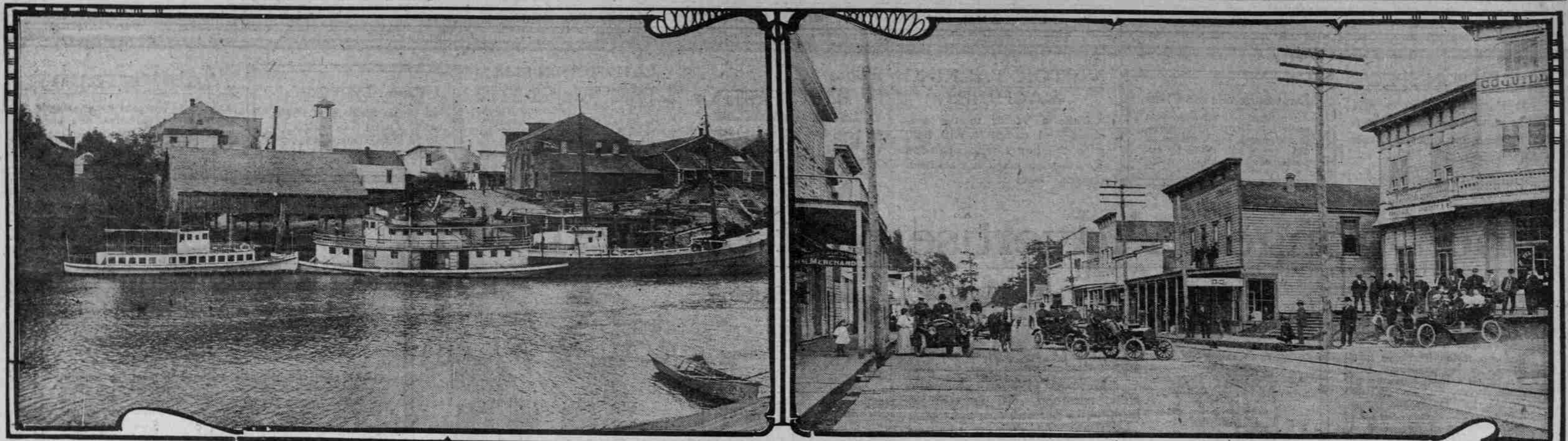


# COQUILLE, COUNTY SEAT OF COOS

Facts Concerning an Active Manufacturing City and Business Center of a Rich Valley.



WATER FRONT ARRIVAL OF PASSENGER TRAIN

COQUILLE, the County Seat of Coos County, was founded by T. B. Willard, in 1872, and is beautifully situated upon the north bank of the Coquille River, overlooking an extensive stretch of very rich, low bottom land which is on the opposite side of the river. The elevation of the land upon which the city is located is such that an excellent view may be had of the valley both up and down the river. The low land on the opposite side of the river is being reclaimed by drainage, and within the next two years this land will be in a state of excellent cultivation and yielding large returns.

For several years after plating the little village of Coquille consisted of but few buildings and was of but little importance. Finally a sawmill and flouring mill were erected and put into operation which gave employment to a number of laborers who, with their families, located in the town and built new homes. This was during the year 1880, and marked the first real progress and development of the community. Five years later the town was incorporated by a special act of the Legislature and known thereafter as the City of Coquille. At that time the inhabitants numbered about 600 sturdy pioneers, each struggling in the wilderness for sustenance.

For a new lease of life, Coquille was made the county seat of Coos County, the seat of government being transferred at that time from Empire City where the earliest settlement in the county had been established during the year 1853.

Coquille is located in about the center of the county, and the transportation facilities for reaching it are ample. It is 25 miles from Bandon, which is at the mouth of the Coquille River, and there are six boats each way daily between Coquille and Bandon. It is 17 miles from Marshfield, and may be reached from that point, also North Bend, and Empire, by train over the Coos Bay, Roseburg & Eastern Railroad, there being two trains each way daily. The railroad people do not work on Sunday. Coquille may be reached from Myrtle Point by the same railroad as well as by boat. There are also wagon roads leading to Coquille from all directions, which makes Coquille a distributing and shipping center for the entire county. To facilitate the increasing shipping industry, a large warehouse has been erected near the waterfront and close to the large and commodious depot so that freight may be safely kept and yet handled with expediency. The city owns and operates a first-class wharf which is situated between the warehouse and the business part of the city, furnishing a wealth of opportunity for shipping for some time to come. It is a thriving little city of 2000 inhabitants, and the number is increasing by immigration coming from all parts of the United States.

