

COOS BAY TIMES

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DAN E. MALONEY News Editor

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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.

HARRIMAN AND COOS BAY.

THERE WAS A TIME when the management of the Harriman roads in Oregon thought the construction of a road from the main line at Drain, down Elk Creek, and the Umpqua River, and thence to Coos Bay would be a profitable undertaking. Large quantities of material were assembled and much work was done; but the financial depression that ensued, soon after the commencement of the work, caused suspension of operations, and nothing further has been done to this day.

After a while the matter was referred to Mr. Harriman himself, who replied that if assurance were given that the road would pay 4 per cent on the investment he would cause the road to be built. In the nature of things such guaranty is impossible. No individual or association could afford to execute such undertaking; and it is doubtful whether Mr. Harriman's advisers would accept any such guaranty if made.

But the Coos Bay country is there, and is its own guaranty. It has a large and growing population, immense resources in timber and coal, and great bodies of excellent agricultural land.

Several years ago the Harriman management in Oregon believed that a road from Drain to Coos Bay would be a profitable undertaking. Hence it was carefully surveyed, large quantities of rails and other materials were carried to the initial point, and other quantities to Coos Bay; and grade and tunnel work for a time was actively prosecuted. It was discontinued, under the financial stress that stopped all new work for a time. Now, it is doubted whether the road will pay; and work has not been renewed. What can have happened to produce this conclusion? Was the undertaking ill-advised, in the beginning? We should think not. That is, we cannot suppose the sagacious men who started the enterprise were mistaken about it. Besides, there is much more reason now at Coos Bay for a railroad than there was then.

This is one of the miscarriages in railroad matters that has helped to create impatience and dissatisfaction throughout Oregon with the slowness and delays that have retarded the development of the state, and moreover that add eagerness to the welcome extended to other builders, known to have strength to give the old system a shake-up.—Portland Oregonian.

THE PORT LAW UPHELD.

THE LAW UNDER which the Port of Coos Bay was established, has been upheld by the Oregon supreme court. The decision is of importance to the various coast interests of the state. The law enables any port to organize a commission and proceed with harbor improvement. This was the course followed at Coos Bay, where since its organization the commission has issued bonds and done much in the way of self-help. Dredging of the harbor has been in progress and is to be continued. The area of the anchorage for vessels is being expanded. Harbor lines have been established and a splendid activity in the way of artificially adding to the port's efficiency has been set in motion. It gave the active men of the locality an opportunity to do by law what they could not do without it. It set forces in motion that would

otherwise have remained dormant, and the product will be a harbor of very great capacity and efficiency.

A further effect is that, instead of waiting for the government to improve the harbor, Coos Bay people are doing it for themselves. Instead of displaying an impotent spirit, they are in a full career of resolute self-help. The product will be a community and people that will count, and that will ultimately rise to a splendid importance. It is a spirit that would be infinitely helpful if it could extend to every city and locality in Oregon.

The law on which the decision was based was one of several constructive measures enacted by the late legislature, and is every much to the credit of that body.—Portland Journal.

AN EDITOR'S TRIALS.

EDITING A newspaper is a nice thing. If we publish jokes people say we are rattle brained. If we don't we are fossils. If we publish original matter they say we don't give them enough selections. If we give them selections they say we are too lazy to write. If we don't go to church we are heathens. If we do go we are hypocrites. If we remain at the office we ought to be out looking for news items. If we go out then we are not attending to business. If we wear old clothes they laugh at us. If we wear good clothes they say we have a pull. Now, what are we to do? Just as likely as not some one will say that we stole this from an exchange. So we did.

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NOTICE OF SALE OF IMPROVEMENT BONDS.

Sealed proposals will be received by the Finance Committee of the Common Council of the City of Marshfield, Coos County, Oregon, at the office of the Recorder of said city, in the City Hall of said city, until 4 o'clock p. m., Tuesday, September 25th, 1909, for \$5,498.48 street improvement bonds of the City of Marshfield in denominations not exceeding \$500, bearing interest at the rate of six per cent per annum, payable semi-annually; each bond to be dated at date of issue, payable ten years from the date thereof; provided that the right is reserved to take up and cancel any of such bonds, upon the payment of the face value thereof, within accrued interest to the date of payment at any semi-annual interest payment period at or after one year from the date of such bond or bonds, by giving thirty days published notice.

Bonds authorized by act of Legislature of State of Oregon.

Assessed valuation of City \$1,791,549.00.

Population estimated at 5,000.

Certified check for 5 per cent of amount of bids must accompany each bid, to be forfeited in case bid is accepted and bidder fails to accept bonds within ten days.

Bids received for any amount of said bonds, small bidders being given preference. The right is reserved to reject any and all bids.

Dated this 25th day of August, 1909.

P. HENNESSEY,

A. H. POWERS,

CARL ALBRECHT,

Finance Committee of the Common Council.

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