

# PHASES OF INDUSTRIAL GROWTH IN THE PACIFIC NORTH WEST

## COOS BAY COAL COMES TO FRONT

Marked Activity Is Apparent, With Promise That It Will Increase.

### GREAT WORK ON LILLIAN

Deal for Sale of Libby Mine Practically Completed—New Mine Being Opened on Coquille River.

MARSHFIELD, Or., Nov. 8.—(Special.)—The vast coal fields of Coos County and the development of this natural resource which is now promised to be extensive in the near future, is attracting much attention among the people of the Coos Bay country and is believed to be one of the most important features of the locality in the future.

The fact that Coos Bay has practically the only coal on the Pacific Coast south of Puget Sound in marketable quantities has always been held out as one of the most valuable assets of the place. Besides, it is probably the only place in the country where coal can be mined at tide-water. The geological survey shows that 80 square miles in Coos County is underlain with coal and the harbor gives a waterway shipping point.

### Development Has Been Slow.

Coal has been mined in Coos County for the past 80 years, but in comparatively a very small way, and the development of the mines was always looked forward to as one of the most important steps affecting the Coos Bay country. Right now extensive work in this line is more promising than ever before.

One property on which development work is being extensively carried on is known as the Lillian mine. It is located on Coos River, but a few miles from North Bend and Marshfield. The place consists of 500 acres, under all of which are beds of coal. It is owned by L. J. Simpson, of North Bend. Some years ago the mine was opened, but the work was never extensively carried on and the small mine which was started was allowed to lay idle and the place was abandoned. J. W. McDonald, an old mining man, who formerly did extensive work in Alaska and other points on the Coast, has been in charge and has opened the mine, and it is found to be much more extensive in wealth than was ever anticipated.

Besides small strata of coal, there has been opened three large veins, the smallest of which is seven feet thick and the largest 11 feet thick. Runways extending into the sides of the mountains have been opened. The veins run so that it is not necessary to go down any depth, but only to follow the veins into the sides of the mountains.

Large bunkers have been constructed, a railway built which extends for about a mile from the mine to a canal constructed from Coos River into the property at a convenient place for loading. The coal is being put on scows and towed to the cities.

The coal mined from the Lillian, like most all that which is taken out in Coos County, is of a fine quality of the lignite variety. Coal experts who have visited the property say that the mine can be made one of the largest on the Coast because of the possibility to get the coal out at a small cost.

Mr. Simpson has spent thousands of dollars developing the mine, building tracks and canals and buying machinery, and now has the property at a point where it is producing coal for the market. He is continuing with the development work and large outside interests have recently negotiated for the purchase of the property.

### Libby Mine Is Sold.

Another coal mine which has practically been sold is known as the Libby mine, located at Newport, a small town three miles from Marshfield. The mine is owned by the Oregon Coal & Navigation Company, of California. N. M. Knuppenberg and business associates, of Spokane, recently announced that they had purchased the mine, together with over 2000 acres of land and the steamer M. F. Plant, which plies between Coos Bay and San Francisco. The price paid was given out as \$250,000.

The purchasers state that they will develop the mine on the most extensive scale possible and will add another steamship to take care of the coal trade. It has been rumored that Mr. Knuppenberg and his associates have bought this property for the James J. Hill railroad. At any rate, they promise to do extensive work in the way of mining offers much encouragement to the Coos Bay people, who have long been one of the chief industries of the locality.

### Southern Pacific Operations.

The Southern Pacific interests have also



VIEW OF BUILDINGS AT BEAVER HILL COAL MINE NEAR MARSHFIELD.

done much during the past year in the mining business. The Beaver Hill mine is owned by the Southern Pacific interests. It is an extensive mine, surrounded by quite a little tract 12 miles from Marshfield. The coal is transported on a branch of the railway to the bunkers in the city, where it is loaded on the boats. The coal is used by the company's steamer Breakwater, and another large steamer owned by the Southern Pacific, the Charina, carried hundreds of tons of the coal out of Coos Bay.

