

Coos Bay Times

AN INDEPENDENT REPUBLICAN NEWSPAPER PUBLISHED EVERY DAY EXCEPT 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.

IRON HORSE TALK.

The news columns contain some information which the people of Coos Bay may well consider seriously. Whether the Drain road will be here in a short time, or not so soon, is a question which it would be better for the people of North Bend and Marshfield to lay on the table. If it comes soon, well and good. If it comes sooner, well and better. But it is the complaint of all Oregon that the S. P. does nothing for this state until it has to. It is claimed on all sides that Oregon is a sucker to be done to death by land thieves, timber barons, fish kings and Harriman. Yet those who know how rich and fertile, how productive and delightful, Oregon is from every point of view, understand why the Southern Pacific does not fear to hold this state out of use as long as it can, and how it hopes to occupy it as nearly exclusively as possible.

Oregon has never had anything to expect from the Southern Pacific, and Coos Bay has no right to lose any hopes on it. Those who have been ready to concede everything to that company for the sake of seeing the locomotive puff and the Southern Pacific bluff in their district, are mistaken. You can't get anything out of that company any more than you can out of a mule. It will do no good to give. Like the daughters of the horse leech, it will simply cry MORE. It will do no good to pet and flatter. It remains obdurate and voracious. It will do no good to criticize and demand. It merely smiles and asks "What are you going to do about it?" T. P. B. D. which being translated into S. P. language as applied to Oregon means: "The Public Be Damned."

But let Coos Bay do something for itself. It is silly to keep proposing roads like the Roseburg electric line and then let them fade away. Organize a local company and get ready to build a practical line. Organize and get the rights of way. Organize and get a good active man to give his whole time and attention to promoting it in connection with the Northwestern. Organize and pay a percentage of the capital stock in so that the man employed to promote can keep alive and appear decently while he is attending to his work. Organize! The trouble with the propositions heretofore dumped into this community is, that they began with a very enthusiastic mob and they ended when the mob dispersed. This proposition to do business with a view single to a connection with the Northwestern transcontinental will bring the Northwestern transcontinental within a very few months and connect with the N. W. system within two years. And it can be done if a good active man of respectable ability and possessed of the proper spirit is employed to push it and is given sufficient scope for his enterprise. If there are not sufficient brains and money in Coos Bay and Roseburg to appreciate these suggestions then let us pray that time will cure the defect.

HOW WE GROW.

When the future of the bays and accessible inlets of the Pacific coast are under consideration, it is quite common to hear old timers say that the coast is slower in development than any part of the American Union. But they do not reflect that ever if this has seemed to be so in the past that all the logic of the situation indicates that it is likely to be the swiftest development in the future. The truth is plain enough that the coast became populous before its time. The wave of improvement was slowly moving westward and had scarcely found an advance post on the Mississippi river when, all of a sudden, a great jump was made, over a vast wilderness and desert, over immense tracts of fertile area. The Pacific coast was thus settled up unreasonably and it has been compelled

to wait until the great mass of humanity came up to it. Now it is here and the next few years will witness a growth and development which will stagger both Egypt and the Promised Land.

Only eighty years ago the frontier of America was east of Pittsburg, Pennsylvania. The country beyond was so wild and impenetrable that only the most daring and adventurous spirits cared to enter it. That was about 1827, and there are old men now living whose lives span the whole period. In 1847, twenty years later, Toledo, Ohio, was a remote frontier town, and Chicago was scarcely more than a collection of shanties around Fort Dearborn. St. Paul, Minneapolis, Omaha, Denver and the rest of those marvels of urban growth, had scarcely been thought of. It is said that in that year Daniel Webster visited Toledo and was disgusted at the town lot boom which was going on there at the time, while his friends were in trepidation, back east, lest the great man might lose his scalp. In 1867 Omaha, Kansas City, Denver were wild towns and Leavenworth, Kansas, was about the only town west of the Mississippi river which was of sufficient importance to put on the map. In 1887 the frontier was practically gone and now there is no frontier. In other words the turn of the Pacific coast has come and the startling growth of Seattle, Portland, Los Angeles, Oakland and other cities, not to say San Francisco, which is fast reviving, surpasses anything in American history. And Coos Bay will not escape.

It is safe to bet or invest on or in anything on the Pacific coast which is like anything ever valued elsewhere. This coast will have the densest population of any of the districts west of the Atlantic coastal plain. This statement is not a prophesy but merely a logical conclusion. In the midst of all that the past proves, the present furnishes and the future promises, it is not necessary for Coos Bay to wait for the patronage of a great corporation to push it to the front or connect it with the outside world. She can not fall of success if she undertakes to do it herself.

BRIDGING BAYS.

Two incidents of marked interest to the people who are interested in the great harbor facilities of Coos Bay have recently been noted in the Times. The one was the destruction of the steamboat on the Mississippi river and the other on the Columbia. The first case was where a strong wind carried the boat beyond the control of the crew and against the Eads bridge, damaging the boat seriously. The second was nearer home, where the steamer Norma with supplies for the North Bank on the Upper Columbia, was blown against the piers of the Ainsworth bridge, at the mouth of the Snake river and so badly damaged that she will be out of commission for four or five weeks. The impact knocked off the wheel, demolished the port cylinder timbers, and stripped off her railing from stem to stern.

These occurrences are just what may be expected on Coos Bay if a bridge should be thrown across at any point—and particularly at the place so often suggested by those who advocate a "railroad at any price." It should be plain enough that the strong breeze from the ocean which, in any seaport may stiffen into a gale, is pretty likely to affect navigation no matter how skillful the skipper or master of the ship may be. It would deter ship owners from making his port. It would increase marine insurance. It would diminish the value of the entire bay and put it in a class which would render it contemptible to the eyes of congress and make appropriations for dredging and improving the harbor improbable. It would bottle up the bay.

—Today—Hot chicken at Davis & Davis.

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