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velt is the leading exponent.

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HAYWOOD'S PUBLIC IMPORTANCE.

There would no more complete
of the excitable nature of those
attach themselves to the so-
called Socialist party than the pro-
suddenly made by a member
them to make Mr. William Hay-
the Socialist candidate for
in 1908. Certainly no ob-
jection can be offered to that party
what it chooses as it is not
to be in practical politics any-
but it would be interesting as
study in human nature to investi-
the motives of those who should
him, it being evident that
has no particular recommendation
their favor except that he has
been acquitted upon a charge of
murder. Mr. Haywood has become
known on account of the now
Boise trial, but it does not
appear that the trial developed any
genius on his part or showed
that he had any grasp of political
questions. Like all radical parties,
socialism thrives on sensationalism.
William Haywood is not to be re-
garded as a public character any
more than H. H. Rogers. He is at
the head of a large labor organiza-
tion and that organization has a
right to exist and to protect its mem-
bers from the exactions of capital,
but as capital has a right to organize
and insist on protection for its prop-
erty. But H. H. Rogers should
never be regarded as a suitable can-
didate for high office. Neither should
the labor leader. Both are theo-
retically engaged in providing for the
needs of the great world and should
be the world's servants and subject
to the world's wishes and will. Both
have encroached upon the world's
peace and good order. Both have
broken the law and, in so far as they
have broken the law, they are sub-
ject to criticism. The trial at Boise
did not result in Haywood's conviction
and it did not prove him a hero.
It simply said that the man was not
guilty of the crime charged, and the
American people were glad to hear
that. They are not anxious that any
"innocent man" should be convicted.
The public is not interested in the
question whether a criminal is a
union man or a mine owner. They
are simply interested in the punish-
ment of the criminal.

HIS NAME IS MUD.

Webster says a slough is "a place
of deep mud or mire." In other
words a mud hole. Singularly
enough the people of the region ad-
jacent to Coos Bay have chosen to
call those beautiful inlets or estu-
aries which form one of the unusual
features of the bay "sloughs" or
"mires." It is a case of unconscious
dragging of gems in the mire.
How would it do to use the meaning
of the word slough instead of that
word, as applied to these inlets. For
example: "Major Kinney's famous
criminals are located on Pony Mud-
hole. Farmer Jones was in the city
day from South Mudhole. Messrs.
Aufman and Greene took some
travels up Isthmus Mudhole yester-
day. Messrs. Kjelland and Wheeler
are spending a few days up Kentuck
Mudhole with their families. Mr.
Simpson has gone to Ten Mile by way
of North Mudhole; and, Messrs. Rust
and Lawhorne went up Catching
Mudhole this morning. Who could
have made such a blunder as to fix
such a word onto Coos Bay. It is
not a misnomer merely, it is a crime.
The inlets of Coos Bay are about
as far removed from the conception
of a mudhole or mire as a man can
imagine. A ship of large size can
run up some of them and all are as
the waterways as commerce could
demand. Isthmus Inlet is a broad,
slight stream which at low tide
is from ten to fourteen feet of wa-
ter in its deep channel. The man
who called it a slough in the first in-
stance must have had a head full of
but "we forbear." The same can
be said of all the other inlets in

greater or less degree. Not one of
the inlets of Coos Bay is a "slough"
and the name of any Coosan or
Coosian or Coos Bayite who slanders
the bay by giving its arms so dis-
graceful an epithet is MUD. When
a man says "slough" let every self-
respecting citizen answer "Mud."

STREET GRADERS AGAIN.

The people of Marshfield are be-
ginning to realize that the city must
be treated as one likely to grow and
become large. The action of The
Times in calling attention to the
failure of the council in the past to
provide for uniform and sufficient
street grades has resulted in a very
useful discussion and many citizens
very properly feel that the grades
must be established on a basis of
progress. It would manifestly be
very absurd if the various buildings
which are being erected should each
be provided with a grade of its own,
possibly different from others. It
would be equally absurd if such
grades should be made haphazard
without being subject to any superior
authority. The engineering depart-
ment is expected to look out for the
public interests in this respect and
the public is interested in having its
streets as uniform and level as pos-
sible and not like the corrugated
back of a doubled-humped camel.