Of the more important buildings of the city, the Courthouse is worthy of mention. It was erected in 1888, a modern building of its kind, and was the first building in the city to be finished with lath and plaster. The woodwork is white cedar and myrtle, making a very pretty finish, the myrtle taking on a most beautiful polish, is not excelled in appearance by any wood. This building is equal to any of the Courthouses in the state, outside of the older and larger counties.



TYPES OF RESIDENCES ERRECTED IN 1908.

The public school building, which was erected in 1900, is a credit to any town, although it is too small to meet the requirements of the increasing population. During the school year, which has just closed, the primary department was carried on in a separate building, owing to lack of room. In addition to the public school, there is a business college, which should be mentioned in this connection, as it is doing a most commendable work. At present the class in that institution numbers 25.

The owners of the present First National Bank have the plans and specifications ready for a large new brick building, modern in every particular, and will include three store rooms, besides the banking departments, on the lower floor, with offices above. The Farmers & Merchants Bank has the foundation ready for its new concrete building.

In addition to the above-mentioned buildings, there are a goodly number of modern residences recently built. Those of Judge Harlocker and A. J. Sherwood stand out most conspicuously of any, perhaps, by reason of their location, being situated upon Nob Hill, which is an elevation in the southeasterly part, overlooking the entire city as well as the whole Coquille River valley. Equally beautiful in architecture, design and size are the more modern homes of W. C. Chase, J. M. Nye, John Paulson, Mrs. V. B. Colwell, George Belloni, E. Polson, George Peoples, Dr. James Richmond, J. A. Davanport, R. H. Mast and many others, all good, substantial buildings and adding to the appearance of the city, as well as comfort to those who dwell within.

Coquille has ten general stores, two hardware stores, three millinery stores, two furniture stores, two jewelry stores, two livery and feed stables, three barber shops, three confectioneries, one fraternal class photograph studio, two druggists, two doctors, eight lawyers, machine shop, furniture factory, sawmill, two newspapers, seven churches, with ample hotels, cafes and boardinghouses. The water supply of Coquille is excellent. It is carried to the city from a mountain stream three miles distant, and

its abundance is such that it will supply a city of many times the present population. It has the purity of all mountain streams of Oregon.

Coquille is surrounded by the largest and richest dairy farming district in Coos County. This industry is one of the most resourceful and the most substantial and reliable in Coos County today. It brings thousands of dollars to farmers each year, and the product is rapidly increasing. Then there are the logging and lumbering industries carried on from everywhere of the city, and coal taken from the earth in large quantities within one and one-half miles from the corporate limits, supplying the inhabitants with coal for fuel for \$5 and \$4 per ton, making coal a cheaper fuel than wood in this wooded district.

The hill land about Coquille is excellent for fruit, and with adequate railroad shipping facilities, Coquille and vicinity will place apples upon the market equal to those of the Willamette, Rogue River or Hood River Valleys. The climate is well adapted for small fruits of all kinds, and the strawberries grown here today are equal to the famous Hood River berries, and the price has never yet gone below 10 cents per box.

Vegetables may be planted on the bottom land most any time during the Spring and Summer and a large crop will be the result. Peas, beans and sweet corn, by planting at different times, will furnish succulent food from early Summer until November in the open field. Such are some of the conditions of Coquille today. She wants more people more industries, more money to enlarge and develop the dairy, fruit, mining, lumbering, logging and other industries.

### Bought Witness, Is Charge.

VANCOUVER, B. C., June 26.—(Special.)—George W. Paton, proprietor of the Terminus Hotel, in this city, was arrested yesterday on a charge of tampering with the prosecution's chief witness, who failed to appear in court when Paton was summoned on a charge of allowing gambling.

### COURTESY IS PASSING

FRENCH POLITENESS GIVING WAY TO RUDENESS.

Postal Strike Has Shown Gains Power of Firmness in Crisis, and Change Is Noted.

PARIS, June 26.—(Special.)—There is little doubt that the result of the recent postal strike has been exactly the reverse of what the government of France intended. It should be the strike was a failure. A number of officials have been punished. But preparations are being made to give French officials the right to combine. This right may be disguised under high-sounding titles, such as "the statute of functionalaries"; it is, nevertheless, a sort of Magna Charta for French government servants, and, however it be presented, the government servants themselves undoubtedly look upon it as their reward for having disorganized the inner life of the country.

