

COOS BAY IS ONE OF THE WORLD'S GREATEST HARBORS

J. H. Diers of North Bend, chairman of the committee, appointed sometime ago to organize a port of Coos Bay, has written the following article setting forth the value and possibilities of the harbor of Coos Bay:

A study of the great seaports of the world shows that Coos Bay has a magnificent natural harbor, fashioned by nature as perfectly as if by a great engineering genius for a special purpose. That it has no great river flowing into it and filling it up with silt and sand.

That its vast deposits of coal will always be a paramount factor in getting manufacturing industries located on her shores.

That it is the only fuel harbor south of Puget Sound, and nearest to the Pacific entrance to the Panama canal.

That every railroad, locomotive and ocean steamer that goes out of Portland, Eureka, San Francisco, San Pedro and San Diego must pay for hauling coal to those harbors which will always make it cheaper to ship Oriental freight through Coos Bay than any other harbor on the Pacific coast south of Puget Sound.

That today it is one of the principal seaports of the world and for proof of this statement I will now give a list of the depth of channels to the world's leading harbors.

The depth are at mean-high water, United States.

I have taken only the harbors with more than 20 feet:

Harbor	Depth (Feet)
Bangor, Maine	32
Boston, Mass.	38
Charleston, S. C.	25
New York	40
Galveston, Tex.	28
New Haven	23
Newport, R. I.	23
Philadelphia, Pa.	28
Portland, Maine	39
Providence, R. I.	29
San Diego, Cal.	27
Savannah	24
Wilmington	22
Seattle	58
Tacoma	58
San Pedro	30
Baltimore	31
Bath, Maine	30
Columbia river bar	31
Mobile	25
New Orleans	26
Pensacola	32
Tampa, Fla.	30
Portland, Ore.	28
Port Royal	25
Sabine Pass, Texas	26
San Francisco	41
Washington, D. C.	22
Eureka, Cal.	32
Grays Harbor	32
Norfolk	30
Skagway, Alaska	40
Juneau, Alaska	40
Coos Bay	29
Total, 34.	

A total of 34 leading harbors of the United States of which 15 harbor channels have a less depth than that of Coos Bay.

Following are the foreign countries leading harbors giving the depth of entrance to them. The figures given are at mean high water:

Harbor	Depth (Feet)
Aberdeen, Scotland	24
Amsterdam, Holland	30
Belfast, Ireland	25
Bilboa, Spain	23
Brindisi, Italy	26
Calcutta, India	27
Christiana, Norway	28
Constanza, Roumania	28
Corinth, Greece	26
Dieppe, France	28
Dundee, Scotland	31
Fluene, Hungary	28
Halifax, Nova Scotia	24
Hull, England	28
Leith, Scotland	25
Lubeck, Germany	22
Montevideo, Uruguay	30
Newcastle, Australia	26
Odessa, Russia	30
Palermo, Italy	28
Port Natal, S. Africa	26
Portsmouth, England	30
Roetock, Germany	27
St. Johns, N. B.	20
Lovona, Italy	26
Stockholm, Sweden	30
Sulina, Roumania	24
Tampico, Mexico	27
Valparaiso, Chile	28
Yokohama, Japan	30
Alexandria, Egypt	30
Barcelona, Spain	24
Bergen, Norway	27
Bezerta, Tunis	30
Buenos Ayres, Argentine	24
Cette, France	23
Civita, Italy	28
Copenhagen, Denmark	26
Danzig, Germany	22
Dublin, Ireland	31
Dunkirk, France	29

Glasgow, Scotland	30
Havre, France	30
Leghorn, Italy	26
Libau, Russia	22
Malaga, Spain	30
Montreal, Canada	28
Tyne, England	30
Ostend, Belgium	31
Port Lyttelton, N. Z.	26
Port Said, Africa	30
Riga, Russia	22
Rotterdam, Holland	27
St. Petersburg, Russia	20
Shanghai, China	24
Sunderland, England	26
Vera Cruz, Mexico	31
Havana, Cuba	35
Kobe, Japan	45
Melbourne, Australia	38
Vancouver, B. C.	30
Hongkong, China	55
Quebec	35
Calao, Peru	40

In a total of 64 leading foreign harbors there are 41 harbors with their channel depths less than that of Coos Bay.

