

Coos Bay Times

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The policy of The Coos Bay Times will be Republican in politics, with the independence of which President Roosevelt is the leading exponent.

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GOOD FOR COOS BAY.

The report on Coos Bay bar made by Col. Roessler to the war department, with data on the recent survey made by Engineer Carroll, appeared in yesterday's issue of the Times and is well worth reading. It is an uncolored statement of what has been accomplished, but its plain matter of fact and unpolished recitation of history and statistics, will be found very encouraging even if the reader does not know enough about the Coos Bay country to read between the lines. "Except Humboldt," he says, "it is the principal harbor between the mouth of the Columbia river and San Francisco." He might have defended the further statement that it is the principal harbor in nearly a thousand miles of coast between Puget sound and Golden Gate. Such, indeed, it is, in point of accessibility and capacity, and such it must become in all respects as the summary of his report undoubtedly proves.

It appears that there have been two projects to improve the bar. The first one was not designed to be of large proportions but it cost \$213,750 instead of the estimated cost of \$600,000. The second project was designed to obtain twenty feet of water on the bar at low tide and it was estimated that this would cost \$2,466,412.20. Up to date the total cost of getting the twenty feet involved in that project was \$696,988.05, and \$171,988.05 of that is for maintaining the improvement. With this extremely small expenditure the project was successful. There remain \$1,769,424.15 of the fund expended. This is probably the only instance of engineering in connection with the government improvement of harbors in which the cost of success fell so far below the estimate. The people of Coos Bay have expert assurance of the highest authority that if the balance remaining to the credit of this accomplished project could be used to still further improve the bay, forty feet on the bar and equally deep channels and anchorage in the harbor, would be the result. This would produce the best harbor in every possible respect between Golden Gate and Puget sound.

Right here is where the reader marvels that this course has not been followed. With the great state of Oregon behind the enlargement of the "existing project," with the two senators and two representatives in congress backing such an easy proposition, why is it that \$1,769,424.15 not used to make Coos Bay harbor a great one especially when it is so much needed on this coast? The plain answer to the reader's inquiry is that Coos Bay has never been solid enough and united sufficiently to have the respect of any senator or congressman. These gentlemen arrive at long intervals on the bay and notice that there are several little municipalities here, jolly the boys by tickling their vanity, laugh at the weakness of the severed parts, and forget it. Coos Bay has no congressional backing. The only way to get it is to put aside that timid conservatism which thinks everything is "too soon" and get together like white men. Create the city of Coosbay on the borough plan and then strike for forty feet and the expenditure of that "available balance." MEANTIME "THE AVAILABLE BALANCE IS BEING WITHHELD UNTIL SUCH TIME AS THE NECESSITY FOR THEIR EXPENDITURE IS SHOWN, AS THE DEPTH CONTEMPLATED BY THE PROJECT HAS BEEN OBTAINED AND FAIRLY WELL MAINTAINED."

One of the noticeable features of Col. Roessler's report is where it mentions the act of March, 1907, authorizing the construction of a dredge for USE ON THE COAST WATERS OF OREGON AND WASHINGTON. He recommends that the secretary of war be authorized to apply so much of the available balance to the work of dredging as may be necessary to the work of dredging the INNER HARBOR. Right here is where again the need of a united organized body devoted to the interests of Coos Bay and having the legal power to act, could not be worked. In default of the consolidated city which could do this work all that Coos Bay will probably do is to enter into its closet in secret and seclusion and pray for the dredge and the available balance, while the Oregon delegation "whoops her up" for the Columbia and the war department finds an

emergency and a need for the dredge up the coast. Southwestern Oregon is glad to have the Columbia river attended to, but feels that the state and the nation should realize that Coos Bay is still on the map, though dismantled, disorganized and scattered. If the city of Coosbay and its harbor commissioner were in existence Col. Roessler's recommendation would not be in vain.

Another remarkable feature of the report is the increase in the traffic of Coos Bay in three years: 1904 it was \$3,557,984; 1905 it was \$3,901,966; 1906 it was \$5,900,017. That was nearly two million gain in one year and in 1907 it is believed the gain will exceed that of 1906 very largely. It is a very satisfactory showing. On the whole Coos Bay has no cause to complain of this report as it shows conclusively the splendid condition of the harbor and particularly that ships drawing as much water as the "Nag Smith," C. A. Smith's big boat, the latter drawing eighteen feet of water have long been sailing into the inner harbor and out again. The following ships are in the list: Agate, depth 18.5 feet; Breakwater, depth 19.2 feet; Chico, depth 18.0 feet; M. F. Plant, depth 25.0 feet; F. A. Kilburn, depth 20 feet.

A STITCH IN TIME.

The school board of Marshfield is confronted with a problem which is both difficult and distressing, and which involves the question as to whether it is a part of the white man's burden to let his children sit in the same school room, be taught by the same teachers, breathe the same air, and mixed with the children of the black and yellow and brown races of God's creation. Sentimentally the white man's children with their neat clothes, their nicely arranged locks, their clean faces and hands and well kept persons, ought to be an example which the others should observe, but practically the policy does not work well. The democracy of childhood does not discern the fine distinctions of manners, tastes and habits. The child of philosophy or of refinement easily succumbs to lower environments. Even a gentleman grown forgets it for the moment if you slap his face and if you scratch the Russian aristocrat you find a Tartar beneath the surface. It is best to guard the white man's children until you have made the polish of civilization strike in so that we can be reasonably sure it is permanent. It is no insult to Booker Washington if we do not care to sit at Sambo's table. It is no reflection on Swami Vivekananda if we refuse to lock arms with Bamba. We do not insult Li Hung Chang or Count Ho merely because we are disinclined to make school mates of Ah Sin and Yumatwista.

