

Coos Bay Times

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COOS BAY TIMES
Marshfield, Oregon.

FOR ROSEBURG AND COOS BAY.

The Chicago and Northwestern Railroad Company is still pushing its lines westward and every indication points to the fact that they will be definitely located into Boise this year. It is not too much to expect that by the end of 1908 the road will be in operation into the capital city of Idaho. It has been pointed out that this line to Boise is the one designed to cross the state of Oregon as nearly as topography will permit, in a direction due west to the only available deep water harbor on the Pacific coast of southwestern Oregon, thus making the shortest cut from Chicago to the ocean which any transcontinental line can claim and cutting down the distance between New York and the ocean six hundred miles. This is understood to be the policy which is inspired by the desire of the Vanderbilt interests to own the shortest and most direct operating route between the two oceans, and has been kept steadily in mind ever since those interests acquired the Fremont, Elkhorn and Missouri Valley railroad through Nebraska. In pursuance of this policy the F. E. & M. V. has been completed to Lander, Wyoming.

The question which has agitated the people of central Wyoming, has been whether the N. W. interests would push on from Lander in a southerly direction through South Pass city or whether they would drop back to Riverton, at the confluence of the Big Horn and Wind rivers, in Wyoming, and build up Wind river to Dubois and thence westward into the Salmon river country. If the former, then Coos Bay was to be the objective point. If the latter, then Seattle would be the objective point. It now transpires that both points are within the Northwestern's intention and that the Gould and Vanderbilt interests are combined on the Seattle plan. But it is, if the advice received are correct, the purpose of both interests that the Boise line, which has Coos Bay as its ultimate destination, will be completed before any active work is begun on the line up Salmon river to Lewiston.

It has been pointed out by the Times that this Northwestern railroad projection is really the cause of all the good fortune which Coos Bay has been breathing into its lungs in the last eighteen months. It started the great strategical of the Southern Pacific to occupying the Drain route. It also stirred up that great constructor and forceful general of transportation J. J. Hill, to investigation of the situation. It prepared the state of Oregon and particularly central and southwestern Oregon for a battle royal of railroad giants, and made it certain that the greatest industrial battle of modern times would find its center at and around Coos Bay. It would be fortunate indeed for this center, if the people of Coos Bay could and would measure up to their requirements and take steps to meet the Northwestern. This could and should be done by the organization of a local company and an active movement in the direction of constructing the line to Roseburg with a view to extending it toward Boise. It is understood that if the Coos Bay and Roseburg people, who have agitated for an electric line, and have agreed to subscribe for stock in an electric company, would change their plans so as to construct a steam road instead, the bonds could find a ready market in New York city in circles which are expecting just such a move. By doing this Coos Bay and Roseburg both may hasten the advent of the Northwestern system in this territory.

FOREIGN VIEWS OF ROOSEVELT.

The London papers have been making extended editorial comment on the recent speeches of President Roosevelt and Secretary Taft and all of them unite in the expressed belief that the stand taken by these two American statesmen on the subject of the trusts is both honorable and sound. The London Times reflects the view that the president is on dangerous or unjustifiable ground in relation to the railways and says the purpose which the president proposes to attain is that public control which has long been the English policy. It states that in England no railway can issue fresh shares or bonds without parliamentary sanction. The Times' economic and financial expert agrees with Mr. Roosevelt that while the markets of the world are depressed, there is no reason to suppose it would have been otherwise if the president had avoided the trust problem.

It seems to Americans obvious enough that the time has arrived to put the financial and stock operations on some basis more substantial than that of a juggler. The depression of the stock market was natural when its dilatation was caused by air or water; and if many who invested in

securities which were bulging by reason of being supplied with those elements have lost now, they have simply scored today what was certain to reach them tomorrow. The government control, through state and interstate commissions, of railroads and their securities, can not but result in rendering investments in bonds and stocks safer. No railroad company should be permitted to issue fresh shares or bonds unless it first makes a certificate of the purpose of such issue and files it with the proper railroad commission, and in the case of interstate railroads, with the interstate commerce commission. Such commission should be charged with the duty of seeing that such funds were not diverted but were used for the purpose designated. This would make such diversion into the pockets of unscrupulous promoters impossible, and would devote such funds to the betterment of the roads and increase the value of the securities. Then, too, there should be no loss to the business interests, the railroads or the investors if such stocks and bonds should go to a premium.