The total harbors, both of the Oriental states and foreign countries as here given, is 98 out of which 56 harbor entrances have a less depth than that of Coos Bay.

Leaving only 42 harbors with more depth of water than Coos Bay, which makes it one of the leading harbors of the world.

Out of the 34 leading harbors of the United States 19 each with a city of 50,000 to over 3,000,000 inhabitants, are on the Atlantic coast.

The export trade and population of foreign countries adjacent to these Atlantic harbors are: Population, 387,000,000; export trade, \$4,175,000,000; now if we turn to the Pacific coast states we find only eight harbors each with a city of from 5,000 to 400,000 inhabitants, which Coos Bay is centrally located and is rated third on the coast as to harbor facilities.

Between the eight ports will be divided the expanding commerce of the western side of the continent. The wealth which drains from the Rocky mountains toward the Pacific coast must seek their outlets to the Orient with its following countries, population and export trade which countries are adjacent to these eight ports: East India, Australia, China, Japan, Russia, Asia, Philippines and other Oriental countries; population 978,650,000; export trade, \$1,917,000,000. So here, we have adjacent to these eight Pacific coast ports a population of nearly a billion people while adjacent to the twenty Atlantic coast ports only a little less than one-third, while the export trade from the Oriental countries which come within the sphere of these eight Pacific ports amounts to nearly two billion dollars and that from the European countries for the twenty Atlantic coast ports is only double.

In building commerce on the Atlantic coast it is necessary for this country to compete with like products. But the conditions on the Pacific coast are altogether different. There, the millions in the Orient are more than ready to exchange their products for wheat, lumber and manufactured articles that the west has to offer.

And, with the completion of the Panama canal, we will be able to reach the European countries with our wheat and lumber and the distance will not be farther than to the Orient.

With these facts before us there can be but one conclusion formed and that is, each of these eight seaports—and that is all there ever will be on the Pacific coast—will in less than twenty years grow to from 100,000 to 1,000,000 people, and Coos Bay will not be the smallest on the list as she has the tributary country with its vast and varied resources. The territory which, by all the laws of distance and grades, belongs to Coos Bay in area is greater than the combined area of four states on the Atlantic coast.

This territory tributary to Coos Bay has over 150 billion feet of merchantable timber or 10 per cent of the standing timber of the United States, or 30 per cent of the timber on the Pacific coast and over 50 per cent of the timber of Oregon. It has more acreage of coal land than all the coal acreage on the Pacific coast from Puget Sound to Mexico.

If all the water powers available within this territory were utilized they would turn every wheel west of the Rockies.

If the timber were to be cut at the rate of two billion feet a year—which would be half of the now annual cut of the state of Oregon and Washington or one twentieth of that

of the United States—it would take seventy-five years to exhaust these forests.

If the coal was to be mined at the rate of five million tons a year—which is more than all the coal mined every year now west of the Rocky Mountains—it would take two hundred years to work out the Coos Bay mines.

If we take the waste wood from the saw mills and logged off lands and convert it into turpentine, tar and charcoal and mix six hundred pounds of this charcoal with a ton of Coos Bay coal and using the tar as a binder and cement this into briquettes, we have a fuel that is equal to the famous Pokahontas coal, the standard fuel for the United States navy.

These briquettes can be made for less than \$4 per ton and Pokahontas coal on the Pacific coast sells at \$16 per ton.

For every 1,000 feet of lumber cut, there is one cord of waste wood and each cord produces 800 pounds of charcoal. The Coos Bay country has over a hundred million cords of this waste wood. Thus eventually Coos Bay will become the fuel supply for the American navy in the Pacific waters.

In this territory for the year 1907, the manufactured products were valued at \$6,000,000. Live stock, 9,000,000. Farm products, 7,000,000. Orchard products, 700,000. Improved acreage of farms, 900,000. Number of farms, 12,000. Value of farms, 35,000,000. Government land open to settlement, 5,250,000 acres; gold mines in operation, quartz and placers, 42; gold produced, \$1,200,000.

And yet few people of Coos Bay realize their vast resources, and the strategic value of their position; and many have no conception of it yet. The Coos Bay country was long known for its virgin forests, vast coal fields, precious metals, fertile soils, splendid summers and mild winters, but its commercial possibilities are as yet not understood.

