

Coos Bay Times

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ADDRESS ALL COMMUNICATIONS TO
COOS BAY DAILY TIMES
Marshfield Oregon

THE OREGONIAN'S OREGON.

"Why," asks the Coos Bay Times, putting the question to The Oregonian, can't Oregon build and lease a great central state road and let every great transcontinental railway in America come over it to the Coast? Several reasons. First, the people of Oregon couldn't agree on the route or on the terminus. Second, the state couldn't get the money. Third, if it could get the money, both the state and the road would go bankrupt. Fourth, the transcontinental railroads wouldn't want to come over it to the Coast; or if they did, they would "run" the Legislature, make their own terms and control the politics of the state. Fifth, and then sixth, seventh, and so on without end, it would be a crazy, impracticable, socialist, dreamland, scheme, that could get no consideration in the financial world nor from the people of Oregon."

Thus it is that the Oregonian, Oregon's great journal and educator, answers The Times question. This answer, able, dignified and convincing, presents the reason's why Oregon "CAN'T," and it is probable that The Oregonian believes it is right. Yet the Oregonian was formerly considered the very embodiment of Plutocratic ideas, and only lately has it seemed to have sufficient courage to cry out with pain, like a child which has been spanked, at the neglect which its generally beloved, but momentarily hated, patron, the railroad magnate has imposed on Oregon. Its denunciation of Mr. Harriman's methods and policy has been recently very attractive to those who felt that the control of Oregon by a few Billionaires was not necessary. Now it transpires that if Mr. Harriman would smile on the Oregonian once or twice in a year of three hundred and sixty-five days otherwise devoted to frowning on any proposition to improve Oregon, the spanked baby will climb on its papa Harriman's knee.

Its first objection to the State railroad is that the people of Oregon could not agree on a route. Who are the people of Oregon? Has The Oregonian a right to decide this question testily and peremptorily without consulting the people of Oregon? Or does The Oregonian have so contemptuous an idea of the people of Oregon that it feels sure they have no sense and can not get together on the question of terminus. Evidently The Oregonian believes that unless a railroad is owned by Jim Hill, or Harriman or one of the sacred-white-telephone families of New York, it should begin nowhere and end in a rubbish heap. Its second reason is that the State couldn't get the money. Why? Did Mr. Harriman tell the Oregonian so? Could not Oregon place state bonds without Mr. Harriman's consent? Or is it because, in the interest of the people the Oregonian pretends to denounce, belittle and discredit the bonds, the state and the project, so as to destroy all chance of success? Why can New Zealand, an island in the far off South Seas build its own railroads, operate them, and finance them easily? Why can New South Wales do the same? Why is it that France, Germany, Italy, Switzerland and several other countries, are able to do these things, and a free state in self-proclaimed American can not?

Third, says the Oregonian, if it could get the money, both the state and the road would go bankrupt. The public roads of the countries mentioned do not go bankrupt. But would the state of Oregon have to go bankrupt? Why? That is a wild assertion which apparently means that the Oregonian does not think such a road could be made to pay. If such is his belief, what ground has it for asking Mr. Harriman, whether it likes him or not, to go broke on a proposition which a widecobs EPA proposition which would be so fatal to the state? Why hound Mr. Harriman to his financial ruin by insisting that he build a road which is predestined to bankrupt and ruin him?

The fourth reason which the Oregonian gives is that the transcontinental railroads wouldn't want to come over it to the Coast, or if they did they would "run" the Legislature, make their own terms and control the politics of the state. Ah! The Oregonian has now spoken. So it is as simple as A B C. So it does know what the transcontinental roads want. So it is able to say, and is able to say so with the views of plutocracy in mind. Who told the Oregonian all this? Was there such a road existed the transcontinental lines would use it if it would any profits in sight and if it would not use it. If it is not

needed for the traffic then Mr. Harriman is being unjustly abused for not building it. But the Oregonian's estimate of an Oregonian legislature is really interesting. Is it then so very corrupt? If it is, why would it not be better for the Oregonian to stop abusing Mr. Harriman and abuse his hired legislature? On what theory does the Oregonian suspect future Oregon legislatures? Is it because "it has no lamp to guide it" but the past? Would it not be better after all in such a corrupt condition as the Oregonian builds its economy on and pins its faith to, if the tariff could be raised so that it would cost the magnates who propose to run the legislature and make their own terms and control the politics of the state, more money? If there could be a few bidders besides Harriman perhaps the money which Oregon railroads send to New York would come back more plentifully. Does it not occur to the Oregonian that the "transcontinental line bought the state too cheap and has an ownership of its resources with a fence around them? If this legislature and the legislatures to be, have been and are to be so very corrupt, what part in the continuity of such moral degeneracy and degradation does the Oregonian play? Does it not know that the great rank and file of the people are honest and if they could learn about this "corruption" and this corrupt condition, through those pure channels of enlightened publicity, the columns of the Oregonian, they would not leave one vestige of that baneful influence?