Government control, not government ownership, is not only necessary, but without the slightest doubt meets the full approval of an overwhelming majority of the people of the United States. The agitation of the populist party of ten years ago, is bearing fruit. They may have been radical then because the time had not arrived for action, but like the abolition party, they paved the way and their sanest views are now the principal features of the policy of the present administration.

THE BANK FAILURE.

The Oregon Trust & Savings Bank of Portland, which closed its doors on the 21st inst with liabilities of \$2,553,927.35, was merely the victim of bad banking. It does not yet appear that enough assets will not be found to liquidate in full, but whether found or not it does not disprove the conclusion stated. It is shown that this savings institution had invested in Independent Telephone Company bonds a large sum, aggregating about \$1,300,000. In other words, while it was held out as a savings bank, it was in large measure scarcely more than a holding company for a telephone enterprise. Such investments do not constitute safe banking and it is not surprising that the institution came to grief. But it is not necessary to take alarm, from this incident, at the general situation. That is not affected, and Portland and Oregon are still high up on the lists of prosperity.

But there is a lesson to be drawn from the disaster which has come to the Oregon Trust & Savings Bank and its depositors. It is impossible to safeguard the sacred trust of banking too effectually. The life earnings and savings of the people are there deposited and such earnings and savings should never be jeopardized. It is not in harmony with the spirit of the times that savings institutions should be allowed to conduct their business in secret. Publicity is the feature of such institutions which, more than anything else, will keep them within proper limits. They should, as national banks are required to do, make periodical statements of their assets and liabilities and be subject to examination by some commission or public investigator. Depositors and investors have a right to know what is being done with their money. The banking laws of the state of Oregon have been revised to some extent, but now that the state is entering the lists of greatest industrial activity she needs to adopt the strictest and best system of banking. No part of the United States can be regarded as a new country. It is all more or less settled, and has its local characteristics and customs. Lax laws were once regarded by some people as necessary for the advancement of new sections. Whether such policy could be justified then or not is unimportant now. It can be tolerated no longer. Happily this county is not at present concerned in such questions, except so far as they pertain to the future. Coos county is fortunate in having her banking interests in the hands of safe and conservative men. But the future looms up before us big with possibilities and other and less conservative financial methods and men may appear. Safe and sound methods and strict government surveillance for all such institutions are necessary.

THE GOLDEN FLOOD.

The gold product of the world has been so greatly increased during the last ten years that the prophecies made 1896 of floods of gold coming seem to have been really prophetic. Since that tremendous year Alaska, which was previously looked on as scarcely more valuable than its seal fisheries were worth, has been pouring fifteen million a year into the world's supply. Nevada, which was then scarcely considered, except as a barren, sage brush plain, or mountain waste, has developed Tonopah, Goldfield, Bullfrog and a very productive district. Colorado, the great silver producer has taken the lead as a gold producer. The other states of the Rocky Mountain West have been pouring gold into the volume of precious metal until, all the states combined, with Alaska, have swelled that volume into a tide and a flood which Wall street can not control. Thus it is of comparatively little importance what Wall street does, for its decrees are no longer absolute. Money is sufficiently plentiful so that the average man carries his credit in his pocket and can cash it whenever he chooses.

It is not merely America which is increasing the world's supply of gold money and thus making the individual man prosperous and happy. Success Magazine had, in its last issue, quite a suggestive article on the subject of gold as an article of manufacture. Strictly speaking, of course, it is out of the question to manufacture gold, although a French chemist and Professor Emmons of New York have both been successful in transmuting silver into gold. But while that is possible it is not re-

garded as very profitable yet. The old chemical theory was that gold and silver were two distinct metals without affinity. Modern science has exploded that theory. Success discusses the output of gold from the Witwatersrand in South Africa. It shows that the conglomerates of that district are very low grade, carrying only 10-pennyweight of gold to the ton, but so uniformly distributed, that with present methods, machinery and Chinese labor, the district adds \$100,000,000 annually to the world's supply of gold. The increase of the quantity to \$200,000,000 is only a question of labor. Since 1896 the dumps at old abandoned gold mines have cleaned up vast fortunes in America. The San Joaquin and Sacramento valleys in California are capable, with modern machinery, more particularly the dredge, of producing untold millions. All that is required is capital and labor and the profits are assured.

