

Uncovered Country Surrounding Coos Bay

Rich in Everything That Makes a Region Prosperous and Wealthy, It Awaits a Railroad.

MARSHFIELD, Or., Sept. 8.—(Special Correspondence.)—Coos Bay, notwithstanding all that has been written about it, is today practically an undiscovered country. It is true that the settlements along its coast have passed into the second half century of their founding, and an export trade of slow growth has reached the \$2,000,000 mark, yet as far as Portland is concerned, commercially, Coos Bay is a greater stranger than far-away Alaska or the Philippines. Here is a land, an integral part of the State of Oregon, rich in natural resources, probably beyond any similar area of the Pacific Coast, that is destined one day to take a high place in the commerce of the world, and its only line of communication with the metropolis of the state is a steamer from the San Francisco run that touches at this port twice a month.

Of course, there are stage lines coming in over the mountains from the east, carrying the mail and bringing the Portland papers in 24 hours ahead of the San Francisco dailies, but there is no freight traffic. The people of the bay send to Portland for their news and read of what Portland is doing for the development of the rest of the country, but they pay their money into the coffers of the merchants of San Francisco. And this trade with the Golden Gate is carried on when the natural advantage lies with the city of the Willamette. Coos Bay does not trade with San Francisco because it prefers to do so, or because it can buy cheaper in its markets. On the contrary, the people of Coos Bay are intensely loyal Oregonians, and they prefer to deal with Portland merchants, whom they say they can buy from at better bargains. Their air is that of an injured child at the seeming neglect it has received all these years from the parental metropolis, and they want Portland to send out ships and conquer them as did the Romans of old, but with the arts of peace. To this end the people of Portland cannot read too often of the great resources of the Coos Bay country, which the Oregonian will lay before them in a series of articles.



VIEW OF COOS BAY FROM MARSHFIELD.

A Glimpse at the Future.
Artemus Ward gave sage advice when he said, "Don't prophesy." And yet in these days of wireless telegraphy is there anything too chimerical to be called visionary? But why need we delve into the future anyway when the present is enough for all but the Coos Bay people, who are large enough to receive serious attention without speculating as to what will be.

Science has eliminated much that once belonged to the realm of prophecy. The Weather Bureau has mapped the currents of the air and can predict a storm with as much accuracy as the ancient foretellers of the Nile. It can forecast the water at a river's source. Cities have their growth, not as a matter of chance, but in pursuance to well-defined laws. Trade, following the lines of least resistance, seeks a common center and builds a city, just as the gathering streams from the mountains fill a depression and form a lake. One can no more say that the Coos Bay is a law of gravity. And it is this scheme in the economy of man that will make a city on the shores of Coos Bay.

But it is not resources alone that make a city, and easy access is only a part. There must be co-operation. The one need of this country is population. Here are a bare 25,000 people scattered through the vastness of Coos County, where there is room and plenty for 2,000,000.

It is population that Oregon seeks. No matter what part of the country she receives it, the increase will be of direct benefit to all. This is the great object of the Lewis and Clark Centennial, to bring people here where they can better their condition and assist in the development of a great state.

Portland Not Jealous of Coos.
Is Portland jealous of Coos Bay? Does the elephant fear the supremacy of the mouse? There are small minds that believe properly of one man is accomplished only to the detriment of another. Portland takes a larger view of life. Portland has its own; its position is impregnable, and its permanency assured. The development of Coos Bay, on the other hand, can only add to Portland's growth. Portland's attitude heretofore toward Coos Bay has not been one of neglect, but that of the busy man who has more business than he can attend to.

Portland better than many others sees the future of Coos Bay. Here is the best harbor between San Francisco Bay and Puget Sound, midway in a coast line of 80 miles. With far less work than has been expended on other harbors it will receive the largest ocean-going vessels. Good harbors are few apart on the Pacific, and the fact of this bay, land-locked, where the shipping of the world can ride in safety, with the rest of the coast, it must make a city of Coos Bay. The resources are coal, timber and agriculture, and a climate that is unsurpassed on the Coast. To facilitate the opening up of these resources there is a proposed continental railroad leading to the bay.

Prospects for a Railroad.
It has been an open secret for years that transcontinental roads have had their eyes on Coos Bay as a possible deep-water terminus on the Pacific Coast. Plans and routes innumerable have been explored, many of which no doubt have been idle. But to argue that no railway will ever build to Coos Bay is to deny the fact that railroads have already been built over greater obstacles and through less fertile and less accessible localities to the Pacific. Capital is not blind. It is not seeking to avoid but to find investment. But the investment must be good, and there is none better than Coos Bay.