The latter-day Parisian is fast losing the quality of politeness for which Parisians have until now been so justly renowned. Nowadays, rudeness and violence are the best methods of obtaining satisfaction in Paris. It is a lesson which people of all classes are having forced upon them. The postal officials showed their weakness and their strength, and the new statute is the result of their violent action, which in the broadest sense was an act of supreme rudeness to the public. While they protested politely no notice was taken of their claims, just or otherwise. Now that, figuratively speaking, they have banged the desk with their fists, they are getting satisfaction.

A delicious story bearing on this method is going the rounds. There was some mistake about seats at a Paris theatre. The manager had paid for them and could not get them used up all courteous arguments and lost his temper.

"If you don't give me satisfaction at once," he said, "I will box your ears."

"Why on earth did you not say so at once?" was the answer. "I am always ready to do anything I can when I am asked for it politely."

The angry man got his seats.

### TACOMA GAS PLANT SOLD

Syndicate Organized in Chicago Takes Over Property.

Frederick V. Holman, legal representative of Bylesby & Co., engineers of Chicago, has received advice from that firm to the effect that the negotiations for the plant of the Tacoma Gas Light Company were concluded on Friday, June 25, and the syndicate organized by Bylesby & Co. has purchased the stock and property of the Tacoma concern. Ample funds are now assured for the extension of the gas-plant in all parts of the city. The present plant serves only certain districts. Messrs. Bylesby & Co. are among the best-known gas engineers in the country and control plants in several of the large cities.

## Do We "Know What We've Got Here?"

Ex-Governor Geer Goes Into Justifiable Superlatives Over Certain Uncommercial Charms of Portland.

BY T. T. GEER.

ONE of the commonest remarks made by visitors to the Rose Festival, doubts familiar to every Portlander, was "you people don't know what you've got here." Expressions of surprise and admiration were heard on every hand and our guests were filled with wonder that such a country is not more densely populated.

The declaration that we Oregonians fail to appreciate our advantages is so frequently made by people passing through Portland and the Willamette Valley that it is calculated to set one thinking. Come to consider the matter, it is doubtful a fact that no other city in the United States can boast of these three natural resources—all Portland's—a deep water harbor, a surrounding country of surpassing fertility and a scenic beauty, far and near, unequalled elsewhere in America, or abroad, even when considered disconnected from the other two. This combination is Portland's own, and the fact is the first subject of comment on the part of all its visitors.

But people who live on the fat of the land soon cease to appreciate their favored situation and accept their good fortune as a matter of course. The pig drinks its swill and relishes it with a grunt, but never deigns to look up to discover who its provider is, unless the supply is cut short. Then comes the squeal.

The fact that the annual death rate in Portland is smaller by far than any other city in the United States is not one of chance. There's a reason. Immediately back of the city stands a majestic mountain from which the breezes pass as they sweep across-country to the Cascades and are met by the health-giving ozone that originates in the forests of Douglas fir, which adorn the region where Hood, Jefferson, Adams and Rainier are the snow-capped witnesses to the commercial and industrial transformation which is taking place in this remarkable country. The atmosphere in Portland is at all times as pure as it is in the "Cascades" frozen gorges" and is constantly renewed, if leaving were necessary, by the breezes which sweep up the Columbia from off the great Pacific. To this is added the Bull Run water, which is carried to our very doors but a few hours after its divorce from the snows and glaciers of Mount Hood, and no undesirable element is left. It is not singular that the death rate is remarkably low in Portland—the surprise is that anybody should ever die here save through the natural ravages of old age.

And did you ever especially admire our City Park with the reflection that no other city in the world can boast one as beautiful? All the money in Christendom, if applied to the entanglement

could not reproduce that mountain, not to speak of its wealth of trees, many of them hundreds of years old, intermingled with the great variety of shrubs to be found only on the west-slope of the Cascade Mountains and in its beautiful adjacent valleys. And when it is remembered that from many of its best viewpoints may be seen several miles of the Columbia river and its tributary, the Willamette, overlooking the distance by five of the noblest snow-capped peaks in the world, the matchless picture may be realized and appreciated. No other city has one like it and it is one of those intrinsic assets which money cannot reproduce or successfully imitate. This is one of earth's most entrancing beauty spots and is within the reach of the poorest of our people by the investment of 30 minutes of leg service—a delightful system of transportation entirely independent of the Harriman system and whose schedule is wholly free from the arbitrary exactions of soulless corporations. And then there are the trolley lines.

