

# Coos Bay Times

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### BELL'S BAY BOTTLER.

The news columns contain great information concerning the probabilities of rapid work on the Drain road to Coos Bay. It is entirely in line with the statement contained in this paper on another date that Oregon is shortly to be the battle ground for several great transcontinental companies. From sources which can not be discarded or belittled the information has been received that the whole railroad world is watching this section where the interest centers in momentous events. It is not only the Southern Pacific, but the Great Northern, the Northern Pacific, the Rock Island, the Northwestern and the so-called Moffat road, which are pointing to this neglected but resourceful land. They are aware of the value of Coos Bay as a great and capacious harbor and their advent here may be expected with confidence unless, in a careless or impatient moment, we so act that the harbor will be crippled or will be practically turned over to one company alone. In that event we may expect only the Southern Pacific, for the incentive to make Coos Bay a terminal will be no longer active with the other companies.

The people of Coos Bay want the Drain road. They are glad that the Southern Pacific has become active. They are glad the Northwestern, the Great Northern, the Northern Pacific, the Rock Island and the Moffat road are active. They notice that Mr. Seymour Bell, who has been quiet for a year, becomes active the moment this general railroad activity begins and the great railroad conflict is commenced. They naturally ask what this application for a franchise now means. If the ordinance proposed by Mr. Bell were less liberal for the applicant and left any power in the city to regulate or control the action of the street (?) railroad, the curiosity of the citizen might be less pronounced. But it only requires a reading of the ordinance by any thoughtful person to see that such a franchise will be a triumph for anyone who gets it. The most simple minded neophyte could take such a franchise and find an assignee at once who would pay him a small fortune for it. There are men who would pay a price to the city if the franchise could run to them. In fact, it would only be necessary to offer any one of the railroad companies mentioned all the rights which Mr. Bell hopes to obtain by this instrument and they would not only pay well for it but would operate it at once. Why? Because in the hands of such a company it would mean the ownership of Coos Bay and the end of water competition.

Now some innocent persons may say that the company owning this road under the proposed charter, is obliged to transport cars for other person or corporations at a reasonable rate. Sec. 11 of the ordinance is as follows: "The said Seymour H. Bell, trustee, his heirs or assigns, shall under the provisions of this franchise, transport and switch at a uniform and reasonable price for any person, firm or corporation, any and all cars of such persons, firms or corporations."

This is all the restriction Mr. Bell or his assignee will have on his or its relations with other companies for fifty years. Let us suppose the franchise were assigned, just in that form, to the Great Northern Railway company. Suppose then it did not have time to transport or switch cars for the Southern Pacific. Suppose it fixed a high rate for doing the work. Do you think the Southern Pacific would enjoy the litigation which must follow or the merchants delight in their inconveniences? Who is to fix that reasonable rate and what would be the effect of the failure of Mr. Bell and his assignees

to comply with this provision? It is the most important provision of the ordinance and yet it provides no umbrella to decide what is a reasonable rate and leaves no power in the city government or people to even suggest what is reasonable. If Mr. Bell shall refuse utterly to comply with this provision, there is no forfeiture declared and no inconvenience or punishment follows. Even in the matter of running passenger cars no obligation rests on Mr. Bell or his assignee. If he runs two cars every day he holds the franchise. No matter if the whole city is disturbed by the failure to run more than two cars a day, no power can require him to run more for fifty years. In a great city where strikes sometimes occur, street car companies often paralyze all traffic by refusing to comply with reasonable demands of strikers and are brought to terms only by the prospect of having a forfeiture declared. Not so with this franchise for fifty years. Mr. Bell will have it all his own way.

The truth is that it would be better to grant this franchise to the Southern Pacific. It would enable that company to occupy the water front exclusively if it crossed the bay at North Bend. If it came down on the east side it would be even more effectual to place the control in that company's hands, for the water front on the east side would belong to that company and the line from the depot up to North Bend would take the water front of the peninsula. We hope the Southern Pacific will not consider that we are fighting its entrance into these cities, merely because we are objecting to Mr. Bell's charter.

### GEMS AND LIGHT.

When the crowd meets in the market place, each member loudly denies that he has any love for the fine shades of thought and feeling which are embodied in the sentiment of poetry. But when the crowd dissolves, each goes to his own place and in silence estimates the gains of the day. Whether it be profit, or triumph, or glory, he measures its values, after all, by one standard only—the standard of love and hope. He becomes a poet in act and feeling and, if only he can find a man who will put that sentiment into words—compress it, so to speak, into a literary gem, he will honor that man and cherish his work. Oftentimes the poetic sentiment, like an atom of radium, is so wonderfully compressed that it takes a great soul to see and appreciate it, but when it is seen it lights up all the dark world, and men learn that it is not the struggle and the coarse conflict of the market place which they covet, not the profit, the triumph or the glory, but the poetic delight which comes after long dreary hours, in the sentiment of a single moment.

Some of the world's briefest poems have been like those particles of radium. This little octave which has won the prize of immortality as being the best of the shortest, is an example:

The night has a thousand eyes,  
The day but one—  
The light of a whole world dies  
With the dying sun.  
The mind has a thousand eyes,  
The heart but one—  
Yet the light of a whole life dies  
When love is done.

