

COOS BAY TIMES

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The Coos Bay Times represents a consolidation of the Daily Coast Mail and The Coos Bay Advertiser. The Coast Mail was the first daily established on Coos Bay and The Coos Bay Times is its immediate successor.

Official Paper of Coos County.

THE PASSING OF THE DREDGE.

THE DREDGE Oregon has been ordered to cease work in Coos Bay and will be transferred to the Columbia river. The particular point to which it is now designated is Vancouver in Washington. This cannot be laid to the door of Portland for Vancouver is rather a rival of Portland and is in the state of Washington. The engineering department of the United States government is thus willing to leave the project which was started at Coos Bay half completed and if it were not that the people of Coos Bay are of a disposition not to be beaten, we would say that the work and the money spent for the accomplishment of the work of dredging the channel from Marshfield to the sea was wasted. The dredging of the bay from Marshfield to Porter has been partially accomplished and the people are glad to give Captain Peters credit for what he attempted to do and really did as far as permitted, with skill. But now Coos Bay suffers another political insult by having the dredge which was designed for her and which she should have and which our very powerful congressman promised to retain here, taken away.

But even if the work of the dredge should be lost, which it will not for the people will not allow it, the presence of it on the Bay has been a splendid object lesson. We have seen more real change take place for the better through the operation of the dredge than through anything else which was occurred. Marshfield is now no longer a swamp but has been raised by being filled in several feet and the grade of many streets has been also raised. The good work should not stop. But as far as the "Oregon" is concerned it is finished. There is so much yet to be done that another dredge is demanded. Fortunately the strong advocacy of the organization of the Port of Coos Bay has resulted in our being in legal shape to get money for another dredge and it is expected that immediate measures will be taken for the purpose. The Commission is well convinced and the people are probably a unit on the subject. The Commission should be careful, however, to make such a dredge self-sustaining, if possible. It is not contended that it will be so at once, but it is more than likely that the private dredging which it will have to do—such as filling the lands and streets etc., will put much money in the treasury and doubtless, in the end, pay all the operating expenses of the dredge.

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DERBY
The Metropolitan Standard
It is a matter for self congratulation by the people of Coos Bay that we are no longer dependent entirely on the outside world for help. If the government will not help us we will help ourselves. When Napoleon was a young lieutenant of artillery, his general sent him to Paris with a letter which said, "Here is a young Lieutenant of Artillery. Advance

him or he will advance himself." That will henceforth be the disposition of Coos Bay. The Port organization enables us to put our own shoulder to the wheel and to push with force. Not only should we do it with the harbor but we should do it with the railroad. The opportunity to help is at hand in that respect also. We can build a railroad. We can bring business to the Bay. We can make Congress sit up and take notice. We can get a large appropriation from Congress the very next session if we show them two things: That we are making our own harbor and that we are building our own railroad.

A WAY TO GROWTH.

AN EVEN THOUSAND tons of freight, shipped by steamer, from New York, thence across the Tehuantepec by rail and re-shipped by steamer, was laid down in San Francisco in twenty-one days, or less than the usual time by rail. In spite of the two transfers and the part rail shipment, the cost was considerably less than by an all rail route across the continent.

The value of the incident is its bearing on water transportation, as contrasted with rail haul. It is mentioned here to remind Oregon people that the commercial thought of the world is turning to the water haul, as a means not only of quick, but cheapest transportation. Lately the Transmissippi Congress, by unanimous resolution, appealed to Congress for a \$500,000,000 bond issue for improving waterways. Commercialism is itself adopting the water haul as far as it can, as seen in the roundabout and complicated shipments from New York to San Francisco via Tehuantepec. The whole country is waking up to the realization that we have for fifty years been drunk with the idea that railroads alone were the true means of transportation. We are just learning that in its last analysis the railroad haul costs eight times as much as the ultimate water haul, and in some cases far more. It is the cheap water haul on the great lakes that made the iron ores in the Superior district accessible, and according to the statement of the president of the Waterways Commission, has changed the whole course of our civilization.

Everywhere the impulse for improving rivers is active, and the movement promises to become a paramount policy of the country. A national career is about to be entered upon in which the steamboat and the barge are to become powerful factors in the moving of heavy freights. Coos Bay has been given impetus by this tremendous leverage and a railway while of benefit to Coos Bay is vastly more important to the interior towns, that it would touch in extending the advantages of the cheap water haul. The statement published in The Times last Saturday as to the conditions in Ashland, Oregon, is only one illustration of this matter of railway hoggishness. Instead of being placed on an equitable basis the chief consideration of the railroads is the enforcement of the policy "all the traffic will bear."

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