The engineering department can
not act, of course, without authoriza-
tion. It can not be said that present
conditions are anybody's fault, but
there will very shortly be conditions
in Marshfield streets which will be
very unsatisfactory, unless a system
of uniform grades is fixed.

WHAT OTHERS SAY

MR. HARRIMAN AND PORTLAND.
(Portland Telegram.)

It is said that Mr. Harriman is to
bring coal to Portland. This might
be good news if we could eliminate
the activity of the fuel trust.

A DETROIT VIEW OF EDWARD.
(Portland Journal.)

The Detroit News states the case
bluntly thus: "E. H. Harriman
voted an issue of bonds, pocketed the
millions, and left the rifled railroad
to stagger under its load of debt.
Had he stolen five cents from a gro-
cery counter, he would have been
jailed."

EVENING VS. MORNING PAPERS.
(Pendleton Tribune.)

The evening papers had a meagre
report that a shipwreck had occurred,
but the morning papers told what it
was and who were lost. The even-
ing papers usually tell that some-
thing has happened and the morning
papers tell what it was. And yet
there is room for the evening papers.

COOS BAY HAS A FEW
(Eugene Register.)

Cut the weeds and grass along the
streets abutting your property of the
chief of police will give you a per-
sonally conducted excursion down to
the city magistrate's place of busi-
ness. You ought to do it without
being threatened—who wants to live
in a town with a crop of hay grow-
ing in the streets?

GOOD THING FOR COOS BAY.
(Albany Herald.)

Commendation is due the city
council in their effort to have the
weeds cut from the streets. Let
this good work be prosecuted, it is a
step in the right direction. The
Herald would suggest that the city
fathers take notice of the noxious
growth on Water street.

CHAMBERLAIN THE SPRINTER.
(The Dallas Optimist.)

The Oregonian thinks there is no
danger of Chamberlain being elected,
but in the next breath it says a Re-
publican will not be elected (To the
senate.) But Mr. Scott must re-
member that he was not here during
the last campaign and probably does
not know that as a sprinter, before
the Oregon people, Chamberlain is a
ten-second man.

WE'VE GOT A CLIMATE TOO.
(Oregon Statesman.)

The dispatches of yesterday tell
about the great heat in various parts
of the country east of the Rocky
Mountains, and at Kansas City, Mis-
souri, 125 horses dropped dead from
the terrible effects of the sun's rays.
We of the Willamette valley should
congratulate ourselves at being able
to enjoy the grandest climate in the
world.

HARRIMAN'S WILL-O-THE-WISP.
(Albany Democrat.)

For a good many years Albany peo-
ple have built up false hopes on the
extension of the Corvallis and East-
ern into Crook county. Several
times it has looked as if it was bound
to go over the hills, but it didn't.
Different things arose to stop it.
Now our hopes are built up on a more
solid basis than ever, and it again
looks as if something was bound to

occur. But it is all founded on
straws, and where they will land is
the speculation. From any stand-
point it is the business of the Harri-
man syndicate to go into eastern Ore-
gon from this direction with its road.
The people are entitled to it, but
more than that, it is a business propo-
sition, for there is every reason to
believe it would increase the business
of the road to a remarkable degree,
perhaps more than double it by sim-
ply getting down to a connection with
a wagon road, so that eastern Ore-
gon people could come out this way
to a market with the world.

THAT ELECTRIC ROAD.
(Roseburg Review.)

An impression seems to have
gained circulation that the move-
ment for an electric railway be-
tween Roseburg and Coos Bay has
been dropped, at least for the pres-
ent. Such is not the case. The
Coos Bay people are moving along
steadily toward completing their
stock subscriptions and upwards of

\$90,000 is reported as being now
subscribed in that county. A re-
newed effort to complete the first
\$125,000 is to be made there right
away and that total may be reached
within a week. As soon as this is
done, a formal call will be issued to
the stockholders for permanent or-
ganization. Our local people should
not be found napping, but be ready
to go ahead at once and put the
movement on a working basis. Both
counties need that road and no bet-
ter time than now will be found for put-
ting it under way. Heavy capitalists
in the East are looking this way for
investments and there is no better
way to get them into this part of the
state than to start work on this rail-
road.

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