This flood of gold proves with its attendant prosperity that no effort should be made to stop the forward movement given to all humanity by the expansion of independent primary money. The danger of such a shortage comes not from the people or from the representatives of the people but from Wall street. Nature is ample enough and abundant enough to keep the world at work if the people do not voluntarily contract their bounties. There is no danger that the present prosperity will cease until such contraction is forced.

THE PURITAN PRESIDENT.

The president delivered a vigorous and effective speech at Provincetown, Massachusetts, on the occasion of the dedication of its monument. In that speech he lauded the strong character of the Puritan who settled New England and who has been successful in impressing that character on American institutions everywhere. He called special attention to the disposition of those early settlers to regard law as serious and to obey its dictates implicitly. From this he drew a lesson and applied it to corporations. His view is well known and no words of Theodore Roosevelt the President can ever more effectively express that view than do the acts of Theodore Roosevelt the man. The exceeding merit of this latest president of the United States is, that his words, though strong and bold and in the great contest with corporate encroachment "half battles for the free," do not measure up to the courage and accomplishment of the "things done" which are to his credit.

The eulogium bestowed by him on the character and record of the Puritan was not so remarkable for any novelty which it contained of any literary superiority which distinguished it, as on account of the man who spoke it. It was a modern day reflection of the Puritan character through the medium of one who descends, not from the Puritan, but from the Cavalier who looked upon the Puritan with contempt and the Dutch ancestor who stolidly forebore to persecute with the Cavalier for the Puritanic system of devotion. Roosevelt's Dutch ancestors gave him a name which belongs to a nation which gave the Puritan his first asylum outside his native country. His Southern ancestry, represented by descent, singularly appropriate it is to find the Puritan's banner, on which the motto "Obey the Law" is emblazoned, upheld by the strongest of modern advocates of purity in government, the Dutch and Cavalier President of the Greatest of Republics.

COOS BAY'S CLAIM.

Mr. Peter Loggie's idea that too much can not be said to the outside world in regard to the value of Coos Bay as a coaling station, is one which squares with common sense. It is also true that every opportunity should be seized to present Coos Bay's adaptability to such a use, through delegates to conventions of national significance. Governments, war and navy departments and military authorities do not concern themselves in particular localities until they have to and it has occurred a thousand times out of a thousand and one that governments, departments and military authorities have awakened too late. Coos Bay has a location on the Pacific coast which makes it extremely important as a seaport, with or without coal, but in view of the great coal resources, and the fact that this coal can be loaded on ships at the mine's mouth, that importance is increased many fold. While there is no present probability of hostilities there is no security against them. Human nature is such that men and nations will fight, and it happens that coal is as important in modern warfare as explosives. There is no other coal along this coast except at Puget Sound and if a hostile fleet should need fuel, Coos Bay is accessible to ships of sufficient size to furnish a plentiful supply to a fleet.

People here are not alarmed over the chance of war or invasion, but they know how vulnerable is the coast if struck by a hostile power at this point. It is not claimed that the coast could be invaded by such a fleet, and yet when a railroad is completed, as it soon will be, invasion of both the Umpqua and Willamette Valleys could be easily enough effected and Coos Bay coal, unprotected and ignored by the government, would play a very important part in such invasion. Mr. Loggie has been designated as a delegate to the Deep Water convention at Memphis, and if the Coos Bay cities are at all interested in the proposition to make this a coaling and naval station, his expenses should be defrayed by the citizens.

POLITICAL DOLLAROCRACY.

The old Bay State, Massachusetts, is about the only one which will this fall have a really exciting election. Strange as it may seem to Western people there is really much dissatisfaction with President Roosevelt in some of the capitalistic centers of the East. The gubernatorial election in Massachusetts comes every year and the administration policies are very much in issue. Henry M. Whit-

ney, it is expected, will be the democratic candidate, and Governor Guild will be the republican candidate for re-election. The next legislature will elect the successor of Senator Henry Cabot Lodge, President Roosevelt's leader in the United States Senate, and it is considered a close question whether he will retain his mastery in the state. The administration is deeply interested and probably will use its influence as far as possible to effect the defeat of Whitney.

