

Coos Bay Times

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THE COOS BAY TIMES PUBLISHING CO.

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Marshfield Oregon

THE STATE ROAD AGAIN.

Probably no wiser proposition for providing Oregon with railroad facilities can be conceived than the one which involves the location and construction of a railroad through Central Oregon by the state, and the leasing of the roadbed and tracks to other railroad companies. Oregon has waited for these coveted railroads to be built through private initiative. She has received nothing but jolts and promises. If she should build a road to Central Oregon, both from Portland and Coos Bay, and then east to Vale, she would have every railroad company in the United States scampers to occupy her territory. Such a road would cost somewhere in the neighborhood of \$12,000,000. No doubt \$4,000,000 of the bonds could be placed in Oregon and it is very probable that \$2,000,000 or \$3,000,000 could be added by the sale of town-sites along the line. It is also more than likely that the right of way could be acquired without the investment of much capital. Illustrating the method of disposing of state bonds for such a purpose, it may be said that no doubt, in order to advance the building of such a road Coos Bay cities would easily take \$300,000 of the bonds, Coquille and Myrtle Point \$150,000, Roseburg \$250,000, while Portland and cities south and in the interior could and would take very much larger sums. Nor would the bond investments be lost. Railroad bonds issued by the state would be gilt edged and the railroad built would be an asset which the state could sell at any time, if she desired, for a large advance on the cost of construction.

What opposition can such a proposition meet? First and most vicious of the forms of opposition is indifference. If the people have no capacity for cooperative action in such a cause they will fail to act. The next feature of opposition would be the selfishness of certain localities which would oppose their own advantage and happiness rather than see any other locality prosper.

The next feature of opposition would be the opposition of railroad companies. These would endeavor to purchase the state press to clamor against the construction of a state road. Then, too, there are newspapers which can be bought body and soul by simply giving an annual pass or its equivalent to the managing editor. Party stupidity and prejudice might also make an outcry against a state railroad of the kind mentioned, for party stupidity and prejudice is often ready to sacrifice the prosperity of a state rather than relax its hypocritical claims and its hopes for office. The survey and location of such a road would cost in the neighborhood of \$100,000. While there may be stretches of country where the construction would cost above \$100,000 a mile, the country for the most part is level, and experts state that it would not cost above \$20,000 per mile on the average. Every commercial body in on the coast and interior cities and towns should appoint committees to confer with one another on this subject, and it is understood that the project is taking form and that active efforts will soon be commenced to interest the electorate of the state in such a plan.

MONEY IN HARBORS.
 Some idea of the immense importance of harbor facilities on the Atlantic Coast can be gathered from the fact that it is considered necessary to extend the harbor advantages of the great City of New York. That city does annually \$864,000,000 worth of business with the foreign world and her total annual business is \$1,200,000,000. She has

an extensive water front—indeed it is stated that she has twice the amount of water frontage docks as London, the latter being admittedly the greatest port in the world. Now New York City, whose business and commercial transactions are continually expanding, purposes to still further enlarge her harbor facilities. Some 9000 acres of land around what is known as Jamaica Bay, a few miles from New York City, on Long Island, are to be purchased at a cost of \$36,000,000, and it is designed to expend some \$27,000,000 draining and walling the property, and \$50,000,000 for building docks and warehouses. Some idea can be thus collected as to the extent to which capitalists are willing to go for the purpose of providing harbor facilities. When it is considered that Puget Sound, Coos Bay and San Francisco are the only available national deep sea harbors on the Pacific Coast, the future of Coos Bay cannot but be one of great and increasing importance.

NOTICE.

Notice is hereby given that a caucus of the legal voters of the City of Marshfield will be held at the I. O. O. F. hall in said city, on the 19th day of November, 1907, at 7:30 o'clock P. M., to nominate candidates for the office of Mayor for the term of two years, and two Councilmen for the term of three years, and a Recorder for a term of one year.

Dated this 8th day of November, 1907. J. M. UPTON, Recorder.

ONCE A JAPANESE ALWAYS A JAPANESE

Emperor's Message to Hawaiian Countrymen Reflects Old English Slogan.

Honolulu, Nov. 12.—"Should emergency arise, offer yourselves courageously to your beloved country, and thus guard and maintain the prosperity of our imperial throne."

These are the words which the Emperor of Japan in his birthday message yesterday saluted his 110,000 subjects in the Hawaiian Islands. They have caused no little commotion throughout the insular territory, and even the most tolerant of American citizens are asking what the mikado, Emperor Mutsuhito refers to when he alludes to a "possible emergency."

The position of this great body of Japanese in the islands, a population which is rapidly increasing is regarded here among even the most conservative, as a source of eminent danger in case of war between the United States and Japan, and the address of the Emperor has not added to the feeling of security. The fact that many of the coolies who have come during the last two years are veterans of the Russo-Japanese War and assist in instilling an unswerving spirit of loyalty among the older members of the Japanese colony does much, it is believed, to make the presence of Japan here a growing menace.

The Japanese residents of the islands have universally kept the holiday sacredly. Japanese children were kept away from the public schools, merchants closed their shops and coolies refrained from work.

George Wallace Williams to Speak. (Oregonian.)

George Wallace Williams will discourse at Council Crest today, at discuss at Council Crest today, at 2:30 P. M., on the subject "Jehovah and Jesus Christ One and the Same Person," or "The Same Mediator Between God and Man." Mr. Williams

The C. B., R. & E. R. R. and Navigation Co.

THE C. B., R. & E. R. R. & N. CO. TIME TABLE.

Subject to change without notice.

No. 1.	Daily, ex. Sunday	No. 2.
7:30 a.m.	Marsh'd	Ar. 12:30 p.m.
.....	Junction
Lv. 9:45 a.m.	Coquille	Lv. 11:30 a.m.
Ar. 10:20 a.m.	Myrtle Pt.	Lv. 10:45 a.m.

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will also read an extract from Agassiz' "Geological Sketches." At the conclusion of his lecture he will outline a plan to build on Council Crest a temple, to be completed and dedicated the same year as the Panama Canal is finished.

MONEY PLENTIFUL AT MARSHFIELD

Marshfield, Or., Nov. 12.—(Oregon Journal).—It is reported here that a story has been circulated in effect that the Coos Bay mills have

shut down. Not a mill in Coos County has reduced its capacity on account of the money flurry, nor has a bank taken advantage of the holiday proclamations. Street improvements and buildings are going on as rapidly as men can be had to prosecute the work here. Business is being carried on as usual without any lack of cash. —Masquerade Ball, at Sumner, November 33. Good music.

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 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.
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