The latest of these moves is supposed to be an extension of the Northwestern from Casper, Wyo., to tidewater. Within a month in Boise, Idaho, an effort has been made to get the people to promise a subsidy of \$30,000 in cash and lands for such a line. The proposition comes from the Missouri Trust Company, of St. Louis, through their agent, F. L. Evans, a railroad engineer, and the road is called the Idaho, Wyoming & Pacific. It is proposed as any connection with the Northwestern, but it is only the Northwestern that would have the chief interest in the building of such a line.

The plan as proposed is a magnificent one. It is intended to incorporate for \$70,000,000, and build 1800 miles of track. The main line runs from Casper to Eugene, a distance of 1300 miles, with branches to the Salmon River in Idaho, to Prineville in this state, and to San Francisco. The route through this state is from Vale to Lakeview, as marked on the engineer's maps. The survey passes south of Burns and Malheur Lake, along the west shore of Warner Lake and across the mountains to Lakeview. It keeps on the west side of Goose Lake, down the Pitt River, across the mountains and down the Mad River to Eureka.

present survey. Will a man build a railroad over a mountain when it is possible to go around it? For more than a month the past winter the snow was so deep over the mountains from Lakeview to Plush that the mailcarrier could not get through even on horseback and had to go around by way of Lake Albert. No railroad will ever follow that route across the Rim Rock Mountains when it can avoid all snow by coming across the desert north of Lake Albert, and not lengthen the survey.

But once on the desert of northern Lake County, the natural outlet is to Coos Bay. That practically level country is not to be compared with the tortuous canyon of the Pitt River and the mountains beyond, and moreover, there is a saving in distance of more than 100 miles. It is this saving in distance and grades that counts more than all else in the desire to reach tidewater. Other things are merely a matter of first cost.

Route Through Hills Already Made.
It requires but a glance to see how easily practicable is the route through northern Lake County. Silver Lake stands at a level of 400 feet above the sea, and during times of high water it escapes and is lost in the desert to the east. Here is a channel for a railroad through the hills already made. The route keeps almost due west across Paulina Marsh to the summit of the Cascades. The rise is so gradual that to the naked eye it looks almost level. The difference in altitude between Silver Lake and the pass at Diamond Lake is in fact less than 100 feet. The elevation of the latter is 625 feet. Why, here is the summit of the Cascades to cross with a railroad but a few feet higher than the City of Denver.

Does it stand to reason that a railroad will choose another route in preference to this when it leads to the finest harbor there is on the coast between Seal Rocks and Cape Flattery? It is the harbor after all that must determine the claims of any port that aspires to be a depot for the world's commerce. But what is the Oregon Development League doing? What is the great object for which it was organized? Is not the transportation question today the paramount issue in the development of Oregon? Will the league sit by and see the superior advantages of Coos Bay as fertile as the Nile, drained away to enrich the California seaport? Will it permit this without an effort to make known the superior advantages of Coos Bay to the Northwest? This talk of the Northwest is but

from the Coos Bay point of view. Coos Bay would like just as much to have a railway outlet to the East as others desire to get in here and use her harbor as a terminus. On the map Chicago and Coos Bay appear almost on the same parallel of latitude. Between them lies the broad, great Central Oregon and the Idaho country by the way of Baker City. But whatever is done, Coos Bay will reap the benefit. It is hardly probable that all of these enterprises will be consummated, but out of them one at least should materialize.

Central Oregon is Unknown.
It is Central Oregon that today is the cynosure of all eyes. If Coos Bay is an undiscovered country, far less is known about Central Oregon. And yet at least a dozen railroads are building or have been projected to take the heart of that country. There is a vast empire that some day will make homes for the thousands, and it has been scratched only around the edges. On the map it is prominent as a great vacant space, a land of desert. And yet nearly every foot of that desert can be turned into farms. There is water stored in the lakes of the Cascades to irrigate it all.

