

### "Pioneer Trails Of Coos and Curry"

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One of the first and surely one of the most-traveled routes by land into Coos county was by way of the ocean beach from the Umpqua river to Coos Bay. It was the first route designated as a public road by the county board.

From the "County Archives,"

## C. O. LEONARD L. L. LEONARD Brokers

Complete Real Estate Service  
NOTARY PUBLIC  
Box 111 South end of town  
Brookings, Oregon

3-bedroom home only block from postoffice—only \$3750. This includes practically new gas hot water heater, gas cook stove and heater. Someone should snap up this bargain.

We have several fine beach sites now listed. Also hillside homes and building sites. Lots or acreage, whichever you want.

2½ acres with springs and a creek, overlooking Harris Park—beautiful view. \$1575 is total price.

A Steal! \$3750 total, fine terms on 9½ acres close to highway—two houses, concrete foundation, 2 springs, chicken house, toolshed, 5000-gallon redwood water tank, 5 acres clover. Loads of berries, etc. Must be seen to be appreciated.

Two good pieces of highway frontage, one with small house and garage. Close in. Both good buys at \$1500 and \$300.

Small home two blocks from postoffice, two lots facing two streets, real deal here for \$2950 on terms.

Another small house and 2½ acres for only \$2700. Good terms.

Fine business corner in Brookings with large 4-bedroom home. Just re-finished. Combination business and home. Priced right at \$7800, good terms.

Unfinished town home on two lots. Furnished at \$1950, unfurnished at only \$1000. Terms. Some buy!

Some good Harbor acreage—also river frontage.

60 acres fine sheep land, log cabin, good spring water, creek. This can be had at new low price of \$3500 on terms.

Beautiful view of ocean and river, with house and excellent spring with gravity flow. 5 acres with fruit and berries. Chicken house with large fenced run. A grove of good trees, and myrtle. Only \$500 down, total price is \$2950.

I quote: "The first entry in the county court records concerning roads was on July 3, 1854, when it was 'Ordered by the Board, that a county road be established from Empire City, to a stream known as Ten-Mile creek . . . And further ordered by the Board that C. G. Abby, Herrick G. Fernals and M. M. Learn sisted of setting up "monuments to indicate spots of quick-sand, or to mark places to turn in from the beach, to cross the spit to the bank. And the "monuments" consisted of posts picked from piles of driftwood along the sea-wall.

This first county road continued to be the main entry by land into the Coos Bay country for 20 years, from 1853 to 1873. The latter date marks the opening of the Coos Bay wagon road from Roseburg. But this did not end the use of the beach route until nearly a half century later. The Coos Bay wagon road from Roseburg was often closed by snow during winter months and by mud when the snow was melting. The ocean beach road never was affected by snow or mud. It was only with the coming of the S. P. railroad in 1916 that this road from the Umpqua to Coos Bay ceased to be a main route of travel.

For many years the Cornwall stage and boat line operated between Marshfield in Coos County, and Drain in Douglas county. The last several years of its operation, the boat Gasco carried the passengers from Marshfield to Jarvis Landing. The boat's be used and are hereby appointed commissioners to locate said road and erect or cause to be erected, suitable monuments, to guide travelers and prevent accidents from quicksands on said road."

It will be noted that this "county road" ended at "Ten-Mile" creek. Presumably, the court had no authority to beyond that point, for it would be out of bounds of Coos county. It seems quite likely that is as much as the boundary between Coos county and Umpqua county was not definitely established, the boards of the two counties got together and agreed on Ten-Mile creek as the division point for road purposes.

Perhaps there is not another public road in Coos or any other county that has cost the public less for construction and maintenance. The construction captain, Dave Holden, is well-remembered to this day.

From Jarvis Landing the passengers were taken by a four-horse stage to the Umpqua, a distance of 20 miles, to be transferred to the steamer Eva, captained by the deaf "Jimmy" Graham. It is said that Jimmy had one answer to all questions—"Seven dollars and a half." That was the amount of the fare to Drain from Marshfield, and it was all collected by Jimmy from the passengers going either way.

Sometimes the Eva stopped over night at Gardiner, leaving early in the morning to connect with the stage at Scottsburg for the 20-mile ride to Drain. The netire trip from Marshfield to Drain required two days—and sometimes they were long days, often starting as early as two o'clock in the morning to make the beach run at low tide.

