

Coos Bay Times

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FRED PASLEY, EDITOR.
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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
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HAYWOOD'S ACQUITTAL.

The acquittal of Haywood, charged with Pettibone and Moyer, with complicity in the murder of ex-Governor Steunenberg of Idaho, comes as a surprise to many people and as a matter of course to others. The case was submitted, after a long and exhaustive trial, to a jury composed mostly of farmers and it is a reasonable belief that it was as fair and impartial a jury as could be brought together. Indeed, there were some grounds for suspicion that if they were prejudiced at all their prejudices were rather against the defense than for it. But an acquittal has resulted and Haywood is vindicated. This does not in the least diminish the atrocity of the murder committed by the fiend Orchard, but all law abiding Americans will rejoice that it is not yet necessary to record that labor organizations have stooped to murder for the purpose of carrying out their plans. In the Steunenberg case the effort does not seem to have been made to destroy an active opponent, for he held no public office at the time of his demise; but the crime had no motive but revenge. If the labor unions have descended to the level of thugs and high-binders, then society has fallen indeed. The verdict of "not guilty" in Haywood's case enables us to hold up our heads again, for we can not believe that a jury of Idaho farmers could be cowardly or corrupt and we do believe that they were honest and fearless.

It would seem that there is nothing else to do now than to look upon the whole case as one of ordinary, but brutal, murder and upon Orchard as a person affected by maniacal tendencies to kill. He is certainly a fiend incarnate by his own confession. His diseased mind was affected, no doubt, by the conditions prevailing in the strike stricken regions of Idaho and Colorado and inflamed by his own misfortunes. If he had committed no crimes except the murders which might be ascribed to fanaticism, however black, insanity might be some slight mitigation of his doom, but he does not appear to have been anything but a criminal in all his public, private and domestic relations. It is a question whether the writings or statements of such a man should be published in any magazine, for they should no more be employed to destroy the character of a man whom the law has acquitted, than to influence class against class. We do not consider the subject from the standpoint of either labor or capital, but from the point of view of Americans who have all faith in the present rectitude and future endurance of our institutions and who believe that when a man is vindicated he should be protected.

THE DRAIN ROAD.

The Southern Pacific has frequently professed friendship for Coos Bay and over a year ago announced its intention to build into this district. The people of Coos Bay have reciprocated that friendship in every possible way and have been ready to receive the road with open arms, and the utmost cordiality. But Coos Bay people can not afford to make over to the Southern Pacific, however friendly they may be to that or any other railroad company, all they have. They cannot voluntarily turn over the entire bay to Mr. Harriman and his associates. The water front along the bay is the most valuable asset which the public at Coos Bay has and that public can never consent to have it made useless, either by its exclusive occupation by its dear friend the Southern Pacific or by having the Southern Pacific, or any other road, obstruct the bay and destroy its value as a harbor. Better a thousand times over have the harbor and no railroad than the railroad and no harbor.

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The Southern Pacific is undoubtedly discriminating against Coos Bay now. It is evidently designing to whip this section into submission to its plan to bridge the bay and bottle up the water front. Its action in delaying the construction of the Drain road for a time is intended to help out the right of way and bridge plans, no doubt. But why should Coos Bay wait for the Southern Pacific. We are reliably informed that if the people here would take some vigorous and substantial action looking to the formation of a local company, survey and locate a line toward Roseburg, whether steam or

electric, a certain great transcontinental line will furnish the necessary inspiration for its completion, and not only build to meet it but take over the local line. Other cities have done this with less encouragement and with less claims to greatness than Coos Bay has, those cities have thriven and expanded. What are the citizens doing with the Coos Bay-Roseburg electric line? Are they doing their share?

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