In the past two years the Lakeview Land Office alone has contributed \$7000 to the National Irrigation fund, and no state is more entitled to the benefits of that measure than Oregon. And the state is receiving its due share of attention. A large area in Klamath and Northern California is under consideration for reclamation. On the shores of Summer Lake 130,000 acres have been withdrawn pending investigation. The project around Burns has been laid aside for the present for better results at other points. But the co-operation of the farmers and the Government for the reclamation of 200,000 acres on the Lower Malheur seems assured. Engineers, Lewis and party are now investigating the feasibility of storing water in Crescent Lake for the irrigation of the Fort Rock Desert. Here lies the harbor must come in 20 miles to the north or south, but that is a small matter. A railway from the south to connect with the line at Myrtle Point has been surveyed to Roseburg, and gets through the Coast Range at an elevation of 1400 feet. From Roseburg the survey runs straight east on an easy grade up the middle fork of the Umpqua to the summit at Diamond Lake. As before stated, this is a low altitude for a mountain pass that would be open all the year round. This road would cross but a few miles north of Crater Lake, which some day will rival Lake Tahoe as a resort for tourist travel. The idea of the Great Central was to go on east across Southern Oregon to Salt Lake.

The Oregon & Southeastern Railroad runs from Cottage Grove out 25 miles to Willwood. It was designed to tap the Bohemia mining district. The war was informed a few days ago by G. W. Lloyd that it was the intention to extend this road to the west to Coos Bay and on the east to Salt Lake City. Mr. Lloyd was the expert engineer for the Durant vs. the Aspen, in Aspen, Colo., where \$12,000,000 was involved. The road is purchased by the Bohemia mines, and is at present doing expert work for Mr. Dewey

Flour Now Comes From South.
Coos Bay and Central Oregon are the complement of each other. Each is essential to the other. The people of Coos Bay import their flour from California. They should eat their bread from the wheat grown on the vast plains of Central Oregon. Central Oregon needs the textile products of Coos Bay. A start of a woolen mill has been made on the water front here, and the clip from the backs of a thousand bands of sheep in Central Oregon should find its market through the textile products of Coos Bay. The people of Central Oregon will warm themselves in the winter by the fire of Coos Bay coal. They will be a customer for the product of the salmon canneries, and also for the dairies. Coos Bay is celebrated for its dairy products.

Thus any railroad from Coos Bay into Central Oregon would hardly serve that country, and there must be a direct business for the several roads that have been projected. One line should go north and tap the Bend Country, where 150,000 acres of land is being watered for the first time this year. The other should keep south to the Chewaucan and Lakeview.

Coos Bay is the natural outlet for all that territory and the water front to tidewater would be about 250 miles. It is double that mileage either north or south. The haul to Coos Bay would be far less difficult. Those who have studied the country and the lay of the land know that it is an east and west line more than a north and south that is needed to develop Central Oregon. North of Bend for 100 miles there are hills and valleys that makes a railroad impracticable. South of Bend for 100 miles is a level plateau and about all that is needed for a railroad is to lay the tie on the ground. Even farther south, through Paisley and Lakeview, there is but little grading to do.

Local Traffic Easily Developed.
One of the surprises of transcontinental railroads has been the amount of local traffic that has been developed. It is now built to afford a short cut from New York to San Francisco. But its revenues were derived from the miners and stockmen along its route. And so it will be with a transcontinental road into Coos Bay. Central Oregon will furnish the traffic.

Carrying Coals to Newcastle.
Notwithstanding the fact that they do not grow peaches around Coos Bay they claim the Coquille Valley is the orchard and garden spot of Southwestern Oregon. The Coquille, like the Nile, overflows each year, and the land will never wear out. Almost every product of the vegetable kingdom will grow in that soil. The finest kind of watermelons are grown on the Upper Coquille.

And yet as this is being written a steamer from San Francisco is unloading watermelons at the wharf a block away. This is not all. The rest of the cargo is comprised mainly of cauliflower, tomatoes, grapes, muskmelons, sweet potatoes and other fruits and vegetables. Was there ever before such another case of carrying

coals to Newcastle? Would it not be a good idea for Coos County of the fair next year to save samples of these vegetables to show what fine stuff it can import from California?

It would need the art of an orator like Henry Grady to call attention to such anomalies. But it is a fact that the Idaho country by the way of Baker City, a better excuse than did the South for its lack of self-support. There are not people enough here to do all the work that is needed to be done, and after all it may be more convenient to import vegetables than to take the time and trouble to raise them.

These imported vegetables may seem like a small affair. But there are matters of state that deserve more grave consideration. The United States Custom House at San Francisco is finished in Oregon oak from Coos County. It was selected by the authorities from an exhibit including nearly all other woods.