The historic spot from whose summit Moses viewed the landscape o'er was inausurably tame when compared with the magnificent picture which lavish Nature presents to the beholder who seats himself—and herself—on the grassy slopes of Inspiration Point and drinks in, metaphorically speaking, the matchless results of the maker's masterpiece in combination of sky, earth, mountains, rivers, forests, vegetation, clouds, valleys, prairies and coloring—in background, perspective and composite blending of its varying details.

And this wonderful panorama is but one of a thousand to be enjoyed from many of Portland's native trees, the reach of all our people at any time, it is a privilege which not even a millionaire of New York, Chicago, New Orleans, St. Louis or any other city in the world may enjoy—unless he pays us a visit and partakes of Nature's partiality to the Rose City.

Do we appreciate it all? There is no certainty that we do. In fact, there is daily evidence that we "don't know what we've got here."

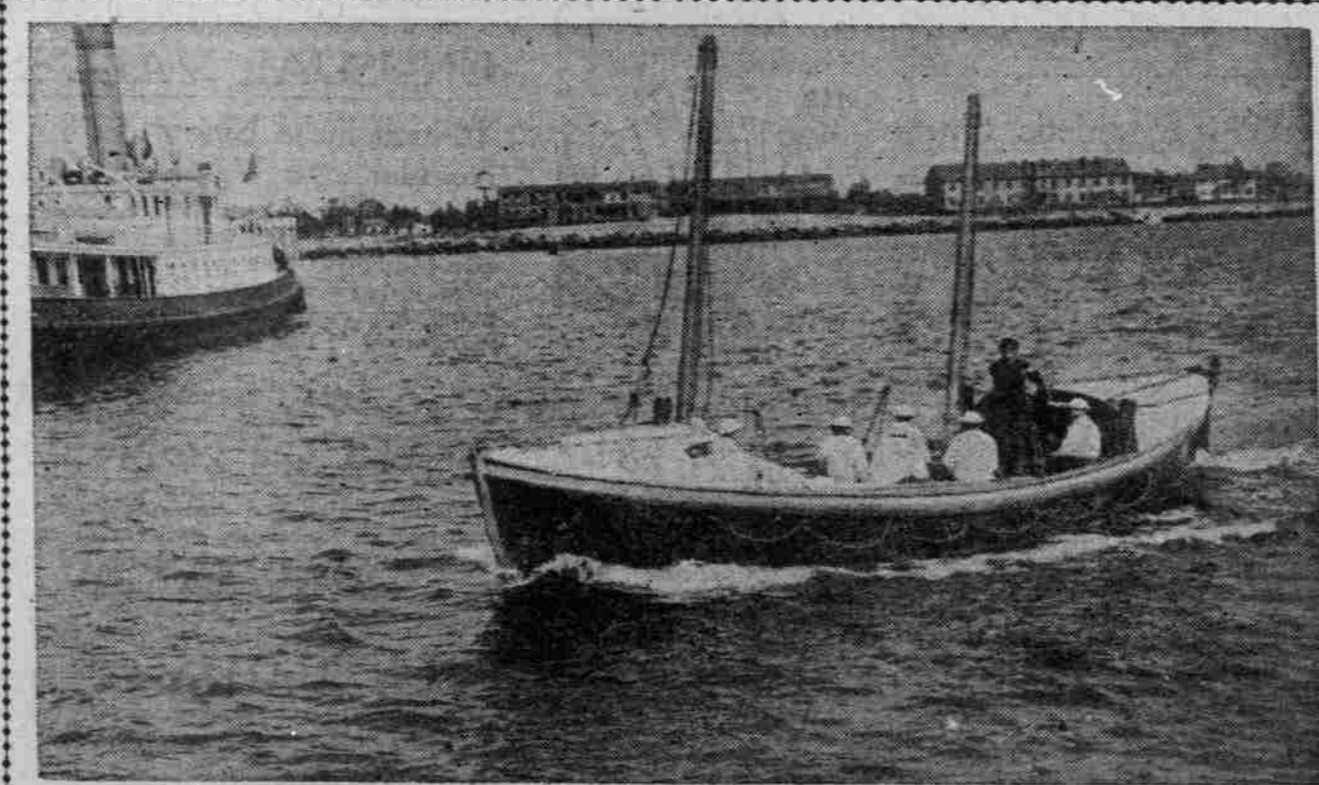
One of the distinguishing characteristics of Portland, not often commented upon, but which lends a distinctive charm to its appearance, is the custom of transplanting in its lawns in all parts of the city, Oregon's native trees, shrubs and flowers, of which the state can boast of a greater variety than may be found in any of its sister commonwealths. Indeed, many of them have not been transplanted, having been spared from the primeval forest was forced to an unconditional surrender upon the advent of the white invaders. In many of the magnificent lawns in the region of Everett and Hoyt streets may be seen splendid clumps of hazel grown to the height of 20 feet, while an unpretentious but beautiful alder in