The railway company has, during the past year, opened two other mines, one known as the Maxwell and another as the Eastport. Some coal had been taken out of these mines, but the work had never been carried on extensively. C. J. Mills, the general manager of the Southern Pacific interests on Coos Bay, says that these two mines have been developed to the point where it would be shown just what there was and how much could be done with them in the future when they were needed. He says that the results have been more than satisfactory and that it is found those two mines will be valuable coal producers. Mr. Mills states that the Coos Bay coal finds a ready market outside. In Portland it is more and more in demand and at San Francisco it has always brought a good price and found a ready sale.

### New Mine on Coquille.

A new mine is being opened on the Coquille River, and this the owners say they will work extensively. Besides, many smaller properties through the county are being worked. Andrew McClelland, of Pueblo, Colo., has since late Spring been developing coal lands south of Marshfield. He now has a mine which is putting coal on the local market.

All of this work, together with the recent purchases and deals for coal lands now under negotiation, give promise of much development work. The coal area is so vast that, owned by capitalists who would work them, the mining would give employment to enormous numbers of men and an era of advancement in the coal business in Coos County seems to be just about to start.

A few months ago the Coos Bay coal was taken on by the United States torpedo boat flotilla, with a view of providing fuel for the naval vessels, and it has been hoped that reports on this trial would be such that the coal could be used by the Navy in the future. Accompanying this coal development there has been formed a company for the manufacture of briquettes, using the slack which is now wasted. This company is in this company state that they will spend a large sum in building a briquette plant.

## INSTITUTES IN KLAMATH

Farmers Organize in New Irrigated District After Hearing Bailey.

KLAMATH FALLS, Or., Nov. 8.—(Special.)—Klamath County farmers have formed an organization and will conduct local institutes in the various towns of the irrigated district during the coming winter. The first of the institutes was held at Klamath Falls last Friday, at which Hon. J. W. Bailey, State Dairy and Food Commissioner, was the principal speaker and gave the farmers some excellent advice as to the importance of dairy development. The institute was under the auspices of the Klamath Chamber of Commerce, and aroused considerable interest and enthusiasm. As a result, it is the purpose of the active citizens to keep the good work going.

Men whose experience has made them capable of speaking with authority on the topics discussed fruit possibilities, poultry-raising, bee culture, good roads and kindred questions of economic value to the farmers, and the business men of the city showed their concern in bringing about advancement in farm methods by boosting for the institute and attending its sessions.

## PROPOSE TO EXPAND

Purchasers of Coos Bay Mine Promise Developments.

## NEW STEAMER TO SOUTH

Large Wharf and Warehouse to Be Constructed at Once and Business With California Cities Arranged For.

## MARSHFIELD, Or., Nov. 8.—(Special.)

Extensive improvements important to Marshfield have been announced by the Spokane, Yakima & West Coast Railroad Company. The Spokane corporation which purchased from the Oregon Coal & Navigation Company the Libby coal mine at Marshfield, the steamer M. F. Plant and 2500 acres of land near the city.

The president of the company, Colonel D. H. Butts, of North Dakota, and M. N. Knuppenberg, the secretary and manager of Spokane, have been here closing the deal and are preparing to improve the property.

The company owns an extensive water-front in the north part of the city and states it will erect at once a large wharf and warehouse. The wharf will extend from the harbor line back about 150 feet to Front street, and will have a 200-foot water-front. This wharf will be used as the landing place of the steamer M. F. Plant, and the warehouse for the boats' freight. The structure will be located between the cold storage plant and the large oilhouse. There will still remain unoccupied water-front owned by the company on each side of the new wharf.

It is stated by the representatives of the company that another steamer will be put into service out of Coos Bay as soon as business warrants. Mr. Knuppenberg says that he and the other members of the company who have looked over the Libby mine closing the deal with their purchase. There is coal under practically all of the 2500 acres of land.