But now the awakening has begun. Every railway system of importance that is heading for the Pacific has marked Coos Bay on its map as a point to be reckoned with, as one of the future principal doorways between the developed east and the riches of the Orient.

The far reaching events which are stirring Oriental countries have turned the eyes of the world in that direction, and commerce is flooding through the gates of the Pacific coast.

First it was the Mediterranean, then the Atlantic, but with the completion of the Panama canal it will be the Pacific.

The three Pacific states with their seaports—which must serve as the western base of the Panama canal—produce more than one-half of all the wheat, more than three-fourths of all the salmon, and more than one-fourth of all the gold of the United States, which represents a trade in round figures of over \$200,000,000 a year. A very large part of those products are ship cargoes. In addition to this, these states serve as a clearance house for the district of Alaska with a trade worth \$50,000,000 a year. Add to this the trade of the Orient, worth many millions more and one can readily understand what the future has in store for the eight Pacific coast seaports, and Coos Bay in particular.

The values that we can figure up on the vast resources which are tributary to Coos Bay, which can be run far into the hundreds of million dollars, are not in those resources but in the Coos Bay harbor, therefore Coos Bay is first as rich in its harbor as any other harbor on the Pacific, the Atlantic or the world.

OREGON NEWS BRIEFS.

The Eugene public schools open September 21.

A new hotel containing 40 rooms, has been built and opened at Oregon City.

A sawmill of the Astoria Lumber Company, valued at \$25,000, was burned.

The Lane County Veterans' Association will meet in Eugene September 23, 24 and 25.

The Wheeler county grand jury has spread fear among the cattle rustlers by returning several indictments.

The meeting of Governor Chamberlain and Governor Mead of Washington and representatives of the fish and law departments of both states at Portland was devoid of results as to a settlement as the course to be followed in Oregon exercising jurisdiction on the Washington side of the Columbia. The Washington officials will begin suit in the federal courts to prevent Oregon from enforcing the recent fish laws on the north side of the river.

MANY SETTLE ON LAND GRANT

Twenty-five Establish Homes On Southern Pacific Holdings In Lane.

EUGENE, Ore., Sept. 17.—A party of twenty-five persons have recently made actual settlement on as many different pieces of railroad land in the vicinity of Panther, Lane county. Wm. G. Martin, who represents this club of settlers and who has just returned from San Francisco, where he presented their applications to the officers of the land department of the company, says that these settlements have been made in anticipation of a favorable outcome of the great suit of the government vs. the Southern Pacific Company for the possession of over two million acres of valuable lands.

In the event that the suit is won by the government, each settler will have possession of 160 acres for \$2.50 per acre, as provided under the original act of congress in making the land grant to the railroad company.

It is understood that all persons who actually settle on these lands and make improvements on 160 acres will be fully protected in case the government wins the suit, and will be allowed to remain according to the original provisions made in the act of congress which granted the railroad land to be sold to settlers at \$2.50 an acre 30 years ago.

These conditions are not generally known, it seems, the public having become confused last year when there was considerable correspondence reviewed between Senator Mondell and Attorney-General Bonaparte. Mondell's idea at the time was to protect persons from being victimized by professional locators. At that time the attorney-general gave his views on the question. This was to the effect that actual settlers locating upon 160-acre tracts would be allowed to remain.

The suit against the railroad will probably be in the courts three or four years pending a final decision by the supreme court of the United States. If a person takes up the land and makes his home and improvements he takes the chance of

NOTICE TO CONTRACTORS.

Notice is hereby given that the undersigned will receive on or before September 29th, 1908, at 7:30 o'clock P. M., separate bids for the installation of the heating plant and plumbing of the new school building at Bandon, Oregon, according to plans and specifications, on file in my office. Each bid must be accompanied by a certified check, or good security, for 5 per cent of the amount of the bid. The right to reject any or all bids is reserved by the board.

By order of the board of directors of School District No. 54 Coos County Oregon.

JAMES W. MAST, Clerk.

COOS BAY, ROSEBURG & EASTERN RAILROAD & NAVIGATION COMPANY.

TIME TABLE NO. 3.

In effect July 20, 1908.—Daily except Sunday.

