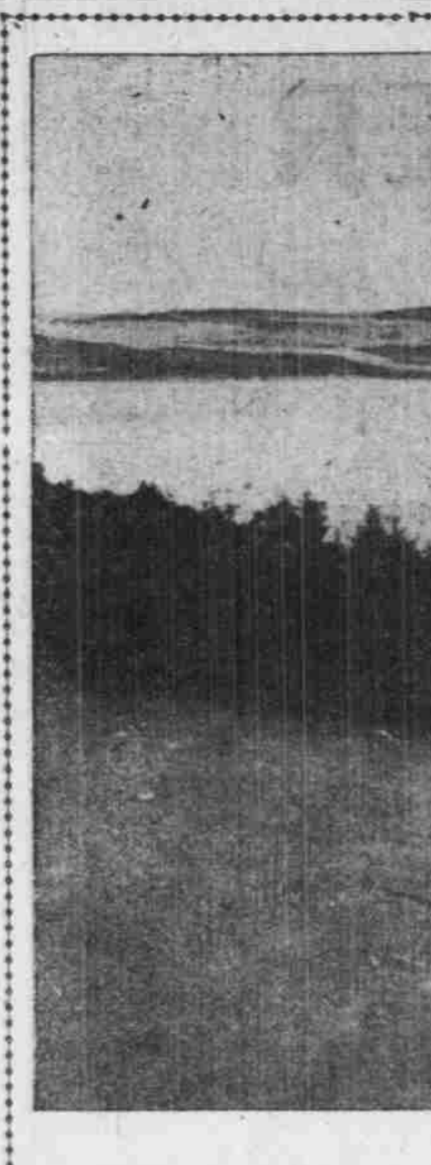


# Uncovered Country Surrounding Coos Bay

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

MAKESHIELD, Or., Sept. 5.—(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, and they say that Portland offers 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.

present survey. Will a man build a railroad over a mountain when it is possible to go around it? For more than a month ago the fact 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 route.

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.

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 mountainous Coos County where there is room and plenty for 2,000,000.

It is population that Oregon seeks. No matter what part of the territory 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 fortunes 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 has a larger view of life. Portland has its own; its position is impregnable, and its permanency assured. The development of Coos Bay does not state can only add to Portland's growth. Portland's attitude heretofore toward Coos Bay has not been one of neglect, but that the busy metropolis has more business than she can attend to.

Portland better than any other 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 resources of the Coos Bay, makes 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 proposed a 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 obstructions and through less fertile 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 tide-water. 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 and Pacific. It is a connection with the Northwesters, 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 Eureka, a distance of 1200 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.

**Subsidy Not a Factor.**

But this proposition need hardly be considered seriously. In the first place, if the Northwestern intends to build to the Coast it would not abandon its purpose for lack of a subsidy, and if it is not ready to extend no subsidy would tempt it. In the second place, no road to Humboldt Bay will ever be built, not to least over the

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 Broadway of the Nation, and it is possible to have an almost straight line of travel. It is said that a direct line from Chicago to Coos Bay would be more than 200 miles shorter than the routes to Puget Sound and several hundred miles shorter than to San Francisco. San Francisco is too far south for the Alaska trade, and Puget Sound is too far north for the trade with Panama and through the canal. Coos Bay is a compromise with both, and it will have the advantage of being reached by the shortest line of railway. Coos Bay should in time distance all its rivals.

**Road Due East Impracticable.**

Every one has read the prospectus of Major Kinney's Great Central Railroad. However far this road may be from building, its feasibility appeals to one at once. It is possible but not practical to build a road due east from Coos Bay. The pass across the Coast Range in that direction is 2800 feet high. The Coos Bay country, like a half-moon, is circled by a range of mountains that to the north and south reach almost to the sea. A railroad to 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, at Aspen, Colo., where \$12,000,000 was involved. This 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 tide-water would be about 120 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 the Coast Pacific 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 ties on the ground. Even farther south, through Paisley and Lakeview, there is but little grading to do.

