

### 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 THE CITY OF MARSHFIELD.**

Official Paper of Coos County.

#### THAT GOVERNMENT APPROPRIATION

GEN. MARSHAL, chief of engineers, while on a recent visit to Portland, is quoted as saying that Oregon never received proper aid for her harbors and rivers. He mentioned several projects and spoke with authority, giving specifications.

There is no doubt but that the General is right in his conclusions; but what are we going to do about it? There are numerous projects along the Oregon coast that have been sadly neglected by the government, and in fact the only one that has received proper recognition is the Columbia river. It is pleasing to learn that the chief of engineers is aware of the fact that there are other rivers and harbors also in Oregon, and he probably was referring to them when he criticized the government for not giving proper aid.

Now, there is no doubt whatever but that Coos Bay is one of the meritorious improvements of the Pacific coast, and it was so recognized by Mr. Cleveland when he was president. At the time we refer to he expressed himself as being opposed to certain appropriations contained in the river and harbor bill, which was about to be submitted to him, and which he threatened to veto. He discussed the various appropriations recommended by the committee and decided, after consultation with the engineer department, that many of them were unworthy of attempted improvement, especially pointing out certain streams in the southern states, which the engineers report showed were almost dry during the summer months. Coos Bay, he said, was a meritorious improvement. The U. S. Engineers had recommended that \$2,466,412 be appropriated for jetty work, and the government had approved of the plan and of the expenditure of that amount to secure the depth of water asked for. The jetty work which had been done at Coos Bay up to that time was rendering a good account of itself, but appropriations were few and far between, and a great portion of each appropriation was used in building new trestle work (the piles used in expending the last appropriation having been destroyed by the taredos) which, of course, was an expense that could be obviated by carrying the work to completion without intermission. Mr. Cleveland therefore recommended that Coos Bay be put on the civil sundry list, and that the necessary amount for carrying on the work be appropriated annually until the project was completed. This plan was opposed by certain congressmen, who were aware that if the meritorious improvements were withdrawn from the river and harbor bill there would be no chance to get such a bill through, and their constituents who had been promised aid for certain projects would be up in arms and seeking a new congressman for the next election. The result was that Coos Bay was retained on the river and harbor bill for further use in "log rolling" schemes, and that the jetty has never been built as designed by the engineers who outlined the project.

Yes, Gen. Marshall is right when

declares that Oregon waterways have been neglected; but how we are to get the recognition we deserve is the all absorbing question at present. This is made more complicated by an interview, as published in the Portland Evening Telegram of September 27th, between J. W. Bennett of Marshfield, and Senator Bourne. Heretofore the United States Engineers have unqualifiedly endorsed the jetty project for the improvement of the bar channel, but if this interview is reported correctly they have experienced a change and are now advocating a bar dredge. Senator Bourne is quoted as saying that there are two projects outlined by the engineer department for Coos Bay—one is for a hydraulic bar dredge, and the other is for restoring the north jetty and providing for an extension. He says that all that Coos Bay people can possibly hope is for the \$500,000 appropriation for the bar-dredging project, and they'll have to work hard to secure this. Of this sum \$350,000 is to be expended in building the dredge, and the balance of \$150,000 will be available for experimenting with the digging of a hole in moving sand and then trying to find the hole. According to Senator Bourne, the government engineers now favor the bar dredge in preference to maintaining and extending the jetty.

Why do the engineers favor the bar dredge project? The jetty proposition has proved a success far beyond the anticipations of the most sanguine of the engineers who originally recommended it. It was estimated that it would take about \$2,500,000 to give 18 feet at low water on the bar when the plan was approved by the government, and 20 feet was secured at an expenditure of one-third of the amount. Why discard a project which has proved such a grand success, to substitute an experiment which cannot help but prove a miserable failure? "The senator recommended that the people of Coos Bay compile all the data available, showing what can be accomplished by having the sea-going dredge," so quotes the Evening Telegram. Well, all the available data of what the dredge would accomplish can be very concisely summed up in two words—"nothing doing." When science has succeeded in overcoming all obstacles to the successful navigation of the air; when North Pole explorers have discovered a means of changing the climate of that desolate waste of snow and ice, so that the dreary wilderness will blossom like a rose; when Heney has put a quietus for all time on grafting in these United States, and when prohibition will be enforced among the whites in the south, it may be at that time that some ambitious student, who desires to send his name thundering down the ages, will devote his life to discovering what beneficial results may be expected from a bar dredge on a moving body of sand, where thousands of tons are continually being washed backwards and forwards by tides, currents and action of the waves.

The people of Coos Bay should get busy right now and "compile all the data available" showing what a blooming farce this bar-dredge proposition is. They should address the ways and means and the rivers and harbors committees, pointing out the grand work accomplished by the jetty project, and ask that any appropriation which the government may be pleased to make should be for the specific purpose of maintaining the present jetty and extending it if deemed necessary. The sum of \$500,000 proposed for the bar dredge would probably be sufficient to make the north jetty permanent. Why not use it for that purpose? If the government is willing to appropriate this amount for the improvement of the Coos Bay bar, why not use it in a manner which experience has proved will accomplish the object desired, instead of trying an experiment, the failure of which cannot fail to be apparent to even the most ignorant land lubber.—Coos Bay News.

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### WITH THE TOAST AND TEA

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#### THE NORTH POLE.

There isn't a hole at the far North Pole That runs clean through the earth; There's not even a pole at the far-north hole— Oh! what are romances worth? There isn't a land with a coral strand And a tropical temperature, All cozy and nice and shut off by the ice From civilization's lure!

Ah! many a bird of a tale we've heard And several more we've read Of the marvelous creatures and wonderful features. That reign in the Land of the Dead. There were terrible shocks from magnetized rocks, Like the island of Sinbad's yarn— And now not a line of those tales so fine Amounts to a tinker's darn!

Though Doctor Cook may scribble a book And lecture from coast to coast, And win decorations from various nations, We privately think him a Roast. We thought that the Pole at least was a hole With a whirlpool raging around it— But now that we know it is nothing but snow It's a frost, and we're sorry they've found it!

No matter what the Panama canal costs, it is cheap at the price.

Marrying old maids would seem to be much better than pensioning them.

President Taft's flying trip around the circle is not being made in an airship.

The man who gets a reputation for being a good listener rarely has a chance to talk.

It has now been shown that laziness is a disease. And yet it will be hard to feel much sympathy for a lazy man.

Here is a bit of news for married women only. A learned judge has ordered every man to be the head of his own household.

The Cook book will be out soon. It will not, however, tell how to make a cherry pie, which is one of the choicest of heaven's rich blessings.

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