Coos Bay Times

INDEPENDENT REPUBLICAN NEWSPAPER PUBLISHED EVERY DAY EXCEPTING MONDAY AND ALSO WEEKLY BY

THE COOS BAY TIMES PUBLISHING CO.

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.
In Advance.
DAILY.
One year $5.00
Six months $2.50
Less than 6 months, per month .50
WEEKLY.
One year $1.50
Local readers 10c line first insertion; 8c line each succeeding insertion.

Address all communications to
COOS BAY TIMES
Marshfield. - - - Oregon.

CONSOLIDATE TO DREDGE BAY

The written views of the attorney for the joint committee of the Port of Coos Bay, considered from a legal standpoint have been submitted to that committee and appeared in the Sunday issue of The Times. They should be read by all who have the good of the bay and the importance of the harbor at heart The principal thought of the written opinion is that in order to safeguard the bay and harbor and render it suitable and efficient for ocean going vessels to find anchorage at its wharves, some general system of taxation must be derived which will be within the laws of the state. Mr. Clarke finds that the initiative and referendum amendments to the state constitution remove every obstacle to the employment of any and all means to accomplish the purpose desired. It will not be necessary to resort to the legislature or to invoke the powers of the state, for the people of Coos Bay have reserved in themselves full power to enact all municipal legislation which affects their own district.

The plan of organizing a Greater City of Coos Bay on the borough system which has been eminently successful in New York will do away with many local objections to consolidation. Each locality will have the power to adjust its purely local affairs while the greater government, whether it be in the form of mayor and aldermen or on the commission system of Galveston or of Des Moines, will take care of all matters which are of general and common concern.

The matter of harbor improvement and the organization of a consolidated port is of superior importance to any other matter at this time. The chamber of commerce of Marshfield evidently recognized this for at the conclusion of Mr. Clarke's address, it proceeded to attend to the work of securing united action. This committee is not intended to be in any sense a substitute for the port committee, but merely to take up in conjunction with that committee the important work of organization. The port committee will continue its own work and the new committee will examine the situation in conjunction with a similiar committee, which may be appointed by the North Bend chamber, and will report on the advisability of consolidating the cities of Coos Bay so that they can give the port committee the aid which is so much needed. The people should keep in mind the fact, that we have now reached an acute stage in the development of the harbor. Its trade is growing. During the last year the shipments in and out of the harbor show over $5,000,000 in value as against a little over three million the preceeding year. Large ships are to be used in this bay if the proper channels can be dredged and in order that the necessary work may be done some plan must be formulated by which money can be raised by taxation for this purpose. The legal opinion of Mr. Clarke shows conclusively that consolidation on some basis is the only feasible plan. The Times believes heartily in this policy.

DO IT NOW.

The first great move toward consolidation should be the union of North Bend and Marshfield under a charter creating two boroughs and a harbor commission. The creation of other outlying boroughs will be very simple and easy when the first movement is accomplished. Of course it would be fine if Empire would come in at the same time, but its failure to do so should not prevent the organization of the city and proceeding to the main purpose, namely: the dredging of the channel. Let it be remembered that this locality has the greatest interest in making a great harbor of Coos Bay. When the people realize that they can do the work themselves, up to a certain stage, then the government of the United States will also act.

It will be seen by the report of the condition of the bay that fourteen feet in the channel at mean low tide and twenty feet on the bar is what can be depended on at present. The Nan Smith, C. A. Smith & Co.'s big lumber carrier, draws eighteen feet. That dredging is immediately required is thus very evident. It will be noticed also by the same report that the government dredge which "is to be built," will be used in Coos Bay if the department can be induced to use the balance on hand, nearly $2,000,000, to pay for dredging the bay inside the bar. Now Coos Bay people should know what that means. They have no assurance that they will get the dredge and if they lie down and wait ten or fifteen yaers longer they never will get any of these things they have waited for so long.

It is well to keep pounding at government authorities and insisting on being treated right. But if Coos Bay consolidates for the purpose of improving the harbor, she may be sure that she will get what improvements she makes herself and also impress the congress and the department with her importance and her earnestness. Then she will get what she wants.

Movers Wanted in Place of Mossbacks.

(Oregon Journal.)