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**Carrying Coals to Newcastle.**

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coals to Newcastle? Would it not be a good idea for Coos County at 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 anomalous facts. But to do this is 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 Customhouse 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 hauled 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 woodware 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 United States were worth more than \$30,000,000. The chief constituents of soap are carbonate of soda and animal grease.

**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 tap 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 spot to indicate a 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 reclaim it.

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 shore 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 and party are now investigating the feasibility of storing water in Crescent Lake for the irrigation of the Fort Rock Desert. Here lies the water, only awaiting water to blossom as the rose. Why, in the sheltered valleys of Central Oregon they grow apricots and peaches, and this is more than they can do at Coos Bay with all its equable climate.

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**Opportunity for Shipbuilding.**

Coos Bay already has a record of building 100 ships. These were mostly small-trade schooners that ply on the coast trade. But Coos Bay should become a great shipbuilding port. The record 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 country is said to be the toughest knot 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 solid under the heaviest load 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 any other ball of the same size, resembles lignum vitae. The myrtle stumps are said to be worth \$65 dollars a ton, and 1000 feet weighs five tons. The other part of the tree is worth \$25 per ton. The myrtle of this county is the best in the world. It is 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 Oregon has an abundance of iron ore. In one ledge exposed above the ground is 60,000,000 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 furnace at San Francisco, with the ore in the ground, the cost of the iron would be laid down here very cheaply or brought up on the water.

Here is the cost 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 would displace the Sound coal in Portland. The mine at Beaver Hill is owned by Coos County and 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 of much of their soil. This 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. There is 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 figure in 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 jetting on both sides. When this improvement is completed as planned, the bar will have 100 feet of water at low tide and the largest sea-going vessels can cross. Coos Bay is unlike all other harbors in that the 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 the world has seen 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 metal ore 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 a beautiful country. Here is the ideal Summer home, where the trout sport in the mountain streams and all kinds of berries afford wild in great profusion. There is a beautiful country here, 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. Nature in the North has done unaided more than has been accomplished by the art of man in the South. And Southern Oregon is but a part of Northern California. Here the soul of the poet is filled with beauty.

It is only within the past year or two that it was discovered that sodium would greatly facilitate the cyanide process in the saving of gold from its ores. The manufacture of cheap sodium is one of the most exciting problems that any country has to solve. 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.

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Carbonate of soda is also used in the manufacture of glass, and here in the sandstone formation that carries the coals beds of Coos Bay should be found the silica to manufacture glass. The manu-

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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 solid under the heaviest load 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 any other ball of the same size, resembles lignum vitae. The myrtle stumps are said to be worth \$65 dollars a ton, and 1000 feet weighs five tons. The other part of the tree is worth \$25 per ton. The myrtle of this county is the best in the world. It is 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 Oregon has an abundance of iron ore. In one ledge exposed above the ground is 60,000,000 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 furnace at San Francisco, with the ore in the ground, the cost of the iron would be laid down here very cheaply or brought up on the water.

Here is the cost 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 would displace the Sound coal in Portland. The mine at Beaver Hill is owned by Coos County and 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 of much of their soil. This 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. There is 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 figure in 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 jetting on both sides. When this improvement is completed as planned, the bar will have 100 feet of water at low tide and the largest sea-going vessels can cross. Coos Bay is unlike all other harbors in that the 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 the world has seen 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 metal ore 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 a beautiful country. Here is the ideal Summer home, where the trout sport in the mountain streams and all kinds of berries afford wild in great profusion. There is a beautiful country here, 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. Nature in the North has done unaided more than has been accomplished by the art of man in the South. And Southern Oregon is but a part of Northern California. Here the soul of the poet is filled with beauty.

It is only within the past year or two that it was discovered that sodium would greatly facilitate the cyanide process in the saving of gold from its ores. The manufacture of cheap sodium is one of the most exciting problems that any country has to solve. 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.

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**Local Traffic Easily Developed.**

One of the surprises of transcontinental railroads has been the amount of local traffic that will be brought to a point 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 Southwest 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

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