defies the symmetrical in nature by its irregular methods of growth, but whose leaves in October engage in a worthy effort to compensate for its distorted appearance by displaying a wealth of beautiful colors, rivaled only by those of the rainbow. In all parts of the city may also be seen the mountain lilac, Cascade fern, the native columbine, the wild honeysuckle, white and red fir, with their drooping limbs sweeping the ground, while several hemes have rare hedges composed exclusively of the Oregon grape, the state shrub and flower, than which no plant boasts a prettier leaf or more attractively finished foliage. Even the native camas, the vegetable manna upon which the aborigines largely subsisted, is remembered by the loyal old-time Portlander, whose commendable fidelity to Oregon's superior array of flowering plants and shrubs is to be applauded, and its blooms of blue here and there serve to give an attractive phase to the varying landscape.

Mountain and coast rhododendrons are given a prominent place in many of our best lawns, and in company with the

larkspur and the plebeian "flag" that supplied ready-made whistles during our schooldays, which were chiefly useful in laying the foundation for trouble with the teacher, contest for first place with the interloping Madame Caroline Testout and the arrogant pretensions of the Richardson, whose first name is William Allen.

Indeed, this is the one country which is so profusely supplied by nature with a wealth of flowers, shrubs, trees and plants that importations are resorted to only as a means of presenting a variety and not with the expectation of adding to the beauty of the picture which can be created and sustained only in this wonderful land of sunshine and showers. The California poppy transplanted to this marvelous climate at once takes on such an astounding degree of added development that the visiting native son of the Golden State invariably inquires its name. The fragrance of the carnation as it develops in "the Oregon Country" rivals the fabled spices of Araby, while a ride along a country road in the



SANDY HOOK LIFE-SAVING STATION NOW HAS SIX-CYLINDER GASOLINE ENGINE LIFEBOAT.

NEW YORK, June 26.—(Special.)—The first six-cylinder gasoline engine lifeboat on the Atlantic Coast has been delivered by the builders, The Holmes Motor Company, of West Mystic, Conn., to the Sandy Hook Life Saving Station. The design and specifications for this boat were prepared by Senior Captain C. H. McEllan, R. C. S., retired, superintendent of construction of lifeboats and life-saving apparatus and is the culmination of years of experimenting and careful research along the lines of life-saving boats. The new craft is the most up-to-date life-saving boat in the world. It is called the "Storm King." Its dimensions are 26 feet over all by 8 feet 7 1/2 inches beam. The planking is of mahogany, being of the double diagonal type with canvas between. The total thickness of the planking is 4 inches and over 100 separate planks are required for the two skins. The deck is of mahogany, also all the other exposed parts of the boat. Below deck are located 14 copper air tanks in seven distinct water-tight compartments with 12 additional tanks above deck. The boat is remarkable and self-righting. In a test at the yard of the builders, the boat righted and baled free of all water within 20 seconds and the engine was running with the boat in operation inside of three minutes. She has a 1500-pound bronze keel to make her quick at self-righting. All the metal work is of bronze.

### LABOR EXCHANGE SUCCESS

Statistics of German Scheme Shows Much Good Already Done.

BERLIN, June 25.—(Special.)—Striking evidence of the effectiveness of labor exchange in coping with unemployment is supplied by statistics just published, indicating the work accomplished in Germany by the institutions which Mr. Winston Churchill proposes to establish in England.

On January 1, 1908, there were 239 public labor exchanges in Germany, of which 248 were in Prussia, 25 in Bavaria, 10 in Saxony, 15 in Wurttemberg, 17 in Baden, 19 in Hesse and 16 in Alsace-Lorraine. In the statistical year 1907-8 work was found for no less than 928,866 persons. Of these 61,743 were placed in jobs connected with agricultural pursuits. Men to the number of 97,411 were put to work and 265,505 women.

The great Central Exchange, in Berlin, secured employment for over 100,000 people. The exchanges at Munich and Stuttgart placed between 80,000 and 90,000, and Dresden and Dusseldorf between 40,000 and 50,000. The statistics given are compiled by the "National Union of German Labor Exchanges."

See Tull & Gibbs' pre-Inventory sale announcement on Page 11, Section 1.