There is a little gem in the Technical World magazine by Ralph Hodson, called "The Hammers." Somehow it seems specially striking in more ways than one, as we read it and then listen to sounds of the builders' work around us. Can you see the radium light?

"Noise of hammers once I heard,  
Many hammers, busy hammers,  
Beating, shaping, night and day,  
Shaping, beating dust and clay  
To a palace; saw it reared;  
Saw the hammers laid away.

"And I listened, and I heard  
Hammers beating, night and day,  
In the palace newly reared,  
Beating it to dust and clay.  
Other hammers, muffled hammers,  
Silent hammers of decay."

That is it. Work on, struggle on, fight your battles well, and build; but it is not what you build that will live. Only the spirit with which you build does not decay. The house you construct goes to the next generation, decadent and deserted. But if you build it with the right thought, the right spirit, your children will rebuild more splendidly, in love and hope, honoring you and bestowing blessings on ages unborn. Do you not see? Corinth, that ancient and historic city, is "beaten to dust and clay." But they built with the right spirit—and the architecture of Corinth comes to us with its message of hope and love and teaches us how to build with a larger and better purpose.

**A SMALL, SHALLOW HARBOR.**  
Do Coos Bay people really think the world knows the truth about it? Here is what Success Magazine, pub-

lished in New York City, says in an article by one Chauncey Thomas, called "Our Northwest."

"In a large sense Puget sound is a great landlocked, mountain-protected harbor with a depth from 100 to 600 feet. \* \* \* Here is coal in the hills by millions on millions of tons. The other Pacific harbors have none so far discovered, excepting Coos Bay, below the Columbia, which is a small shallow harbor."

Success prides itself on the accuracy of Mr. Chauncey Thomas' articles and vouches for their correctness. The excerpt from his production would indicate that has never been in Coos Bay. No use to be severe with him for he could not help being misinformed. Up in Seattle things look big close to and very small afar off. That's the way they probably looked to Mr. Chauncey Thomas. There is no question about Seattle and Puget sound, but Mr. Chauncey Thomas should have got his facts about Coos Bay the way he got them about Seattle—by a personal visit. Then things would have looked large to him on this end and not so large on the other. Yet, after all, Coos Bay is not sufficiently advertised in the right place. We have sent our statistics broadcast and not shot them into even our own congressmen. There is probably not one member of congress or the United States senate who can be called disinterested who understands Coos Bay. It was thought that Chairman Burton of the Rivers and Harbors committee would be a friend to this bay when he declared that he was delighted to learn that we could get 40 feet depth on the bar and an equal depth in the harbor. But fate has now run him up against Tom Johnson for mayor of Cleveland and taken him from the committee where his knowledge would be useful.

The Chamber of Commerce should make an effort to impress the committee on Rivers and Harbors as well as the president of the United States and the commission which has accompanied the chief on his progress down the Mississippi river, that Coos Bay is not a "small shallow bay" and that it is only a small, shallow investigation which would permit any man to say so. Coos Bay is 15 miles long and averages two miles wide, and some of its deep water inlets are from six to ten miles further. It has no rock bottom and there is not a bay between San Francisco and Puget sound which can be deepened and improved so cheaply. With slight expense it can be made the superior of any harbor on Puget sound because it would have plenty of anchorage for all the naval fleets of the United States. Puget sound has not the coal either in quantity or quality which this bay has.

### BANDON.

Bandon-by-the-Sea claims the largest operating sawmill in Coos county. The new Cody mill with its big band saws and its up-to-date machinery throughout is an acquisition which helps, if anything were needed to do so, to make Bandon one of the permanent cities of the coast. That city is entitled to the admiration of all who appreciate a spirit of enterprise and energy. She is one of the few cities of the middle Pacific which have been able to give positive evidence that in the long lost years Oregon was only waiting to hear the command ring through what seemed to be the tomb of her opportunity saying "Arise. Come forth!" Bandon was among the first to hear and to obey. Others are still rubbing their eyes and looking at her sleepily, but the example of the city by the sea, will inspire them all.

It is not belittling Bandon to say that the position and water advantages of Coos Bay render it improbable that Coos Bay can ever have a rival for metropolitan greatness in Southwestern Oregon. If it were probable or even possible, Bandon would be the one. But so exceptional are the conditions which point to the selection of Coos Bay and so remarkable are her harbor advantages, that she has no jealousy and can have none. She therefore hails Bandon and extends to her the right hand of genuine satisfaction. Bandon-by-the-Sea has made excellent progress and is destined to make more in the future. At the mouth of the Coquille river she is the prospective metropolis of the Coquille Valley. She has the advantages of water navigation for thirty miles into the interior by the Coquille river which, while not large is ample for all the uses of the 20,000 people who will her city limits. She has a beach which for picturesqueness and weird and wild beauty is not surpassed on the Pacific coast, and when railroads enter this section, as they must in a short time, Bandon-by-the-Sea will be an attraction to tourists and to society all over the country between the mountains and the sea and in the great inter-mountain country to the east. Bandon has a destiny.

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