P. Hennessey, who has had charge of the Libby mine for the former owners for a number of years, will remain with the new company. He is treasurer of the corporation and superintendent of the mine. The president of the company is Colonel D. H. Butts, of North Dakota; the vice-president is Colonel F. M. Wilson, formerly of Kansas City, and the secretary and manager is M. N. Knuppenberg. Other capitalists in the Northwest are interested.

The company has coal bunkers at the upper end of the bay, and these for the present will be used for loading coal onto the boats; a small railway extending from there to the mine. The officers of the company who are here now will leave on the first boat south to establish retail headquarters for the Coos Bay coal at Eureka, San Francisco, Oakland and San Jose, and expect that these markets will consume the output of the mine. A portion of the company's land lying between Marshfield and the Libby mine will be subdivided into tracts and lots and put on the market at once, offering suitable sites in the vicinity of the mine for those who want to build homes.

In speaking of the plans of the new company, Mr. Knuppenberg says: "We believe we have a possibility for great development of the property we have bought and have great faith in the future of Coos Bay. We are anxious to see harbor improvements, believing that the dredging of the bay and extension of the jetty at the harbor, the most important steps to be taken by the Coos Bay people now. We will do all we can to assist in this matter. Judge E. M. Haysburn, of Spokane, who is interested in the company, will be here soon, and together with J. W. Prahl, one of the owners, and President Butts, and Vice-President Wilson, will make an inspection of Coos Bay with a view of bringing about some material assistance in harbor improvement."

The name of the corporation being that of a railway company, the officials here were asked if it was the intention to build a railway into Coos Bay. In reply to the inquiry as to the building of a railroad, they state that the company is at present interested in the development of the coal mine just purchased.

## ALBANY'S HOUSES ALL FULL

HEAVY BUILDING OPERATIONS; NO EMPTY DWELLINGS.

Work Continues Unabated Despite Fact That Building Season Is Now Practically Ended.

## ALBANY, Or., Nov. 8.—(Special.)

Unprecedented in the city's history is the building boom Albany has experienced this year. The value of the buildings built in this city this year, including those now in process of construction, reaches above a quarter of a million dollars. Careful estimates of the year's work show that when the buildings now being constructed are finished, Albany's building total for 1908 will reach approximately \$1,000,000.

Though the building season is now far advanced the work continues unabated. All Summer and Fall the demand for carpenters and mechanics has been far beyond the supply and electricians and plumbers have worked day and night. This building work is so far behind that work is just now commencing on some residences and a few contracts are yet uncompleted. Such a busy building season is without parallel in all of the 54 years since Albany was founded.

The chief improvement in the business section of the city is the Elks Temple, which is being erected at a cost of \$55,000. It is the one Albany finest brick building now under construction. Work is now commencing on two brick buildings on First street, near Perry street, covering the area occupied by the wooden structures which were destroyed by fire in August. Each of these buildings will be two stories in height and each will provide two large storerooms on the ground floor and offices above.

The new building, which is already under occupancy January 1. The new buildings of the Albany Iron Works form an important improvement in the city's manufacturing district and a \$200,000 addition to the Academy of Our Lady of Perpetual Help and the completion of some new rooms in the Maple-street public school show the city's progress in educational equipment. The splendid new Southern Pacific depot is an important addition to the building record of the year.

While there has been a great deal of building along all lines the chief activity has been apparent in the construction of new residences. Almost 100 new houses have been built this year or are now being constructed. While a number of them are of small cost, some splendid residences have been built and this year will be notable not only for the number of new residences but for the better class of buildings erected.

In spite of the large number of new residences, there is not a vacant house in Albany today and the demand for dwellings continues greater than the supply. This condition testifies to the fact that Albany is more than keeping pace with the unparalleled growth and progress of the entire Willamette Valley.

## NEW ROAD FOR IDAHO

Will Tap Southeastern Washington and Eastern Oregon.

BOISE, Idaho, Nov. 8.—(Special.)—The Idaho Railway & Navigation Company will start construction immediately on its new branch line which will tap Southeastern Washington and Eastern Oregon. The building of this line into the intermountain country will be of great benefit to Western Idaho, which has many cities and towns tributary. The construction of this line also means better railway connections for passengers going to and from the northern part of the state.

