

# COOS BAY DISTRICT IS AN EMPIRE IN ITSELF

The Harbor Section Which Stretches Out Its Hand For the Commerce of the World—A Productive Country.

The following article on Coos Bay was prepared by a staff correspondent of the Portland Journal:

"If the largest sawmill in the northwest undertook to convert into merchantable lumber the standing timber in Coos county, it would have a 270 years' job on its hands, running 24 hours a day, 365 days per year. The ninth generation of those who might undertake this gigantic task today, would be in their graves before the work would be completed and the Coos forests denuded.

Reason it out for yourself, the maximum annual capacity of the largest producing sawmill in the state of Oregon, does not exceed 100,000,000 feet. The most conservative estimate of the marketable timber now standing within the boundaries of Coos county, is from 27,000,000,000 feet to 30,000,000,000 feet. The latter estimate is probably the most accurate.

Convert this standing timber into liveroom cottages, capable of housing five persons each, about 10,000,000 people would have roofs over their heads.

Do you doubt it? The average cottage contains about 15,000 feet of lumber. Figure it out.

Think of sheltering all of the people in London and New York, the two greatest cities in the world, under roofs that a single Oregon county can provide!

Grant that all these millions of people might be sheltered with Coos county spruce and fir, how could they be warmed and made comfortable within their myriad homes? Coos Bay comes to the rescue, with a ready answer to the question.

Within its borders, Coos county has 400 square miles of coal deposits of excellent quality of lignite that compares favorably with any of the larger coal areas in the Pacific northwest. While this resource at the present time, has not been developed to any material extent, its possibilities of entering the foreign markets in competition with other sources of supply, are particularly promising, because of their geographical location. Inadequate transportation facilities have been the insurmountable obstacle to profitable development in the past, but these difficulties bid fair to be eliminated within the near future, by the men who are now endeavoring to make Coos Bay a shining mark on the Pacific slope map.

**Resources of Timber.**  
In other words the resources of timber towering into the sky, will be supplemented by the latent energies of fuel supply stored away in the bowels of the earth in the Coos Bay country.

Apart from its two great leading interests of timber and coal, almost too staggering in their immensity to realize, Coos Bay is rapidly developing to a remarkable degree and in a remarkable variety other industries, which of themselves would suffice to give Coos Bay prominent place on the commercial map. Chief among these is the extensive dairying, for which industry no part of the country offers a more favorable climate or soil. Cattle can graze the year round, and it is never necessary to feed grain, although hay isn't used in the winter. The farms and ranches, located along the numerous rivers tributary to the Bay find ready means of transportation for their products, by launch and other craft, the truck wagon being practically an unknown and unnecessary being in the section. Coos county has 15 creameries, and last year the total output of these reached the enormous figure of 1,000,000 pounds of butter, and the same amount of cheese, both commodities being of the best grade and commanding top prices in outside markets. In other words, the cows of Coos County, feeding upon the rich grazing lands, produced approximately one and a half tons of butter, and the same amount of cheese per day throughout the whole year. The whole of the immense dairying product of this section is transported from the very doors of the farmers and ranchers to the creameries and thence to the markets by means of gasoline launches and steamboats making their regular trips, so that the producer has no transportation worries, dismissing these at his very door.

**Garden Stuff.**  
Garden stuff, which grow abundantly and with little cultivation, are also sent to market by this cheap and

easy mode of transportation and a free ferry to the triple city on the peninsula is maintained for the benefit of the industrious developers of the Coos country. Poultry raising is another profitable business in which Coos county farmers engage.

To the truck gardener of the east, who deals with stubborn, niggardly soil, and battles with rigorous, unfriendly, grudging climate, Coos county would seem a paradise. The finest of potatoes, peas, cabbage, artichokes, beans, onions, beets, rhubarb, carrots, turnips and almost every other kind of vegetable respond readily to the slightest scratching of the fertile earth; cornstalks tower on the hillsides, 12 feet from tip to bottom, and weighted down with ripening corn; luscious fruits of wide variety and remarkable for size as well as flavor, are found in the thriving orchards, and recently, since the horticulturists of Coos have awakened to their opportunities, specimens of these fruits, particularly of the splendid Gravenstein apples produced in Coos county orchards, have found their way into outside exhibits, astonishing orchardists from Hood River and other sections of the state famous for the production of superior apples.

In far away Germany the name of Coos Bay already has a meaning in commerce. This fame is due to another profitable resource of the section and one rare enough to give distinction to the name of Coos in foreign lands. The steelhead variety of salmon, abounding in all the streams tributary to the bay, when frozen and pickled, is a delicacy especially relished by the Teutonic palate, and this fish in great quantities is frozen, pickled, packed and shipped across the continent and the Atlantic to Germany.

With its more than 20 miles of waterfront, with ample depth of water for almost unlimited shipping, Coos Bay offers exceptional inducements for factory sites and railroad terminals, and that this fact is rapidly becoming appreciated, is shown by the increasing number of smoke stacks along the front, and plans under consideration by various railroads, one of which, a Vanderbilt line, proposes to eventually make Coos Bay the terminal of a great transcontinental line to run through the untapped sections of Wyoming and Idaho, thence through southern Oregon to Coos.