The school board has not ignored the white man's burden in refusing to allow the races to commingle in the school room. It is almost brutally frank in its resolution announcing its decision, but the resolution has the merit of being easily understood and there is no doubt that every sensible and practical man and woman will approve it. The decision to establish a separate school is one which the letter and spirit of the law compelled and we believe the spirit of the law also enlightened the letter of the resolution. The races, if they are to be tolerated in this country must be educated before they give us an object lesson of the necessity for it. That they must be tolerated seems to be settled. There is no apparent way to prevent their influx, unless we declare that Coos Bay is not a seaport and does not belong to the world. The black man is here and a citizen and a voter notwithstanding the constitution of the state of Oregon and the Chinaman is here and merits a good deal more respect than some of the whites. White teachers will be provided for them, but white children will not be allowed to learn and acquire their habits by contact with them in school.

—See A. H. Eddy's ad in business directory.

MORE THOUSANDS FOR CHICAGO UNIVERSITY

John D. Loosens Puree Strings to the Tune of \$600,000.

Chicago, Oct. 14.—The University of Chicago authorities today announced a new gift of \$350,000 from John D. Rockefeller and the promise of the founder to triple future donations to the William Rainey Harper Memorial Library fund to the amount of \$90,000, making the aggregate of his latest benefaction \$600,000.

The gift makes certain the completion of the library in honor of the late university president. The sum of \$250,000 represents Mr. Rockefeller's addition to the \$110,000 which already has been raised among friends of the university. The oil king stipulates that his offer to triple gifts will not continue after April 1, 1908, but he will triple all gifts not in excess of \$90,000 up to that date.

Mr. Rockefeller's new gift increases the total amount he has given within the last two years to \$6,517,000. University officials commented on the fact that Mr. Rockefeller's first gift to the school was \$600,000, offered in 1889 on condition that \$400,000 be raised within a year, a condition which was promptly met.

ASK SMALL'S RESIGNATION. New York, Oct. 14.—Late today the telegraphers held a meeting at which a resolution was passed calling on President Small, of the national body, to resign immediately.

—A. H. Eddy for plans and specifications of your new home.

The Steamer M. F. PLANT. Plant sails from Marshfield Friday. No reservation will be held after the arrival of ship unless ticket is bought. F. S DOW Agent. MARSHFIELD, OREGON.

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CURREN BROTHERS CONTRACTORS. All Kinds of Work Done. PHONES 543, 146 and 271. North Bend, Oregon.

California and Oregon Coast Steamship Company. Steamer Alliance. B. W. OLSON, Master. COOS BAY AND PORTLAND. Sails from Portland Saturdays, 8 p. m. Sails from Coos Bay Tuesdays, at service of tide. P. P. Baumgartner, Agt. Couch St. Dock, Portland, Ore. L. W. Shaw, Agt. Marshfield, Ore., Phone 441.

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Coos Bay Furniture Co. North Bend, Oregon.

The PARKER FOUNTAIN PEN IS UNDOUBTEDLY THE BEST PEN MADE. T. HOWARD, Sole Agent, North Front St. Marshfield.

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MAX TIMMERMAN BUILDER OF HIGH GRADE LAUNCHES. PHONE 923.

STEAMER FLYER. M. P. Pendergrass, Master. and 10:30 a. m., and 1:00, 2:30 and 4:00 p. m. Leaves North Bend at 8:15, 9:45 and 11:15 a. m., and 1:45, 3:15 and 5:00 p. m. Makes daily trips except Sundays. Fare: One way, 15 cents; round trip, 25 cents. TIME TABLE. Leaves Marshfield 7:30, 9:00.

BONITA and NORTH BEND FASTEST BOATS ON THE BAY. Half Hour Schedule. Run Between Marshfield and North Bend Made in 12 Minutes. Private Landings. Fare: One way, 15c.; round trip, 25c. J. A. O'KELLY, Proprietor.

Business Directory. Doctors. DR. J. W. INGRAM. Physician and Surgeon. Office over Sengstacken's Drug Store. Phones—Office 1621; residence 783.

Lawyers. J. W. BENNETT. Office over Flanagan & Bennett Bank. Marshfield, Oregon.

Francis H. Clarke Jacob M. Blake Lawrence A. Liljeqvist. CLARKE, BLAKE & LILJEQVIST, ATTORNEYS-AT-LAW. Times Building, Marshfield, Ore. United States Commissioner's Office.

C. F. McKNIGHT. Attorney at Law. Upstairs, Bennett & Walter Block. Marshfield, Oregon.

COKE & COKE, Attorneys at Law. Marshfield, Oregon.

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B. SMITH, Agent For Charles A. Stevens and SUT HOUSE. CHICAGO. B St. Marshfield.