

Coos Bay Times

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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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INEXCUSABLE.

Every great disaster at sea has in it certain useful lessons which humanity learns at vast expense to itself and sometimes with frightful loss of life. Some of those lessons are heeded and salutary changes are made by which the seafaring public is protected against the peril of the sea. But one thing humanity never seems to protect itself against, namely, that insatiate vanity which insists on place and on the reputation of success. It is a fact that most of the accidents which come within the list of "perils of the sea" and which in former years were regarded as "unavoidable," are now nearly impossible, unless the element of negligence or unnecessary risk, enters into the happening. Great modern ships rarely strike on hidden reefs which do not appear in the chart. They are rarely driven out of the travelled channels; they do not founder in the storm swollen sea; they do not collide in the fog; unless perforce, there is a blunder somewhere, except in very unusual and isolated cases.

Therefore when a disaster occurs on the high sea, when there is no storm, when there is no prevailing fog, when there are no hidden or unknown reefs, in the travelled road, when there is no experimental venture, seems to be inexcusable. That appears from the investigations to be precisely what the situation was, in the case of the collision of the Columbia and San Pedro. There was carelessness somewhere. Either the regulations were not observed requiring a slowing up in a fog or there was a stubborn determination to claim the "right of way" and so the Columbia went down and nearly a hundred lives were lost. It was a tragic event—due to vanity. A terrible disaster, which shocked the nation—had to follow a display of vanity. Masters of ships upon whom the responsibility of human life rested heavily were ready to take chances in order to keep up a record and either to maintain a right to precedence or keep to the schedule time, they make uncalled for and unnecessary sacrifices. Heroism is a splendid spectacle. The calmness of the master who goes to his self-imposed death, when his ship sinks with its freight of human lives, is something to admire. But the complete subjecting of one's vanity and passions to the wise and placid judgment required to safely accomplish a purpose is what mankind has a right to demand. It seems at this writing as if the collision between the San Pedro and the Columbia was due to the desire of Captain Doran to keep to his course and compel the San Pedro to give way.

STREET GRADES.

It is not too early to discuss the question of street grades and Marshfield must shortly begin to take a lively interest in them for both Marshfield and North Bend will go

ahead progressively whether they wish to or not. There are new conditions, new needs, new people and new ideas, and some of the wise and influential ones among the old residents, are certain that the times require new methods and systems. It ought to be plain that the street grades must be established so as to accomplish two purposes: first to make foundations and basements possible and second to accommodate an effective sewerage system. Every basement floor should be above sea level so that the water can be drained off and the sewerage can be emptied where the tides can remove it. It is a serious matter and it will not do to overlook it. There are several large buildings going up now and if the grades are not established before they are built there is danger that Marshfield will be spoiled in the building, especially in that splendid level area in the southern part of the city.

It is not necessary to force the elevation of the grades immediately, but only to establish them. Or if it is not thought practicable to establish the grades by ordinance then let the city council pass a resolution providing for future grades, to be ascertained by the city engineer at this time, keeping in mind the very important matter of drainage and sewerage, and express the sense of the council that property owners, in constructing their buildings shall conform to the grades ascertained. No doubt they will conform as in the near future it will save them great expense.

OUR IMMIGRANTS.

No migration in history is comparable to the great hordes that have crossed the Atlantic during the past 20 years to enter our territory, says the National Geographic Magazine. In 1905, 1,026,499 immigrants were admitted; in 1906, 1,100,735, and in the present year the total will exceed the record of 1906 by thousands. Since June 30, 1900, 6,000,000 have been admitted, of whom probably 5,500,000 have settled permanently in the United States. The report of Mr. Sargent for 1906, recently issued, contains much interesting information about the character and qualifications of the immigrants. Perhaps the most striking fact is that less than five per cent. of the newcomers have reached or passed the age of 45. Of the arrivals in 1906, 913,955 ranged in age from 14 to 44, 136,273 were less than 14 years of age, and only 50,508 had reached or passed the age of 45. More than two-thirds of the immigrants were males, the figures being 764,463 men and boys and 336,272 women and girls. About 28 per cent. of the total number were illiterate, which is a very large proportion when we consider that only 6.2 per cent. of the total white population of the United States and only 4.6 per cent. of the native-born whites in 1900 were illiterate.

COOS RIVERS SUPPLY THE LOCAL MARKET

Vegetables, Fruits and Produce of Many Varieties Are Being Brought to the Bay.

The local market is at its best. Vegetables, fruit and produce are being brought from the Coos river in abundance. Among the vegetables in market and the prices which range are: Cauliflower, 5 cents per pound; turnips, 3 cents; cabbage, 3 cents; beans, 8-1-3 cents; carrots, 3 cents; apples and plums, 5 cents; beets, 3 cents; onions, 5 cents per bunch; lettuce, 5 cents per bunch; cucumbers, 30 cents per dozen; peas, 5 cents per pound; potatoes, 2 1/2 cents per pound. Ranch eggs are selling at 35 cents, while case goods bring 30 cents. Two varieties of squash are in market as well, and come from Coos river. These sell at 5 cents per pound.

ALLIANCE DEPARTS FOR PORTLAND

The Alliance finished unloading, took coal and sailed yesterday afternoon for Portland. She left North Bend about 3:30 with the following passengers: Z. W. Lindberg, H. B. Hall, M. H. Windle, W. Windle, L. J. Weaver, G. M. Payne, J. Jones, Mrs. D. McLaughlin, J. C. Murray, J. Keck, Chris Boss, F. C. Luckey, W. P. Cheshire, Jr., Mrs. W. P. Cheshire, Mrs. F. C. Luckey, M. E. McCarty, Mrs. L. McCarty, Gale McCarty, Mrs. A. J. Snyder, Mrs. M. Jenkins, Master Jack Jenkins, Miss Eve Jenkins, three steerage.

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\$50 in prizes to be given away for the
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BEST WALTZ
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