Opportunity for Furniture Factory.
In the next block is a store with furniture for sale made of this same Oregon oak. The trees grow here, but the lumber was sawed and sent to San Francisco. The furniture was made there and shipped back here. What a waste of energy that is. Some day Coos Bay will manufacture its own furniture, and for the rest of the country. A start is being made even now by persons organizing a woodenware factory. It is proposed to manufacture everything in that line that at present is monopolized by Portland.

But a greater waste of transportation is cited than that of Oregon oak to California and back again. A gentleman is here who ran a furniture factory in Chicago. He shipped Oregon pine and California redwood to Chicago and then back again to Oregon as furniture. The seats on which our children learn their lessons at school were made from Oregon and Washington lumber imported by Grand Rapids, Mich. It is now proposed to manufacture school furniture at Coos Bay.

There are matters even of greater moment. The soap in the room where this was penned was manufactured in Connecticut. For the last census year the manufactures of soap and candles in the United States were worth more than \$50,000,000. The chief constituents of soap are carbonate of soda and animal grease.

facture of glass in the 1900 census year amounted to nearly \$60,000,000. Coos Bay with a railroad into Central Oregon should supply the world with glass.

Baking powder may seem like a small item in the economy of the household. But we manufactured in the United States in 1903 more than \$10,000,000 worth of baking powder. The chief constituents of baking powder are tartaric acid, imported mostly from France and worth 30 cents a pound, and bicarbonate of soda, worth 14 cents a pound in New York. Baking powder retails in the stores here at 50 cents a pound. There are no wholesale houses in Coos Bay. The point is that in Coos Bay, Oregon, there is one advantage in bicarbonate of soda enough to supply the United States with baking powder for the next two or three centuries. We should manufacture it here, and export it to Coos Bay. The price could be reduced one-half the present retail rate.

On the bay are 63 gasoline launches. Nearly every farmer keeps a gasoline launch, just as people in California keep a horse and wagon. The inlets running back from the bay are the public roads of Coos County. The cost of running the launch is about 10 cents an hour, and there is one advantage in the horse, no expense when the beast is not at work. The use of gasoline is always dangerous and inconvenient, to say nothing of the expense.

It has been found that a pound of sodium is the primary element in an electric battery has four times the heat energy of a pound of gasoline. It costs in England about 25 cents a pound to produce sodium, and it sells in this country at 50 cents. The principal things to be considered in the manufacture of sodium are the carbonate of soda, lime, charcoal and electric power. There is a large supply of Coos County, as one man expressed it, electric power enough to turn the world. There is the carbonate of soda in Central Oregon, and the lime and charcoal can be easily had. But to do this one must first have cheap carbonate of soda. The United States now uses over 500,000 tons of soda annually, and it costs from \$10 to \$15 per ton to manufacture by the artificial processes. Central Oregon can turn out a far better quality of natural soda at a cost of \$1 a ton.

Opportunity for Shipbuilding.
Coos Bay already has a record of building 500 ships. These were mostly small-traded schooners that ply on the coast trade. But Coos Bay should become a great shipbuilding port. The Central Oregon codar of Coos County is celebrated the world over. There is none other like it in the world. In the ribs of a ship it will last for 100 years. The fir in this county is said to be the toughest wood, and is excellent for the masts of ships.

This county is the home of the myrtle. Myrtle is said to have been used for the finishing of King Solomon's temple, but where it came from no one knows. There are but few places throughout the world where it grows. It is a superb material for the finishing of a ship's cabin. It will hold up under the heaviest of blows that it will make good billiard balls. It is admirably adapted for the manufacture of croquet balls, the consumption of which is very great. It has double the weight of croquet balls of Central Oregon resembles lignum vitae. The myrtle stumps are said to be worth \$55 dollars a ton, and 1000 feet weighs five tons. The other part of the tree is worth \$25 per ton. The bark of the myrtle is used for tanning. A ship finished in this material would be expensive, but elegant.

Iron is Close Enough.
It will be said that Coos Bay has not the iron and steel to build large ocean liners. This is true, and the iron industry on the Pacific Coast has not yet been greatly developed. But southern California, Oregon across the Nevada line is an abundance of iron ore. In one ledge exposed above the ground is 40,000,000 tons of the finest kind of ore, running from 60 to 80 per cent iron, with no phosphorus and no titanic acid. Much of it is the pure oxide of iron. This iron ore will be smelted at San Francisco or could be brought to Coos Bay. But even with the furnaces at San Francisco, with the cost of transporting the coal to the coast, the iron could be laid down here very cheaply or brought up on the water.