The Idaho Railway & Navigation Company has the money to finance the enterprise, and a large portion of the right of way purchased. The company will place a large crew of men at work on the new road commencing the first of next week, and start the construction of 64 miles of road running south from the Snake River through Southeastern Washington into Oregon, developing one of the greatest grain belts in the West, which has heretofore been cut off from transportation.

## PROSPEROUS YEAR VALE DISTRICT

Towns Are Growing and District Generally Making Rapid Development.

### BUILDINGS WORTH \$130,000

New Hotel Erected Which Is Pride of Town of Vale—Various Irrigation Projects Making Favorable Progress.

VALE, Or., Nov. 8.—(Special.)—With the close of a prosperous year for farmers, cattlemen and sheepmen in Southeastern Oregon, there are abundant signs of prosperity reflected in the growth of the towns of the district. As the gateway to the markets for the greater part of Malheur and Harney Counties, Vale, which connects with the Short Line at Ontario, is reaping the benefit of the general prosperity prevailing over the territory and many strong signs of development in a modern, progressive and energetic community.

### Buildings of One Year, \$130,000.

During the past 12 months modern buildings aggregating in value over \$130,000 have been erected, the finest of these being the Hotel Drexel, constructed of local stone and pressed brick, at a cost of over \$60,000 and due to the enterprise of the First Bank of Vale, a very prosperous state institution. The hotel comprises over 60 rooms and has been fitted up by F. L. Johnson, the lessee, formerly of Portland, in first-class style throughout. It is one of the very few modern hotels in this part of the state, and represents an expenditure of over \$30,000.

Vale people are proud of their new hotel, which undoubtedly will encourage the erection of a better class of buildings than those formerly constructed here. The First National Bank of Vale also has a handsome brick building in the city, and the Oddfellows building, opposite the Hotel Drexel, is another handsome modern business block.

### Valuable Irrigation Projects.

The growth of Vale and its future depend upon the development of the irrigation projects under way or being planned. Directly tributary to Vale there are not less than 250,000 acres of the finest agricultural land, and within a comparatively short distance of the town. The Government Malheur project and that of the Willow Creek Irrigation Company are designed to supply water to the greater part of this territory.

The Government project was one of the first taken up by the Reclamation Service in the city, but temporarily was abandoned after the expenditure of \$50,000 on preliminary work, because the Government could not secure the water rights and primitive ditches of the ranchers on the terms which the officials thought right. The project is now being revived, and assurances have been given that the project would supply water for a series of benches available for the highest form of horticulture, and free from frost, as well as considerable land for farming purposes. The work on the project will be few, because there is a natural reservoir site, as is the case on Willow Creek, and the land is of a character to prevent much leakage in the ditches and laterals.

### One Project Under Way.

The Willow Creek project is well under way, and the promoters will open an office in the city in a few days. Sufficient bonds have been sold to permit of the reservoir being constructed and the ditches put in for the next irrigation season. The project will water 100,000 acres in the Willow Creek Valley adjacent to this city. In view of the early completion of the project, land values in the valley and in the city are rising, and a 250-acre ranch was sold yesterday to a Denver man for \$32,500, by far the highest price ever paid for land in that district.

### Publicity Campaign Planned.

In view of these conditions the Vale Commercial Club is planning an active publicity campaign and will start the new year with a new slogan, looking to the growth of the city to 5000 in two years. The three oil-prospecting outfits are drilling down in the vicinity of the city, and indications continue favorable. Gas was struck in one of the holes this week, and while the oil people are not telling the public what they are doing, they express themselves as confident that their enterprises will prove successful. A considerable tract of the land in the supposed oil belt has been bought up by visitors to Vale during the past few weeks, and it is likely that new outfits will be in the field in the course of the next few months.

## BUYING BIG FARMS AT VALE

Eastern Capitalists Pay \$30,000 for Ten-Thousand-Acre Ranch.

