

OTHER SIDE IS PRESENTED

Col. Wm. Grimes Answers "Pro Bono Publico" About Railway Matter.

Editor Times: I read an article in The Times of last evening, signed by a citizen calling himself "Pro Bono Publico," as to the railroad situation at this place. I re-read the article to see the point that "Bono" was trying to make. After careful perusal and study of the article, I came to the conclusion that "Bono" was "satisfied" that the committee that visited Mr. Harriman was a set of chumps; that if we had consulted "Bono" he could have saved us a tiresome and expensive trip.

Now, "Bono" is not a bad fellow and has, on occasions done many things to help the interests of the city, but in this instance he seems to have taken pains to belittle the committee and their efforts to interest Mr. Harriman in constructing his projected line to Coos Bay. That part of his article would have very little impression on any member of the committee if it did not have a tendency to go further with a certain class of citizens. Things of material interest to a city or community are secured by the earnest enthusiasm and hopefulness of a united citizenship. Such articles and conclusions as are reached by such men as "Bono," have a tendency to throw cold water on every project that is suggested or brought forward for the interest of a community.

I might suggest to "Bono" and his kind that the committee that did go to meet Mr. Harriman went without any expense to him, the Chamber of Commerce or any citizen, except themselves. The committee met Mr. Harriman in his private car and traveled with him to Eugene by invitation; this was given to the press here as was it also published in all the Portland papers. The committee felt "no gratitude" for themselves because they were invited to ride with Mr. Harriman, but grateful to Mr. Harriman for the consideration he gave to the petitioners in behalf of Coos Bay and its interests.

Dr. Mingus ably presented to Mr. Harriman and his associates the possibilities of Coos Bay, the interest that has recently been taken by the government and the citizens of Marshfield in bettering the conditions of the harbor. Also, Mr. Oren told them of the wonderful timber resources surrounding and tributary to the Bay, the probable tonnage that the C. A. Smith Lumber and Manufacturing Company would alone furnish. All of this seemed to interest Mr. Harriman, as well as Mr. Calvin, the vice-president of the Western System of the Southern Pacific, as well as Mr. O'Brien, who has charge of transportation in Oregon. Both Mr. Calvin and Mr. O'Brien in this conversation expressed a desire to visit Coos Bay in the near future, and by invitation from the committee, said they would do so. When the committee stated to Mr. Harriman that they could not in detail or technically give him the information that he desired as to tonnage and traffic sufficient to meet his requirements as to bond interest, and that he should send a representative personally to look into such things and also to see the natural resources and possibilities of our bay and country, he readily agreed to do so.

Mr. Harriman and associates impressed every member of that committee that they were earnest in their intentions to build the road to Coos Bay and that immediately, if they found conditions to justify it.

The committee that visited Mr. Harriman will be ready to report next Friday night at the Chamber of Commerce and will give all the details and impressions of that visit. We desire "Bono" to be present and see if we cannot convince him that it is necessary to boost all propositions and all persons that are likely to help us.

Such men as you "Bono" said that "the streets could not be paved in Marshfield because there was no foundation, that there was nothing here but mud flats," yet we are building and paving miles of streets. It was such as you that said, that "brick, stone or cement buildings could not be built—piling could not reach far enough to secure a foundation," yet a quarter of million of dollars have, in the last year gone into such edifices to the credit of the citizens that built them, as well as the advancement of the city's interest. "Bono" or his kind said last year, when a group of citizens said they were going to build a hotel that would be a credit to the city, that

NORTH BEND NEWS

B. S. Burney made a business trip to Glasgow Monday.

The North Bend mill shut down Monday that the employes might celebrate Labor Day.

Mrs. Geo. Bolster of North Bend, will spend a few days this week with friends in Marshfield.

Misses Lizzie and Genevieve Tellefson of Eastside, were the guests yesterday of Mrs. J. J. Burns.

The small child of Mr. and Mrs. Sherman Cutlip of Daniels Creek, is seriously ill threatened with diphtheria.

The North Bend public schools opened yesterday with a full quota of teachers and a large attendance of pupils.

Mrs. Thomas Johnson and children of Broadway, Marshfield, are spending a few days with relatives in North Bend.

Mrs. H. T. Bruce and daughter, Miss Lenore, arrived on the Alliance from Portland to visit Mr. and Mrs. Hayes Temple.

Miss Edith Allger, who won the boat race Labor Day was in the contest a year ago and would have won at that time except for accidental collisions.

Mr. and Mrs. Thos Holland of Marshfield, will leave shortly for California where they will spend the winter. Mrs. Holland has been in poor health for some time and hopes the climatic change may prove beneficial.

The Swedish Lutherans have completed the organization of a congregation here and will soon begin the erection of a church on the site opposite Lincoln Park, which Mayor Simpson donated to them a year ago.

"they never would build it, its all a bluff"—in face of the fact that there was a money panic on and not even enough money could be secured to buy a boat ticket to get out of the country, yet if "Bono" will look in the right direction he will see being constructed a five story building that is not only a credit to Marshfield but a credit to any town five times its size.

It was "Bono" or his kind that said, "what's the use of trying to meet the requirements of the government as to the dredger, that it was a hold up, and had our representatives done their duty we could have had it without any trouble, etc." But a determined citizenship said, we are going to overcome that obstacle, so in about three days time the committee had more than enough pledged to meet the requirement of the government, and the dredger secured and ordered to Coos Bay. So on down the line might I mention many things that have been done by a progressive citizenship. The citizens of this town are awake to their duty and there is not enough of the "Bonos" to stop it. We are going to have a railroad in the near future and it is going to be secured by the asking, pushing and progressive spirit of the people.

WILLIAM GRIMES, Member of the Committee.

PIONEER VISITS BANDON.

George Fitzhugh, Resident of Curry Since 1872.

George Fitzhugh of Port Orford, former County surveyor of Curry County, has been in Bandon for a few days. Mr. Fitzhugh has been in Oregon since 1850 and has been in Curry County since 1872. He was in this place in 1865 before there was any Bandon and says there is considerable change since that time.—Bandon Recorder.

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