

IN THE COAST COUNTIES.

An Area a Little Larger Than the State of Connecticut With Resources Almost Beyond Man's Comprehension.

OREGON has four Coast Counties, having an aggregate area of 4519 square miles. These are Tillamook, Lincoln, Coos and Curry. Lane and Douglas also have frontage on the ocean, but the one belongs in the Willamette Valley group and the other in the Southern Oregon group.

than satisfied with the results. Every year finds more goats in the county. Owing to the country being heavily timbered stock raising is only carried on to a limited extent.

Tillamook. FRED C. BAKER.

TILLAMOOK COUNTY.

Grass is King, and Dairying is the Principal Industry.

The principal industry of Tillamook County is dairying. It must be obvious, for all the conditions make this the dairyman's paradise and the garden spot of the Pacific Slope for successful and profitable dairying.

Of the 30 homesteaders who settled in Lincoln County in 1854, many have already commuted, paying the Government \$1.50 per acre, and making their final proof.

Boring for Oil Near Toledo. The greater portion of the county is underlaid with coal, as indicated by surface prospecting.

Dairying Industry. The climate is such that the grass remains green all the year, which reduces the cost of feeding to a minimum.

LINCOLN COUNTY.

Over 300,000 Acres of Government Land Still Open to Settlement.

Last year Lincoln County began an era of rapid progress along all lines. The unusually large influx of homeseekers and new capital and enterprise, either started or projected, contributed to greater development and materially aided in spreading the spirit of improvement among those already here.

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Dairying Industry. The climate is such that the grass remains green all the year, which reduces the cost of feeding to a minimum.



THE OREGONIAN BUILDING.

Not a dark office in the building; absolutely fire-proof; electric lights and artesian water; perfect sanitation and thorough ventilation. Elevators run day and night.

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OREGONIAN.....131 Sixth Street
Business Office.....131 Sixth Street
Editorial Rooms.....Eighth Floor
Press and Printing Rooms.....Ninth Street
Composing, Stereotyping and Engraving Rooms.....Basement
OREGONIAN BARBER SHOP, Rudolph March, Prop.....123 Sixth Street
OREGONIAN EDUCATIONAL BUREAU; J. F. Straubal, Manager.....200
PORTLAND EYE AND EAR INFIRMARY.....Ground Floor, 133 Sixth Street
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the year, at a cost of \$50,000. A four-masted barkentine of 700 tons net is now under course of construction at these yards. The Simpson Lumber Company constructed during the past year—

Table with columns: Tons, Value. Lists various vessels like Schooner Alumna, Schooner Advent, etc.

There is now under course of construction at these yards a four-masted schooner of 600 tons net, to cost about \$50,000.

Table with columns: Tons, Value. Lists various commodities like Coal, Laths, Matchwood, etc.

The following named commerce was carried by vessels across the bar at the entrance to Coos Bay during the past 12 months:

Table with columns: Tons, Value. Lists various commodities like General Merchandise, Hay, Logs and lumber, etc.

There are eight or ten creameries in the county, largest among which are the Coos Bay Creamery, Lake, Nessey Bros., Union, Clover Leaf, Arago, Norway and Sugar Leaf creameries.

There are four canneries in the county, one at Empire City, on Coos Bay; one at Marshfield, on Coos Bay; one at Bandon, on the Coquille River, and another at Parkersburg, on the Coquille River.

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The Coos Bay creamery is said by many to be the equal, if not the superior, of the Eastern berry. In flavor it is without peer, and in some instances grows to enormous size.

The industries of the Coquille River are the largest and most important of the coast. Here are found creameries, dairies, ranches, saw mills, salmon canneries, shipyards, coal mines, etc.

Seven saw mills are in constant operation. The Lyon's mill, at Coquille City, the Prosper mill, owned by Adam Perhambaker, Parkersburg mill, the Johnson mill, owned by Alfred Johnson; the Dyer & Rhosa mills, near Bandon; the Radcliff mill, at Myrtle Point.

There are three shipyards on Coos Bay, that of the Pacific Shipbuilding Company, at Marshfield; that of the Simpson Lumber Company at North Bend, and H. R. Reed & Sons' yard, at Bay City.

At the plant of the Pacific Shipbuilding Company there were built during the past twelve months—

Table with columns: Tons, Value. Lists various vessels like Schooner James Bennett, Schooner David Evans, etc.

CURRY COUNTY.

Region of Vast Natural Resources Awaiting Development.

Curry County, situated in the southwest corner of Oregon, with a coast line of some 75 miles and a depth of from 20 to 25 miles, is the most isolated, most sparsely settled and least known of any of the counties of the state.

The value and extent of her coal deposits, of course, are not known, since it is only recently that the attention of prominent men has been attracted to the existence of valuable and extensive coal fields in northeastern Curry.

Coal fields of unknown extent and of good quality have been found in the mouth of the Illinois River, on Rogue River, in this county, 100 tons of which was boated down the river to Wedderburn for the Illinois cannery, and given the best of satisfaction.

