

Coos Bay Times

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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.

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COOS BAY TIMES
Marshfield, Oregon.

THE BRIDGE QUESTION.

THE Times has on many occasions expressed its opposition to the proposition that a bridge should be constructed across the bay for the use of the Southern Pacific railroad. The Chamber of Commerce of Marshfield has, on several occasions, done likewise and the motives of both the Times and the Chamber of Commerce have been called in question by some of the representatives of the railroad company supposed to be directly involved. Whatever that company or its representatives may believe or charge, the fact remains that the attitude assumed by this paper, and we believe we are authorized to say the Chamber of Commerce also, was in no sense one of hostility to the Southern Pacific, the Western Oregon or any other road. That company has not a more earnest friend than the public of Marshfield, but, at the same time, however friendly the public of Marshfield may be and however anxious to receive the road with wide open arms, it would feel itself criminal if it did so at the expense of its honor; and to consent to any obstruction to the navigation or usefulness of Coos Bay, would be dishonor on the part of those who know it, love it and understand it best—the people who live on its shores.

The Western Oregon company is not entitled to impair its own usefulness by diminishing the value of a great harbor, which will some day, not far distant, furnish it with millions of dollars worth of business. In its anxiety to obtain strategic advantages over other railroads it might be willing to do what it would regret not many years hence; but such short-sighted and narrow policy is not necessary to its prosperity and its best friends need not play the sycophant. Why the company should want to bridge the bay is really hard to understand. Such a structure, besides being very costly, must be a drawbridge and under the law must always be so operated that it will not interfere with navigation. Whenever a ship approaches the draw must be swung open so as not to make the boat wait one moment. The boat has the right of way. Trains must stop until the boat has passed through. In a very few years there will be a very large traffic in the inner harbor and a drawbridge will be kept open constantly. It is easy to see that the trains attempting to cross the proposed bridge will encounter no end of annoyance and be forced to make long waits, because of the right of way conceded to the shipping.

The people of Coos Bay, the Chamber of Commerce, the Times and, we believe, all who are interested in the development of this section, are friendly to the Southern Pacific and the Western Oregon railroad companies. But we have always doubted the sincerity of any proposition on

their part to bridge the bay. After building an expensive road to this bay, because it is a bay, can not see where it can gain any advantage by destroying the very magnet which draws it. There probably has never been any serious intention on the part of the railroad company to bridge the bay. Of course it threw its lines in all directions and was unwilling to be opposed in its free choice of any one of them. That is the custom of all roads. When it did file plans of a bridge with the war department it must have known that such plans, as were submitted, would be rejected. It needed no action on the part of the civic bodies of Coos Bay to obtain such a result; yet they could not honorably remain silent. Indeed, the evidences strongly prove that no bridge is intended and that the railroad will come down on the east side of the bay.

We believe that, although the Southern Pacific is affected by all the faults of capitalism, it is as good a system as any on this continent and has done as much good as any of them. Each of the systems is denounced in its own district and praised in all others. The Southern Pacific has as broad a policy as any of them and is as much of a philanthropist as any, although we have never heard that it pretended to be an eleemosynary institution. If it were such we would not need it and it could do us no good. The Chamber of Commerce, the people of Marshfield and Coos county should treat the railroad as a friend and give proper expression to that friendliness, without allowing themselves to be discriminated against or imposed upon. We think that is all the company asks, notwithstanding the reported remarks of some of its representatives.

COOS BAY COAL AGAIN.

THE question of coal is daily becoming more pressing and difficult on the Pacific coast. The decision of the government to send a large fleet into Pacific waters has brought up the question with new force. Vancouver Island produces an excellent quality of steam coal, but otherwise there is no steam coal except at Coos Bay. But lack of development does not permit Coos Bay to claim ability to at once supply the probable demand at present. No doubt this deficiency will shortly be overcome, for it is a settled fact that large measures of coal suitable for steam purposes exist in this tract, and that Coos Bay is destined to achieve distinction as a coaling station. There is good reason to believe that the government has the Coos Bay situation under serious consideration and designs to make use of Coos Bay's coal resources.

