of
Souvenir Postals of Marshfield
NORTON & HANSEN

Electric Power

The power you can always depend upon, always ready at an instant notice by the turn of a switch.

Manufactories large and small take notice that we will be ready to supply you with power about

July 10, 1907

Place your order for your motor equipments, or call us up by telephone when a representative will call and quote prices on motors and also the cost of running them.

The Coos Bay Gas & Electric Company

NEATLY PRESSED CLOTHES

Every man knows the advantage of neatly pressed clothes. We do the best work of this character in Marshfield and at reasonable prices. Will call for and deliver all work. Experienced lady in charge to do ladies work

UNIQUE PANTATORIUM
Clifford Bayliss, Prop.
Over Walker's Art Store

WE SELL Coos Bay Real Estate

Residence and Farming Property

A snap 40 acres on Catching Inlet 4 miles from city 15 acres bottom land under dyke.
40 acres on County Road 4 miles from city \$18 per acre.

For further particulars call on
F. M. Rummell Jr. & Co.
Nasburg bldg.



COOS BAY MONUMENTAL WORKS
We guarantee better work at lower prices, than can be had elsewhere. Do not order monumental work until you have SEEN US
Stewart & Mitchell
Corner 3d & D Sts.
Phone, Main 1731

The Steamer
M. F. PLANT
Sails for San Francisco Tuesday June 4
F. S DOW Agent
MARSHFIELD, OREGON

California and Oregon Coast Steamship Company.
Steamer Alliance

B. D. OLSON, Master.

—SAILING FROM—

COOS BAY to Portland and Return

GEO. D. GRAY & CO., General agents,
421 Market St., San Francisco.

J. W. SHAW, Agent,
Marshfield. Phone 441

WILSON & THOMAS
Contractors and Builders

Office fixtures a specialty. Store Fronts, Counters, Shelving. Let us work out your plans. See us before building.

Shop opposite Bear's Livery Stable, North Front Street

MARSDEN'S COOS BAY BOTTLING WORKS
ROYAL SELECT GAMBRINUS BOTTLED BEER

Bottled in
Quarts, Pints and One Half Pints.

Phone Orders promptly attended to.

Phone 481.

THE FIRST NATIONAL BANK OF COOS BAY

It is the policy of this bank to confine its business to this immediate vicinity. In following this course the bank not only enhances its own stability but promotes the highest interests of the community. We limit our investments to securities of the most substantial kind; such securities as are easily converted into cash and free from speculative influences. We issue drafts payable in all the important cities and towns in Europe.

JOHN S. COKE, President. O. B. HINSDALE, Vice Pres.
W. S. McFARLAND, Cashier. R. T. KAUFMAN, Asst. Cas.

Front Street

SEE US FOR

Front Street Business Property
We Have Something That Will Interest You

Sengstackens Addition offers the best Values for the money.

TODAY

Title Guarantee & Abstract Co.,
Henry Sengstacken, Manager

COOS BAY CITY

ON EAST SHORE OF BAY

Level bench land, all cleared, for business blocks
Gentle sloping, Alder covered land, for residence lots.

Reasonable Prices---Easy Terms

Also 550 acres Dairy Farm on Kentuck Inlet.

Free Launch from Marshfield and North Bend.

Call at our office opposite Central Hotel, Marshfield, Ore. or call us up on phone.

Coos Bay Townsite Company

O. C. SETHER, Pres. and Gen. Manager
N. F. THRONE, Secretary