To those unacquainted with Bay State politics it may seem peculiar that Henry M. Whitney should be a powerful factor in the councils of any political party after his exposure by Lawson. But it must be remembered that Boston has never taken Lawson seriously and that Massachusetts is more interested today in its investments than in the standards raised by its Puritanic founders. No families, not even the "400" of New York are more bound up with pride and covetous of money, than the aristocracy of that state. They believe that the president is disturbing values by insisting on corporate obedience of law. So, in spite of the fact that the moral sentiment of Massachusetts is with the president, there is danger that dollarocracy combining with democracy will be able to successfully project the ignorant Greek, Italian, Canadian French and foreign vote together with the aristocratic vote against Lodge and the administration policies and place Whitney in the governor's chair.

ON WITH THE FLEET.

The discussion which has been going on in regard to the new Pacific fleet and its progress to the Pacific has been, it seems, settled in the popular mind by the decision that it shall sail in December. It consists of sixteen battleships and eight destroyers. The movement does not indicate war with Japan, but should be considered as a necessary one due to new conditions which have arisen in Pacific waters as well as to increase of population and wealth on the Pacific coast of the United States. Even if Japan had continued semi-barbaric, or had never risen to the station of a naval power, or had never fought a successful war with Russia, or had never had a desire to regulate and discipline the San Francisco school board, the fleet would have been necessary. This country had a population of about 70,000,000 in 1893, but in 1907 it is probable it has nearer 90,000,000 and a great nation like this with nearly 3000 miles of sea coast on the Pacific, exclusive of Alaska and the Philippine islands, and Hawaii requires a fleet to look after its interests.

No part of the United States is growing in population and wealth faster than the Pacific States. Washington has more than doubled in population in ten years. Oregon has followed closely. Los Angeles, Oakland, Seattle and Tacoma have trebled and Portland has started on a growth which is astonishing mankind. Nor is there any probability that this growth will be checked. On the contrary it is accelerating its forward movement. The vast commercial interests, which are rising into prominence in the Pacific and the necessity of conserving them, are a sufficient justification of the administration's action in sending this fleet. The Pacific is the future battlefield, both in a naval and commercial sense, but the presence of the fleet will help to keep the fight commercial for years to come.

THE MAGIC CITY.

The United States Steel corporation will invest \$45,000,000 in the city of Gary. The city of Gary is located across Lake Michigan from Chicago in Indiana and is a creation of the great corporation which is about to make the investment mentioned. It is truly a magic city. The great works to be there operated, a large part of which have been already erected, will employ many thousand workmen. The city is intended to accommodate a population of 300,000 people. Work on this great city which is to spring into being with the wave of capital's wand was begun two years ago. The arid sand plain on which it is founded has been converted into a large city. Its principal thoroughfare, Broadway, has been substantially constructed three miles long. For two miles it is paved and has concrete sidewalks. It is for that distance lined with blocks ready for the dealers. By October 1st this year enough houses will be completed to shelter 50,000 people. The modern accommodations are all finished. When the \$45,000,000 are invested the corporation's investment entire will be \$120,000,000. This is the first great city ever built in so short a time. In the next national census this arid sand plain, will figure under the name of the city of Gary as one of the great cities of America in population and wealth. Think of it, 300,000 people will do the bidding of one great corporation, live in its houses, work for its upbuilding, submit to its decrees and help to make billionaires of millionaires. Of course it will be a model city. Pullman was. But we can not help thinking that if the A. O. U. W. or the Independent Order of Odd Fellows or some other fraternal order owned all the stock in the corporation and received all the dividends that it would be working up to a very pleasing ideal. Fraternalism injected into the business system would make Gary a very wonderful and no doubt a very acceptable municipality.

A TIMELY ROAST.

That was in some ways a well merited criticism which the apple king, White, made on the dairy, fruit and agricultural spirit of the people of Oregon. According to nearly all the old residents of Coos Bay the criticism applies to this district as well. He pointed out the absurdity that butter and eggs were so high, when there ought to be plenty of both and it costs so little to produce them in this state. He paid his respects also to the fruit growers and regarded it as very unfortunate that so little attention had been paid to the proper care of the

orchards. Oregon is one of the most resourceful and productive states in the Union and there is no excuse for importing anything which can be grown in the state. Yet the isolated position of the state and of Coos Bay also has caused the people to become careless and to an extent indolent. It is not in the climate nor in the nature of the inhabitants and we believe the latter are getting into action, now that opportunity is becoming apparent. It is certainly inexcusable why a man who has three hundred acres of fertile land on which he is grazing forty or fifty cows and who is making good profits and ever getting rich selling the milk, should come to Marshfield and buy all his potatoes at a price per pound. Why does he not raise them himself. Worse yet the potatoes have been brought in, perhaps, from Minnesota. Why, does he go with-out fruit in a country so productive of apples and plums, and why are these fruits so scarce in the Marshfield market? Why are eggs and butter high and chickens held at prohibitive prices? Simply because the Coos Bay farmer has not really anticipated the market which has grown up within his reach and is inclined to doubt its continuance because he has cultivated the habit of doubting. All that is needed now is to throw all doubts to the winds and go to work on the theory that the progressive prosperity which affects the present day has come to stay. It has.

