

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. Official Paper of Coos County.

REASONS FOR A RAILWAY.

IN A DISCUSSION of important public improvements projected in Oregon, the Daily Capital Journal of Salem has the following editorial which will be read with interest here:

"The very favorable report of Mr. Harriman's expert, Col. Holabird, on the resources of the Coos Bay country ought to settle Mr. Harriman's mind on the question of building the line from Drain to Coos Bay.

"Harriman has advanced the money to build the line from Portland to Tillamook.

"Harriman will build into Klamath Falls by June 7th.

"The Harriman interests are said to be ready and willing to penetrate Central Oregon by the DesChutes canyon.

"For these things doing and to be done the thanks of the people of Oregon are due—the railroads are long past due.

"The demand of Mr. Harriman that the Coos Bay people guarantee four per cent before he will build has had one effect.

"It has determined the Coos Bay people to organize and go to work to help themselves.

"After some one has built a railroad into the Coos Bay country, Mr. Harriman will wonder why his chemist advisers did not steer him in that direction years ago.

"When in California the Spreckels Company will begin to build a railroad across a desert just as Senator Clark did.

"Work will begin within a month on the San Diego and Arizona railroad according to an announcement made by the Spreckels Company.

"The road will connect with the Southern Pacific at Yuma, 150 miles east of San Diego.

"It will run for a distance of 50 miles below the line in Lower California, John D. Spreckels having secured the necessary concession from the Mexican government.

"Besides the building of the railroad, the company has secured a large amount of land for depot and other purposes, as well as the lands for wharves which the company will soon build.

"At Chula Vista, a suburb of San Diego, on the southwest shore of the bay, they will erect warehouses, roundhouses, oil houses and tanks, machine shops, and storage and material sheds.

"The building of this road means much for the surrounding country. It will develop one of the most fertile valleys in the northern part of Lower California, Valle de San Ysidro, and will also pass through the Imperial valley, the phenomenal growth of whose fertile lands is now well known to the outside world.

"Capitalists from all over the country, and more especially of the Pacific coast, have been investing heavily in and about San Diego since the announcement two years ago that the Spreckels interests would build this line.

"Mr. Harriman has already sunk about a million and a half on the Drain and Coos Bay line.

"The Coos Bay people are now organized to survey and build a line out the other way to Roseburg.

"The Marshfield Chamber of Commerce held a meeting Friday, May 13th and raised several thousand dollars for the survey.

"Men like Dr. McCormac, Henry Sengstacken, Dr. Mingus, Wm. Grimes, and others will not stop with a mere survey.

"Besides there is plenty of room and plenty of business for another

WITH THE TOAST AND TEA

GOOD EVENING.

Blest be the hands that toil to aid The great world's ceaseless need— The hands that never are afraid To do a kindly deed. —Selected.

WHAT SAY?

Don't fume and fret, Don't squirm and sweat, And get all in a tangle; Don't rip and tear, And dance and swear, And fill the air with jangle. Don't grump and growl, Don't scold and scowl, Don't get all in a muddle; Don't wall and weep And make a deep And pessimistic puddle.

Keep steady, boy, There's much of joy And pleasantness awaits you; Let in the sun— It's ten to one It's just yourself who hates you. ANON.

Having the opportunity of their lives, the young Turks should not make the mistake of behaving like a lot of geese.

The latest fashion edict says "hats and shoes must match." Imagine a Coos Bay woman wearing waste baskets or coal scuttles on her feet!

Let Mr. Harriman in good faith go ahead and build the line from Drain to Coos Bay.

Let the Coos Bay boosters go ahead and build the line to Roseburg.

The country is rich enough and there will be business enough for both lines.

The four per cent had better be spent building a new road out of the Coos Bay country.

Mr. Harriman's advisers overreached in asking that four per cent.

All Western Oregon and the whole Willamette Valley is interested in the fight for a railroad into Coos Bay.

It would mean the rapid development of all Western Oregon and the coast country for its whole length.

The time is not far distant when there will be a line up and down the Oregon coast for the timber alone.

When deserts will support railroads in Southern California and Mexico, where Harriman is building, and the Spreckels, why quibble about four per cent guarantees on the railroad to Coos Bay?

The great section of Central Oregon must eventually have a short-cut railroad to Coos Bay, which government engineers have pronounced the only practical deep-sea harbor for warships between San Francisco and Puget Sound.

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