A decidedly new mode of travel became effective on the beach route in 1914, to end only two years later with the coming of the railroad. Vern Gorst and some of his associates had visions of serving the public, of making a profit for themselves, and having a dickens of lot of fun at the same time. The automobile was still an innovation. Vern Gorst, not yet forty, had already become a died-in-the-wool sourdough by seven years of experience in the far north from 1898 to 1905; had devoted a number of years to boating on Puget Sound; had established the first motor-bus line in Oregon from Medford to Jacksonville, a distance of six miles. In 1912, along with Charles King, he came to Coos Bay and started the Gorst & King line of buses, which is still in operation between North Bend and what was then Marshfield. Later he organized the Pacific Air Transport and secured

the first airmail contract, a distance of 1100 miles, from Seattle to Los Angeles. Hold everything! We're getting off the trail.

Let us return to the beach route of 1914. Gorst and his associates did not enter into competition with the Cornwall line. They merely entered into an agreement with Cornwall to handle the beach portion of the route—20 miles (Later it was extended to the Siuslaw, an additional 20 miles). In the quicksands and creek crossings, Gorst and his associates lost three or four heavy cars, such as the Cadillac and other types before they learned that the Model T Ford was best suited to their purpose. They had some difficulties, but it was all a part of the game. They provided service to the traveling public, they made a profit for themselves and they had a lot of fun.

I'd like to tell you more about this venture, but the trail is already too long. I just want to add that Vern Gorst is still hav-

ing fun as he approaches age 74, and is making his fun pay its own way. This time he is developing the best method of propagating and marketing trout and catfish. Vern is one of the real trail blazers of our times.

Watch for the march of dimes dance in your community. You should be glad you can dance so these unfortunates might be made walk. It is your chance to do good—much good!

### Call For Bids

Sealed bids will bereceived by the School Board of School District No. 17 for painting existing redwood guard rail on the school grounds. One coat Standard white undercoat and finish coat of Pittsburgh Titanic outside white or Dupon outside white No. 40 or equal to satisfaction of the School Board.

Bids to be received not later than midnight, February 6, 1950. The board reserves the right to reject any or all bids.

Dora E. Beaulieu, Clerk

# Cur-Del Cleaners

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QUALITY DRY CLEANING

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PATRONS FOR THEIR "UNDER-  
STANDING AND PATIENCE" DUR-  
ING THE POWER OUTAGE. WE  
APPRECIATE THIS FAVOR!

DON'T LET THE "ADS" DECEIVE YOU . . . !

## — MEN OF DISTINCTION! —

There are a few who, by some chance oversight, the liquor advertisers have neglected to picture in their gallery of "MEN OF DISTINCTION:"

1. The Drunk in the Gutter . . . . .
2. The Wrecked Life on "Skid Row" . . . . .
3. The Drunken Driver Arraigned For Manslaughter . . . . .
4. The Alcoholic with a "Ruined Home" . . . . .
5. The Drink-Crazed Lunatic in the Asylum . . . . .
6. The Inebriate in the County Drunk Tank . . . . .
7. The "Plastered" Corpse in the Morgue. . . . .

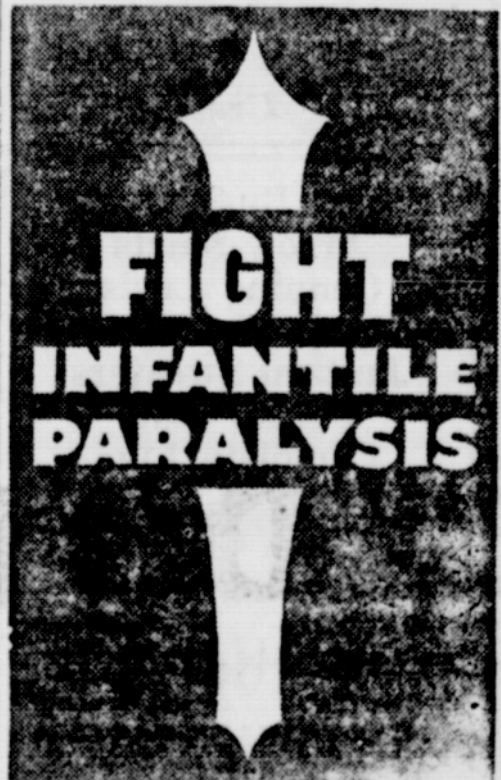
Contrast these with such real men of distinction as Governor Luther W. Youngdahl of Minnesota, who says—

"I do not drink. This is my policy because I find life filled with so many challenging tasks and demands. To meet them I must have the full benefit of all my spiritual, mental, and physical capacities at all times."

Take your choice. Alcohol and The Man of Extinction or Abstinence and the Man of Real Distinction . . . . !

**BROOKINGS TEMPERANCE SOCIETY**

## MARCH OF DIMES



JANUARY 17

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