PRIZES FOR GRAVENSTEINS.

The Chamber of Commerce of Marshfield is fully alive to the advantage of booming the Coos Bay Gravenstein apple. Young Napoleon Bonaparte was introduced to his superior officers in the army in the following terse words: "This young man has merit. Advance him or he will advance himself." So says the Chamber of Commerce in regard to the Coos Bay Gravenstein. "Boom it or it will boom itself." So the Chamber of Commerce has offered a prize of five dollars for the best box of Coos Bay Gravenstein apples, produced in Coos county, and delivered to and placed on exhibition at the Chamber of Commerce rooms on Front street, Marshfield, Mr. F. B. Walte, in order to make the contest still more interesting has added twenty dollars to that prize and Mr. F. S. Dow will add to that. Other prizes are to be given for the best exhibit in other fruits and vegetables, but the Gravenstein is to be the leader. It is expected that all orchardists will take part in this contest. It means much for Coos Bay. It means much for the expansion of its reputation as a fruit growing district. It means much for the orchard spirit and the interest which will be taken in lands which are considered adapted to fruit growing.

Dr. Withycombe and other members of the faculty of the Corvallis Agricultural College and Congressman Hawley will be present at the exhibition and it is especially desirable to impress those gentlemen with the greatness of Coos Bay and Coos county in this line. Let every orchardist and gardener compete.

QUARANTINING AGAINST THE PLAGUE.

The bubonic plague which is suspected to have been introduced from Asia into San Francisco is one of the dread diseases which spring out of overcrowded districts and antiquated filth. But it comes to our shores in spite of our sparse population and pure atmosphere. It is said to be infectious and always fatal. Up in Astoria it has been decided to take all proper precautions to prevent the plague from being introduced by shipping entering the Columbia river from San Francisco or the Orient. Therefore such ships are to be placed in quarantine and fumigated before passengers or goods can be landed. While this method is troublesome, no doubt it is necessary. People do not care but once and when dead, we do not understand that they have any further interest in the upbuilding and improvement of towns. So, in order to keep their interest in the welfare of the city, it is necessary to take precautions to keep them alive. All seaports should protect themselves against plagues, epidemics and pests, as best they can and, if Astoria is in danger from the shipping of San Francisco and the Orient Coos Bay, should also take the same measures of self-protection.

NOT A STRANGER COUNTRY.

Districts which are or have been long isolated cultivate habits which are not always cordial and adopt expressions which do not always seem to be inviting. There are many such regions in the remote portions of Kentucky and Tennessee, of Arkansas and Mississippi. These districts are sometimes called the "Stranger Country." One of the reasons why they receive this peculiar name is because they do not welcome new comers. All such are looked upon as interlopers. They are called "strangers" and treated as such. Their names are not readily caught and they are addressed directly by the title "Stranger" and no other.

One of the things about Coos Bay which attracts, is, that although the district has been isolated for many years, the people who arrive are not treated or called by the name "Stranger." They are received as if they belonged to the country. They are not introduced as strangers, but as probable citizens. In fact one year has wrought a great change in this respect and the Bay cities have not only taken a cosmopolitan character, but have developed a Coos Bay Spirit. A man is not asked, as formerly, how long he is going to stay on Coos Bay, but it is assumed that he could not be so unwise as to leave it. So it is no longer a "Stranger Country" and the true Coosian will blot the word "stranger" out of his vocabulary and substitute "visitor" or "new comer" in its place.

THE CLIMATE OF COOS.

There was a terrible cyclone in Minnesota a few days ago which destroyed much property in St. Paul and Minneapolis. There have been furious and damaging electric storms in various parts of the country in August. The heat has been oppress-

sive in nearly all Eastern states during the summer and many people have died from its effects. Last winter was the worst the North has ever known and the suffering from cold, snow, ice, lack of fuel and exposure exceeded anything of the states of Minnesota, Wisconsin, Michigan and the Dakotas have known for forty years.