VALE, Or., Nov. 8.—(Special.)—The big profits made by the ranchers, combined with the fine climate of Malheur County, is attracting a number of settlers from the cities of the East, and Vale recently has been headquarters for several parties of home-seekers of the comparatively wealthy class.

Among the visitors who have decided to remain are M. E. Finch, a professional man, of Farm, Ill., and F. C. Ozman, of Durker, Ill., who has held several public offices in his county. Mr. Ozman is a brother of C. H. Ozman, one of the wealthiest ranchers of this territory. Both the newcomers are comparatively young men. They have purchased from C. M. Grimm, an old-timer, a 1000-acre ranch, paying for it \$30,000, and they will take up their residence on the property in the course of a week or two.

## PLAN GREAT POWER PLANT

North Yakima to Be Known as "Power City" of Valley.

## NORTH YAKIMA, Wash., Nov. 8.—(Special.)

North Yakima is to be known as the "power city" of the Yakima Valley, according to R. E. Strahorn, president

## SEEK FRANCHISES AT HOOD RIVER

Applications Made to City Council for Electric Railway Rights.

### MAY BE HILL LINE MOVE

North Bank Road Believed to Be Seeking Feeder on Oregon Side of Columbia—Upper Valley Wants Outlet.

## CONFIDENCE IN JOSEPHINE

TAIT'S ELECTION CAUSES REVEALED ACTIVITY.

### Work on New Bridge Being Rushed as Well as Electric Lines and Plans for Power Plant.

GRANTS PASS, Or., Nov. 8.—(Special.)—Results of the recent election are already being felt in Josephine county and the outlook for future development is expressed in greater business confidence. Many new enterprises are already being projected and those that were under way or delayed pending the outcome of the election have now been resumed. The new Rogue River bridge at the foot of Sixth street is fast progressing. Three carloads of steel arrived this week from Portland. The Rogue River & Oregon Southern Electric Line seems now to be a certainty. The company, through its counsel, appeared before the City Council at the last regular meeting, and made application to enter the city by the way of Sixth street, thence passing out to street easterly to the yard terminal. Construction work has been delayed owing to an agreement with the county to use the new bridge across Rogue River and until this is finished for traffic the company will be put to the expense of hauling all material from the Southern Pacific depot across the river one or two miles distant.

Mining activity increases in the Galice district and it is now reported on good authority that the Alameda Consolidated Mines Company will install a power plant by throwing a dam across the river at that point. As soon as the machinery is placed the company will be ready to generate from six to eight thousand horse power, which may be increased as energy is needed for local demand.

The present plans include an electric road from the mines to some point along the Southern Pacific Railroad. An immense amount of ore will be taken out by this means from the vicinity and much freight and machinery will be hauled. By a small expense compared with the results, much-needed power can be quickly developed. It is believed that as soon as the mining company is in position to furnish the power it will run its line and connect with the Rogue River & Oregon Southern Electric at some suitable point along the Applegate River. This could be easily effected and would furnish transportation direct from this place to the mining center.

It is stated by members of the City Council that before any of the franchises are granted proof will have to be shown as to who is backing the proposed new electric roads.

### You Will Find It in Vale.

VALE, Or., Nov. 8.—(Special.)—Citizens of Vale are about to inaugurate a campaign of boosting for the city and the surrounding country and a new slogan has been invented and adapted to assist in making the country famous. The slogan is, "You Will Find It in Vale," and this announcement applies equally to those looking for orchard and agricultural land.

Tomorrow (Tuesday) positively last day for discount on Water Side gas bills. Don't forget to read Gas Tips.



WINTER BANANA APPLE TREE ONE YEAR OLD STARTS BEARING. The above photograph shows a Winter banana apple tree one year after being received from the nursery for planting. It is in the orchard of M. C. Martin at White Salmon, Washington. The man in the picture is A. W. Estes.



NEW HOTEL DREXEL BUILDING, AT VALE.