**Many Manufactures.**  
Boat building and the manufacture of gasoline engines keep several foundries and iron works busy, and afford employment for a large number of men. A wire mattress factory which turns out 100 mattresses per day, and a bed factory, where the daily output is 20 beds, all varieties, is in constant operation, and an excelsior plant is another Coos Bay novelty. Breweries and bottling works are also numbered among the manufacturing plants, and a giant rock crusher grinds up the material which is being chiefly used for the upbuilding of Marshfield.

Three banks, a general hospital with modern equipment, a good opera house, a \$75,000 hostelry and other establishments bespeak the enterprise of Coos Bay people and the progressive spirit of the place.

A powerful electric light plant, a good telephone system, with "farmer line" extensions, telegraph lines and other attributes of a modern city are established in the triple city on the Coos Bay peninsula, and electric railway lines to connect Coos Bay with all the neighboring cities, including Roseburg, 65 miles distant, are being planned.

So far Coos Bay has had little favor from the railroad companies, but this has not been considered a misfortune by Coos Bay people generally, who have thus been spared many undesirable things, and who have managed to get along nicely and handle their commercial interests with ease by water transportation through their splendid natural situation on the sea coast.

Coos Bay, for many years was Oregon's "ugly duckling." Scorned by the big railroad lines, ignored by the great commercial interests of the state, and overlooked by the steamer lines running from points on the Oregon coast, Coos Bay was practically off the Oregon map, doing practically all its trading with San Francisco by means of its own limited freight facilities, and in all ways except politically being a part of California.

San Francisco's great disaster of Apr. 1906, in a way served to break up the commercial relations with that port, and since then what has been quietly going on at Coos Bay through all the years of neglect has been becoming more and more apparent to the rest of Oregon, with the result that interest has been awakened all over the state, and the other thriving centers of commerce throughout Oregon have begun to recognize the points of the swan in the once despised and ignored "ugly duckling."

**Ways and Means.**  
This teeming, busy world of ours is ever on the outlook for ways and means of carrying the products of industry from the producer to the consumer. There are only two ways of which our present commercial instincts have any ken. They are hauls by rail and by water. Fortunately, or unfortunately, Coos Bay, at the present time, can avail itself of but one artery of commerce, and that is its magnificent facilities for water transportation. Overlooked, as it has been, for years by the empire builders of the northwest, Coos Bay still possesses those transcendent advantages which nature, with lavish hand, accords her chosen places of the earth.  
Sweep the Pacific coast line of

Uncle Sam's domain from the Canadian border to the Mexican line and where can you find a more secure haven of refuge for the "Ships of the Seven Seas" than at Coos Bay! Its land-locked harbor protects all merchantmen of the high seas from wind and wave.

Located midway between the Golden Gate and Puget sound, furnishing with its varied and vast products what the world's markets demand, it is in a position to command commercial tribute from both domestic and foreign marts.  
Every bay and inlet capable of shipping facilities on the whole Pacific coast will be pressed into service in the near future by the demands of the vast oriental commerce just opening up, and a harbor such as is afforded by the great, double-crescent of Coos Bay can not fail to forge to the front in the accommodation of the great trans-Pacific freighters. Situated just 400 miles south of Puget sound and just 400 miles north of San Francisco, Coos Bay is a rival to neither point, but a necessity to both.

"A sister city to all, and rival to none," is the broad and comprehensive hail of the three thriving little cities rapidly merging into one, on

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The Newest Creations in Fine Millinery for the Spring and Summer of 1908 will commence arriving at the

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And continue throughout the season. This is a date that should be marked in the calendar of all the ladies of Coos Bay. Bear it in mind.

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- Fine residence property, 80 feet front, good house, situated on corner, close in, with splendid bay view.....\$2250.00
- Two lots on Baines Ave. cleared, graded, east front, street graded and sidewalked.....\$800.00
- 50-Foot water front lot on Front St.....\$4000.00
- 3 Lots on Broadway, close in, each.....\$850.00
- Fine Block in Boise Add.....\$1600.00
- Entire Block in West Marshfield, six blocks from business center.....\$5000.00
- Two splendid lots in North Bend.....\$350.00
- Lots in Bay Park, \$10.00 down, \$5.00 per month, from.....\$60 to \$100.00
- Close in Acreage, per acre.....\$150 to \$350.00
- Fine timber tract, 160 acres, good logging facilities \$2100.00
- 100 Acres, best coal land, per acre.....\$100.00

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## Here Is A Fact

That cannot be impressed too strongly on watch owners. This is it, A watch should receive the attention of our repair department at least once a year.

There may appear to be nothing particularly wrong with it, still a cleaning and an overhauling at least once a year would lengthen the life of a watch wonderfully.

It is asking too much of a watch to expect it to keep true to its duties if it is hampered more by slowly accumulating dust and dirt.

Besides this taxes the delicate mechanism to excess, and certainly shortens the life of a watch. A cleaning and a little oil in the right place will work wonders.

We also manufacture anything in the jewelry line to order.

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Which are safe for anybody to use.

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