"Fifth, Sixth and Seventh and so on without end, it would be a crazy, impracticable, socialist, dreamland scheme." Crazy! The present condition is idiotic. Would it not be better to be crazy like New Zealand, New South Wales, France and Germany than to be afflicted with paresis and lie snivelling like a lost penny at the bottom of Mr. Harriman's pocket? Impracticable! Is nothing practicable then but to squirm in Mr. Harriman's grasp, but to be careful and not squirm out? Socialist! Is it socialism to be independent and try to get out of the clutch of one small man who takes everything we can make to distant New York and makes Oregon the Wilderness State? A Dreamland Scheme! Thus the Oregonian denounces a State railroad. It has never doubted that the present situation is a nightmare. But the Oregonian thinks we must not try to make our dreams pleasanter. Only extortion, corruption, neglect, one man control, absenteeism and provincialism are practicable, from its point of view. Such is our understanding of the Oregonian's answer to the Times suggestion.

BE HAPPY.

Have you ever observed that happy people—people who do not worry or go about seeking trouble—are, as a rule, exempt from disaster. Accidents do not happen to them. At their approach the darkest shadows dissolve in sunshine, discords melt into music, and the thorns that beset the pathway of the less favored burst into bud and bloom beneath their feet. For them sorrows turn to joy, and when they weep, it is from sympathy for the grief of others. There is no bitterness in their tears. They are exempt from the ills that afflict mankind.

"But," do you say? "they die, these happy ones, even as other mortals die. They are not exempt from death."

Even so. Death, my friend, is no disaster. True, we weep when we receive news of the death of one beloved; yet deep in our hearts it is not sorrow, but an awe, a wonder, a vague sense of joy in a promise some time to be realized. The great mystery to him, to the beloved? and we, because of his knowledge, are drawn a little closer to the—Beyond.

WANT NO PENSIONS

Southern Soldiers Don't Want Uncle Sam's Money.
(By Associated Press.)

NASHVILLE, Jan. 6.—At a meeting last night Frank Chatham Blyoune, of the United States Confederate Veterans, adopted a resolution requesting the Southern representatives in congress to do everything in their power to defeat the proposed pensioning of confederate soldiers by the government. Many southern states maintain pension funds for confederate soldiers.

BELIEVE in newspaper advertising a great deal more than you believe in show windows—your store can always have show windows.

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WITH THE TOAST AND TEA

GOOD EVENING

Kind words prevent a good deal of that perverseness which rough and imperious usage often produces in generous minds. —Locke.

THINGS TO FORGET

If you see a tall fellow ahead of a crowd,
A leader of men marching fearlessly and proud,
And you know of a tale whose mere telling aloud
Would cause his proud head in anguish to be bowed,
It's a pretty good plan to forget it.

If you know of a skeleton hidden away
In a closet, and guarded, and kept from the day
In the dark; and whose showing,
Whose sudden display
Would cause grief and sorrow and lifelong dismay,
It's a pretty good plan to forget it.

If you know of a thing that will darken the joy
Of a man or a woman, a girl or a boy,
That will wipe out a smile, or the least way annoy
A fellow, or cause any gladness to cloy,
It's a pretty good plan to forget it. —Selected.

That was a clever and original idea of a Marshfield woman to have a New Year's resolution party last week at which each one prepared resolutions for their neighbors. There is no doubt if the neighbors live up to the resolutions Marshfield and Coos Bay and the world will be better a year from now. The Times also has a few resolutions to suggest and the year has not gone so far but that they may be adopted to the advantage of all. Let everyone on Coos Bay resolve that they:—

Will not knock in a little or big way, and will boost all the time.

Will drop the selfish habits of life, which are injurious to health and morals.

Will think of others and seek to advance the interests of mankind.

Will do everything possible to restore confidence.

Will quit gossiping about neighbors.

Will never help to spread a scandal.

Will work for a better city physically and morally.

Will do everything possible for the upbuilding of character, and never anything that will tear down the character of the most worthless person.

Will make life stand for something more than money possessed.

Will do something every day to make the world better.

A Marshfield man says when he gets his new yacht he will not have a "quarter deck" because a quarter is so cheap.

A New York court has decided that it is not a crime to hug a girl on the doorstep—but suppose your wife catches you at it.

There are some men in Marshfield who would like to trade a beautiful air castle for a very small section of Coos Bay real estate.

There are some people on Coos Bay who are more willing to pay the compliments of the season than they are to pay their bills.

Opportunity is no housebreaker. If a man doesn't hear it knock he need not expect it to climb in the porch window and pull him out of bed.

A Marshfield man says it makes a man mad to get an electric light bill for his house when his wife has been away visiting and the lights have not been turned on for six weeks.

A Coos Bay man says that if a woman only would be as nice to a man all the time as she is when she expects to ask him for money before he goes to work, what a rosy old matrimonial world this would be.

Locates in Pendleton.—M. A. Thornton who recently had charge of an Eilers piano sale in Marshfield has purchased the Pendleton, Oregon, branch of the Eiler company and will make his future home there.

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Office over First National Bank.
Residence, two blocks north of Crystal Theater. Office Phone 1431. Residence Phone 1656.

Lawyers.

Francis H. Clarke Jacob M. Blake
Lawrence A. Liljeqvist

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Marshfield, - - - - Oregon

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[Informal]

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