Nor is the prospect a shadowy one, as will become evident when Congress convenes. This thing is beyond any dispute—that the government will either be forced to accept Coos Bay coal and receive it at a coaling station here or will have to transport coal long distances for use here. The probabilities are so reassuring that the people of Coos Bay have every reason to push their advantage and should challenge the attention of Congress by the most pronounced and aggressive action.

In the present advance of Coos Bay's coal interests one great factor should not be overlooked. In Germany the screenings of soft or lignite coal are made into hard bricks and become by the briquetting process as efficient as the best steam and fuel coal. Whatever questions may affect the poorer qualities of Coos Bay coal, the fact remains that by briquetting all of it, good and bad, hard and soft, lump and screenings, may be made as useful for steam and naval purposes as the best in the world. These German processes and some new ones have been introduced into this country and briquettes of coal are now offered in the markets of Wisconsin and Minnesota, and may be offered on this coast. The Chamber of Commerce might take up this question of inducing capital to put a coal briquetting plant into Coos county, and its success would be certain, and epochal in its consequences to Coos Bay. There are several resources in this district, the complete exploitation of any one of which would warrant a great city, and not the least remarkable is this Coos Bay coal which almost hangs over the tidewater ready to drop into ships as they pass.

COOS BAY'S FARM NEEDS.

THE most important thing for Coos Bay to work for is the cultivation of its agricultural lands. It is a fact that not enough attention is being paid to market gardening and fruit for the home market. With the richest soil in the world, a climate adapted to all sorts of fruits which thrive in a temperate climate, a market which will take anything in the line of vegetables, green stuff and apples, pears, peaches and berries, large quantities of these are shipped in. Even hay is brought from California. There is no excuse for it, except the employment of men in logging, fishing, mechanical and commercial work. The agricultural feature has been and is sadly neglected. Coos Bay wants many things, but she promises no greater rewards and no more pronounced success than to the small farmer and dairyman. She

needs them and will give them every advantage. The practice of acquiring and holding large tracts of land is not one which makes the best results possible. What Coos Bay wants is the small farmer with the ten acre tract who will devote himself to intensive farming. In irrigated districts the farms of ten acres, and even five, are not only sufficient for a comfortable living, but are profitable makers. The small farmer can get as good results on Coos Bay without irrigation as he can on Snake river or in any other irrigated region, and he has neither the expense, the labor nor the annoyance of irrigation. The soil can not be excelled. The market is close at hand. He has lumber cheap, fuel, both coal and wood, practically free, pure water, green grass the year round, and unlimited quantities of game, fish, clams and sea food. Nowhere else can he live so cheaply and so well. Besides this, his fruits and berries have all the juice and flavor of the seacoast product and his vegetables have all the nutriment which belongs to natural moisture.

The C. B., R. & E. R. R. and Navigation Co.

TRAIN SCHEDULE NO. 2.

In Effect January 1, 1907.

All previous schedules are void. Subject to change without notice. W. S. Chandler, manager; F. A. Laise, freight agent; general offices, Marshfield, Oregon.

No. 1.	Trains.
Daily	Except Sunday.
Leave 9:00 a. m.	Marshfield.
9:30 a. m.	B. H. Junction.
9:45 a. m.	Coquille.
Arrive 10:30 a. m.	Myrtle Point.
No. 2.	Daily
Except Sunday.	
Leave 10:45 a. m.	Myrtle Point
10:55 a. m.	Coquille.
12:00 m.	B. H. Junction.
Arrive 12:30 p. m.	Marshfield.

Extra trains will run on daily special orders. Trains to and from Beaver Hill daily.

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A few choice 5 and 10-acre tracts close in. Good transportation. Two daily boats to Marshfield, North Bend, fare 25 cents round trip. Daily mail. Telephone connections. Farmers' Line No. 2 passes through the land. Wagon road to East Marshfield. The county railroad through to that part of Marshfield is bound to bring it to the front. This property will be taken off the market August 15, 1907.

See Charles Doane or W. J. Rust.
Marshfield Oregon.

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Leaves North Bend at 8:15, 9:45 and 11:15 a. m., and 1:45, 3:15 and 5:00 p. m.
Makes daily trips except Sundays. Fare: One way, 15 cents; round trip, 25 cents.

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M. F. PLANT
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F. S. DOW Agent
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Corner Meade and Vermont Sts.

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

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