And the same may be said of the searcher after gold—the prospector or mine operator. Gold has been found in almost every section of the county, but has been found in paying quantities only in certain localities.

High-grade copper ore has been found in the Rogue River. The ore has been done looking to the development of these mines. Several quartz ledges assaying very high are being developed on Rogue River. Silver, asbestos and borate of lime are found in various parts of the county.

But the great lumber resources of the county are at the present time attracting the most careful attention of capitalists. Careful investigation and estimates by experts have called forth expressions of wonder and astonishment of experienced lumbermen that such wealth of timber should be so long have escaped the attention of manufacturers.

The immense bodies of Sarschen, or tanbark oak, which extends from Port Orford southward to the mouth of the river, is very large growth, and has been proven of the greatest value for the manufacture of furniture. It is just now attracting the earnest attention of manufacturers.

Land Adapted to Farming. Nearly all the land on which these great forests of timber stand will produce luxuriant growths of grass, when the timber is removed. The soil is rich and valuable for fruit, farm and garden land.

In recent years the leading industries of the county have been salmon fishing, stock raising, dairying, sheep raising, the latter being among the most important, and having shown the most rapid advancement, owing to the especially favorable conditions, and adaptability of our coastal climate.

Wheat, barley, oats, corn, potatoes, fruit and all kinds of garden produce grow to perfection, though the farms are all necessarily small, owing to the broken nature of the country, and the fact that nearly all farming land must be cleared of brush and timber. No grain or other farm produce, except potatoes, has yet been raised for export.

The commerce of the county is carried on almost exclusively with San Francisco, by water, that city supplying both steam and sail transportation to and from various ports, which is accounted for by the fact that San Francisco long ago became acquainted with the importance of the trade of Southwest Oregon, and have made no effort to secure it.

The manufacturer, mining operator, prospector or capitalist, seeking a new field for operations can find no more promising place for profitable investment than in Curry County. It is an undeveloped country, rich in natural resources, only waiting for the advent of men with push, capital and enterprise to set their shoulders to the wheel and set the car of progress moving.

WALTER SUTTON, Port Orford.

Raising Angora Goats.

Quite a number of angora goats have been imported into the county, for there is considerable land to be cleared up in Tillamook. Those who have angora goats for this purpose are more

Coos Bay an Important Harbor.

Coos Bay, the principal seaport of the county, is situated in about the center of the county, and has a depth of 28 feet of water on the bar at low tide. The United States Government has expended large sums of money in improving the harbor and harbors and tributary rivers. The United States engineer has recommended further improvements, and, without doubt, an appropriation will be made at the next session of Congress. A regular line of steamers ply between San Francisco and Coos Bay, and another line between Portland, Coos Bay, Humboldt Bay and San Francisco.

the manufacture of lumber, lath and shingles, shipbuilding, coal mining, woolen mills, stock raising, dairying, salmon-canning, cranberry-raising and farming in all its forms.

There are in constant operation three large sawmills, viz. E. E. Dean & Co.'s mill, at Bay City, capacity, 5,000 feet per day; Simpson Lumber Co.'s mill, at North Bend, capacity, 5,000 feet per day, and E. O. Hall's mill, capacity, 30,000 feet per day.

The Oregon Coal & Navigation Company operates a large coal mine at Liberty, or Newport, with a daily output of 200 tons. This company also carries the coal to San Francisco, where the company operates extensive retail yards.

J. D. Sprockels & Co., of San Francisco, owns and operates the Beaver Hill mine. This mine is only in a state of development, but Manager Chandler expects to be shipping coal in six months. This mine will have an output of 800 tons per day. This company contemplates the construction of a large steamer of 1200 tons carrying capacity to carry coal and passengers between Coos Bay and San Francisco.

Like the Beaver Hill mine, these mines are not yet in a position to ship coal. The shaft in one mine is down over 700 feet, and the owners expect to sink still deeper, for a very superior coal is sure to be found. Coal will be shipped from the mine in position to ship 50 or 60 tons per day. Meanwhile a large force of men is engaged in building bunkers and the necessary buildings, driving slopes, gullies, etc.

Another mine, owned by L. J. Simpson, is being opened on Coos River, about four miles from Marshfield. There are two workable veins in this property, one six feet and six inches thick, the other 11 feet thick. Coal will not be shipped from this mine for two or three years, as it will take fully that length of time to place the mine in position to ship 50 or 60 tons per day.

There are three shipyards on Coos Bay, that of the Pacific Shipbuilding Company, at Marshfield; that of the Simpson Lumber Company at North Bend, and H. R. Reed & Sons' yard, at Bay City.

At the plant of the Pacific Shipbuilding Company there were built during the past twelve months—

important one in the state. It is claimed that there are 450 square miles of the area of Coos County underlaid with a superior quality of lignite coal. All of the coal is shipped to San Francisco, where the supply has never been greater than the demand. Coos Bay coal has always been able successfully to compete with all domestic and imported coal in this market.

Cheap fuel is one of the most important factors in the manufacturing world, and on Coos Bay can such be found in abundance.

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