Direction	No. 3 P. M.	No. 1 A. M.
South—		
Marshfield	Lv. 2.00	Lv. 8.00
*Southport	2.25	8.18
*Summit	10.20	5.25
*Junction	2.45	8.30
Beaver Hill
Coquille	3.10	8.45
*Johnsons	3.20	8.50
*Schroeders	3.27	8.55
*Norway	3.35	9.05
Myrtle Point	Ar. 3.45	Ar. 9.15
North—	No. 2 A. M.	No. 4 P. M.
Marshfield	Ar. 10.45	Ar. 6.00
*Southport	10.30	5.40
*Summit	10.20	5.25
*Junction	10.15	5.15
Beaver Hill
Coquille	10.00	5.00
*Johnsons	9.50	4.30
*Schroeders	9.45	4.20
*Norway	9.40	4.10
Myrtle Point	Lv. 9.30	Lv. 4.00

*Flag station; stop on signal only.

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the government losing the suit. Thousands of offers have already been made the railroad company, but in only a few instances have the persons been actual settlers. All told there are only 50 actual settlers who have taken up quarters on this great amount of land. Twenty of these are in Columbia county and about eight of them are in Lane county. The others are scattered through the country in which the land is located.

Settlement Necessary. Quite a number of suits have been filed in the federal court against the

railroad company by persons who have become actual settlers. Under the conditions as they now exist no suits are necessary and in the event that the government wins out the settlers will come into possession of the tracts upon which they have located.

Those persons who have already located have built houses and barns and even should the government eventually lose the suit they will have had the use of the land all these years. One man in Columbia county has five acres in potatoes this year.

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Saw Mill Proposition

MILL—2-Story 32x48, with addition for planer 24x56, and ENGINE ROOM 20x40, filing room 10x12, 3 tramways and slab conveyor 120 feet long, 35 barrels, water tank and 20-ft. tower.

MACHINERY—Atlas engine, 12x18, boiler 48x16, steam pump 125 ft. hose, Maine saws 2-50 in, 32 ft. carriage with 3 head blocks, log haul cant gear, 4 saw edger, 2 saw trimmer, cut off saw, 2 wheel trucks and 2-4 wheel trucks.

PLANER—6x24 S4S, 30 in, blowers, swing cut off saw, emory knife grinder and grind stone.

FARM—195 acres with 5000 ft. stumpage left and 1,000,000 ft. piling, 35 acres under cultivation, house 16x30, 2-story and addition 16x28, 5 rooms first floor, 4 rooms second floor.

BARN—50x50 stalls, 6 head of horses, 10 cows and large storage rooms for hay and grain. Wood shed 16x24, chicken house. Extra houses for mill hands etc.

COOK HOUSE 24x32m. 2-story with sleeping rooms for the employes. 5 rooms on second floor, Michigan range cooking utensils and dishes.

- I, 16x36—one story D, 2 rooms
- I, 14x16—one story D, 1 room
- I, 16x26—one story D, 3 rooms
- I, 16x36—one story D, 3 rooms
- I, 16x24—one story D, 2 rooms

Large dam in Elk creek not yet completed. Dam in Bidwell creek 60 ft. long 10 ft. high; also 2-floor dams in Bidwell Creek.

BLACKSMITH SHOP—14x16, with forge, anvil, bench, vice, die press, pipe vice, stock and dies, pipe cutter, 4 augurs brace and two sets of bits, 8 crosscut saws, 8 axes, 2 cant hooks, 8 peaves, 5 shovels, 2 picks, 2 mattocks, 3 sledges, 4 wedges, 2 large and 1 smalljack, 1 automatic jack.

Donkey engine, Ledgerwood 9x10, with 7-8 in, main cable 3,200 ft. 1/2 in back haul, line, 150 ft. 5-8 in yarding line, 2-20 ft. chokers, 4 return blocks and one Tomy moon But chain, 1 lead block.

TWO HORSES—1 set heavy and 1 set light harness, 1 heavy wagon, 1 harrow, 1 plow.

STUMPAGE 500,000 ft. not paid, 75 cents per m. 400,000 ft. \$400 paid and if more than this amount of stumpage, balance at 1.00D, per M, 1,000,000 stumpage \$700 paid, balance when logged at 75 cents per M.

TOTAL STUMPAGE—4,900,000 ft.

LUMBER ON YARD—1,000,000 ft.

LOGS—50,000 ft cut piled and on the creek banks.

For further information call on or write

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