The publishers of a weekly paper in a small town less than 50 miles from Portland, in the course of a private conversation, said the other day, in substance: "I can't make a living there. The local merchants are half dead; say it won't pay to advertise. It is impossible to work up much of a circulation because of the scarcity of people in the surrounding country. The land is rich, a great garden spot; it can be made to produce enough to give a value of $200 an acre or more; but almost nothing is done to develop it. The owners, most of whom have from 100 up to over 300 acres each, will neither put the land to much use or sell it at prices attractive to people wanting small farms. They are today just about what they or their fathers were 40 years ago. Where there are hundreds of people around the town there should be thousands and they would be richer and in every way more prosperous than those who live there now. But it is no use; I'll give it up; no power on earth can infuse the spirit of development into that community."

Allowing for the rather bitter spirit in which this man spoke, what he said is substantially true of scores of communities all the way from Milwaukee to Eugene. There are some new, clean orchards; many old, pest-ridden ones. There are many fine dairies; more suberb dairy farms on which the old, happy-go-lucky methods are yet in vogue. There are thousands of men in the Willamette valley owning from 100 acres of land up, who would be richer in five years, without lifting a finger, by selling all of their farms but 20 acres in small tracts to people who would do something, and do it right.

Even up in the Rogue river valley a man said the other day that the most profitable thing that could be done there would be to spend $200,000 in funerals. What is needed in western Oregon more than anything else today is people who will either move or get out of the way.

PRIVATE CAPITAL TO DEEPEN HARBOR

Portland Building Large Dredge for Digging Out Willamette River.

Portland, Or., Oct. 14.—Portland will soon have the deepest and safest harbor in its history. A sufficient number of contracts have been closed by the owners of waterfront property with the Pacific Bridge company to keep the new dredge nearing completion by the latter concern busily employed for the next two years. Owners of practically every dock on both sides of the river have made arrangements with the company for deepening the water in front of their structures.

The dredge, regarded as the most modern ever turned out on the Pacific coast, will be ready for sevvice within 60 days. It is on precisely the same type as the dredge the government is operating in Panama. The dredge is capable of digging to a depth of 35 feet, 10 feet deeper than the majority of craft built for similar work can reach. The capacity of the dipper is four cubic yards.

Machinery for the dredge arrived at St. John from Chicago yesterday, and will be put in place as quickly as possible. George W. Simons, general manager of the Pacific Bridge company says the vessel will be ready in time to begin active service by the middle of December.

"The rate at which contracts for the use of the dredge are being signed," says Mr. Simons, "shows that the owners of water front property intend to make this one of the finest harbors on the Pacific coast. they have undoubttdly arrived at the conclusion that to retain the big volume of shipping now enjoyed it is necessary for them to make substantial improvements. At many of the important docks there is not sufficient water for loaded ships to get alongside. Consequently, some of the cargo has to be lightered on barges, which means an additional expense. I do not suppose that it is the intention of all the owners to have the channel alongside their wharves deepened to the 35-foot mark. But one thing is certain, they are determined to get a sufficient depth of water to accommodate all ships coming to the Willamette River."

The tug Stinson, which will be used for towing the new dredge around to various points, was lowered from the ways of the Supple shipyard this morning, after having been practically rebuilt. Until the dredge has been completed the tug will engage in the general towing trade. She will be in command of Captain C. M. Alden, Harry Randalls will be chief engineer and Carl Short mate.

SOME DISPUTE AS TO MANNER OF SELECTION

National Delegates May Not Be Named Till After the Primaries.

No move has yet been made by the Republican state committee toward selecting delegates to the national convention, but committeemen agree the delegates will have to be selected by convention and will not be appointed by the committee, as one rumor has it.

One plan is to wait until after the direct primaries next spring before calling a convention for the selection of delegates. This delay is favored for the purpose of preventing the convention being saddled with an ambitious candidate. After the primaries the convention would be less handicapped by political wire pullers than if the convention is called for an earlier date.

Committeemen are in no hurry to act in the convention matter at present, contending that the best policy is to wait until after the national Republican committee has made its apportionment of delegates for Oregon.

While Senator Jonathan Bourne has intimated that he wishes to round up a Roosevelt delegation and head such a delegation at the national convention, there is some opposition to this plan. One of the principal objections is that Bourne is a senator and is obtaining glory and that such small glory as goes to being a delegate or a presidential elector should be given to party followers who are not officeholders. Senator Charles W. Fulton, when asked if he wanted to be a delegate to the convention or an elector, replied that he did not, saying he was desirous of giving others a chance.

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