But at Coos Bay there were no cyclones. There never has been such a storm and no damage has ever been done by the wind and the rain on the peninsula where the cities stand. Electric storms are unknown. There have been faint rumblings of thunder—as the oldest inhabitant can remember—but never a thunder storm or a stroke of lightning. The temperature at Coos Bay is never too hot. No man or woman ever had sunstroke on the Bay or its adjacent lands. The glass goes above 85 degrees so seldom that few can recall when it did. There is never a killing frost or a respectable snowstorm. The glass never goes down below thirty-five above zero, except once or twice in five or ten years and nobody can remember when losses were scored or suffering resulted, on that account. Roses bloom all the winter long. When the experience of Portland and cities east in connection with heat, is considered, Coos Bay people feel grateful that fortune has cast their lot for them in the best climate in the world. Los Angeles and San Diego people expect to bake. But the people of this section do not. Minnesota, Dakota, Nebraska and Kansas people live in constant expectation of being blown into kingdoms come. Coos Bay people consider that it is a joy to live in the kingdom here where such zephyrs disturb not. This is a great climate.

THE TELEGRAPH STRIKERS.

The telegraphers strike still continues and the situation is more interesting and distressing after all. It is true that news does not reach us as fully and as soon as formerly, but we manage to get it one way or another, sooner or later, and business still goes on although with a slower and perhaps healthier and more sensible pace. This lightning age of electricity has its drawbacks and the rest of the telegraphers give us a refreshing. According to the Portland papers there are other features of the strike which are far from disheartening. So busy is the whole country today that if a man is thrown out of his job, of one kind, he has very little difficulty in finding another. The telegraph operators are everywhere known to be an intelligent lot and it is said that the strikers have not been hanging around the union headquarters waiting anxiously for news of the battle, but have nearly all of them, at least in Western cities, found other occupations. Some of them declare that the strike is a God-send to them and that it relieves them from a very confining work which offers no opportunities for advancement. They are therefore glad to have an excuse to try their fortunes in some other line. But what will become of the Western Union if they can't get operators? It is not very seriously a concern of the people what becomes of the Western Union. Many people who do not believe in government ownership of railroads, have no objection to government ownership of telegraph lines. Possibly operators would be better satisfied to work in the postoffice department for the government.

STANDARD'S CONDESCENSION.

The directors of the Standard Oil Company have sent to the Times their rescript prepared for their employees and stockholders wherein they seek to justify themselves and belittle the Judiciary as represented by Judge Landis. It is not surprising that this company, which does not care a mill for the opinion of the American people or for their laws or institutions, and which ten years ago was foremost in denouncing those who dared to take issue with the courts, should now change its tone and denounce the courts roundly. Whether it is Jekyll or Hyde depends on what the occasion demands. The pamphlet sent out to the newspaper press to inform them of the "facts" as to the Chicago & Alton railroad case, is merely a compilation of editorial comments made by the Plutocratic Press of the country. It would be strange, indeed if the Standard Oil Company could not find friends among the newspapers—when its policy has been to own and control such newspapers everywhere. In deed, it is very probable that Mr. Rockefeller and his associates will again seek to "educate the people." They have attempted that heretofore, indirectly, and they may feel the necessity of doing it in the open. This is the first time the Octopus has condescended to make a defense before the people.

IMMIGRATION COMING.

It is stated, on the highest authority that during the months of March and April this year, while the settlers excursion rates were in effect, one railroad company, the O. R. & N., brought 14,000 settlers into Oregon. It is expected that many more will take advantage of the same rates in September and October. There will, no doubt, be a great rush this fall. All indications point to the greatest westward movement that has ever yet been experienced, and Coos Bay people should see to it that homeseekers are not only induced to come here but are enabled to see and learn the country after they get here.

The people who take advantage of these low rates are largely farmers in search of better land or better conditions. They are an intelligent class of farmers, too, and they are not anxious to get town lots, but farms. They know how to appreciate good soil and they are the sort of people who can be depended on to improve the country. They have money, too, and are good citizens.

Railroads are not nearly so cheerful in obeying a law that establishes a two-cent fare as they are one that abolishes fares.