Here is the coal to supply the ships to make steam and to load them with a cargo for other ports. The Oregonian has already announced the fact that John D. Spreckels will soon put on a line of steamers to carry coal from Coos Bay to Portland. Beaver Hill coal meets with good demand in San Francisco, and it should displace the Sound coal in Portland. Two hundred and fifty tons of Coos County is underlaid with coal. New mines are being opened up every day and arrangements are being made to exploit the Umpqua coal fields.

This coal is the lignite, as must necessarily be the case from its location. Geology teaches us that the Pacific Coast is a younger formation from that of the Atlantic, probably millions of years. It is age that has made the hard coal of Pennsylvania. But this same lapse of time has also denuded the hills of the Atlantic seaboard of much of their soil. It is the reason for the greater fertility along the Pacific.

However, this is a depression, and the coal supply is only incidental to the building of ships. But the fact that cheap fuel can be had right at their doors will be a great stimulant to the establishment of all kinds of manufacturing industries on Coos Bay.

Climate is Excellent.
The climate will play an important part in the shipbuilding industry. Here men can work outdoors all the year round. Experiments have been made to determine the average temperature. The winters are long and rainy, but they are not uncomfortable, and the rain is a gentle mist. Statistics are not just at hand to show the average temperature, but the fact for the rain there is little difference between winter and summer. People wear the same clothing the year round, and an overcoat is needed as much in June as it is in January. The ground seldom freezes, and water-pipes are not buried but laid on top of the ground. The climate is said to be preferable to that of either San Francisco or Puget Sound. And it is very healthful. But one case of typhoid fever was ever known here, and that was imported. Laborers here can probably provide for their families more cheaply than anywhere else on the coast, and this is an item to be considered.

The harbor is also an important feature of the shipbuilding industry. There is now on the bar at the entrance to Coos Bay 24 feet of water at low tide. It is but 300 feet across the bar, and then the line descends abruptly to great depth in the ocean. The jetty built by the Government on the north side, although but partially completed, has accomplished

what was expected from jetties on both sides. When this improvement is completed as planned, the bar will have 40 feet of water at low tide and the largest sea-going vessels can cross. Coos Bay is unlike all other harbors in that no large rivers empty into it to bring down silt. The Coos River is but a short, clear mountain stream. When the harbor is once dredged it will not fill up again.

Gold Belt of Southern Oregon.
Civilization is co-existent with the mining industry. Civilization began when man left off the use of the stone pestle and mortar and learned to manipulate metals. Nothing else so stimulates a man's activities or excites his cupiditas as the mining industry. We have but to witness the rush to Alaska to believe this. Man had no commerce until he discovered gold and silver. It is the mining of metals that has built great cities. But it is a historical fact that cities seldom rise where the metals are mined. Virginia City, once a flourishing town of 30,000 souls, is now almost a thing of the past. But the millions that came from the Comstock lode have built the palaces of San Francisco. Leadville made Denver great. The wealth of Cripple Creek has made millionaires of humble citizens of Colorado Springs. Men will mine at Thunder Mountain but make their homes in Boise, Idaho.

As a gold-producing state Oregon is not to be classed with Colorado and California. But the gold mining industry in this state is in its infancy. No country ever seemed more promising. There is a gold belt in Southern Oregon running from Bohemia to Gold Beach. It embraces the counties of Lane, Douglas, Jackson, Josephine and Curry. The stories of the finds at Gold Beach rival those of Nome. The discovery of gold here, near Grant's Pass surpasses anything found at Tonopah. The developments at Bohemia warranted the construction of a railroad, and that camp will be a great gold producer.

Coos Bay in the Future.
All this helps Coos Bay. With the building of railroads here must center the traffic with the mining camps. Here will be built the manufacturing to supply the needs of the miners. As time goes on the territory will be opened up and hundreds of properties yet undreamed of will be exploited. Here, on Coos Bay, is a desirable place to live and build homes. Here will rise the city that the miner's wealth makes possible. The villages now scattered over the peninsula will one day be united by the art of man at the end of the ideal Summer home, where the trout sport in the mountain streams and all kinds of berries afford wild in great profusion. This is a beautiful country. Here is the Fletcher Lummis, in his great work, "The Right Hand of the Continent," speaks glowingly all the way through the book of the beauties of Southern California. But at the end he makes the confession that Northern California is more beautiful. 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