

FULL REPORT BY HOLABIRD

(Continued from page 1.)

Hudson or the Columbia.

It is from 600' to 1000' in width, with steep, sloping mountains, densely covered with forest growth, flanking it on either side.

There are but three small towns between Drain and Coos Bay: Elkton, Scottsburg and Gardiner, the latter a saw mill town of considerable promise. The only industries are a salmon cannery near Gardiner and a saw mill and butter factory at Gardiner.

The little farms along the river and its tributaries from Scottsburg west are devoted to dairying, the mode of delivery to the factory being the motor launch, it being a unique fact that there are no county roads nor trails along the Umpqua west of Scottsburg, all the traffic being by water. The saw logs tributary to the Umpqua will probably always find their way to the mills by floating them down the river, as they are today.

There is no coastal plain of alluvial land, and but little marsh land, between the mouth of the Umpqua and Coos Bay. The land to the ancient ocean beach is mountainous, rugged and covered with timber. Between the ancient beach line and the present beach is a great deposit of sand, varying from one-quarter to two miles, perhaps, in width. This strip of sand (the result of sand stone erosion) is thickly strewn with logs and forest debris, the work of ages. Along the north shore of Coos Bay the sand becomes drifting dunes, making slow, but sure, headway into the forests that line a navigable inlet called "North Slough." This sand will become more or less troublesome in railway maintenance along the most desirable route, the one I am advised is approved of by Wm. Hood, Chief Engineer.

But to return to traffic possibilities: Many millions of feet of logs, standing in the twenty miles of forest between the Umpqua and Coos Bay, must find their way to the mill by rail—there is no other way. I have attached several maps of Coos Bay region to this report that you may better comprehend my description. You will observe the many inlets and streams that break the continuity of the east and south shore lines of Coos Bay. These inlets and streams are all navigable for light draft vessels and by the use of motor boats have brought the agriculturist as well as the log driver into close communication with the merchants and mills of Marshfield and North Bend.

It is a very interesting illustration of the development of gasoline motor boats to note that over two hundred are in daily use on Coos Bay and its tributaries. The fruit, milk and other farm products are moved quickly and economically to the factory, and roads are not used at all save between the points along the west shore of Coos Bay.

Coos Bay is navigable nearly twenty miles from Marshfield. The land along the streams and on the slopes of the mountains is very fertile, producing superior grasses and deciduous fruits; apples, plums, cherries, pears, berries of all kinds, as well as vegetables of all the hardy varieties in abundance and of superior quality. Apples rank with the best I have ever seen in Oregon. The production at present is not large, except potatoes, of which the production is greater than the local consumption, and of milk, which is condensed as well as made into butter.

Seemingly a major portion of the level valley land is already under cultivation, not, however, of a high order. The production can easily be doubled in dairy products on the now existing farms, while evidences exist to show that the farming area can be multiplied many times should the denuded forest lands be redeemed and planted to grass and orchards, which is practical. Hay and grain is not grown to any extent. Alfalfa hay from California is brought in by vessel, and found to be a profitable feature in dairying, owing to an unusually mild climate condition. Cattle graze all winter—no snow and but little frost occurring.

Cranberries are grown in limited quantities of fine quality. I visited some of the cranberry marshes and was surprised at the yield and quality. It costs about \$500 per acre to bring a cranberry marsh from a state of nature into bearing (which

begins the third year from planting) but the net returns are said to be about \$500 per acre after bearing begins. The great cost, apparently of bringing the berry into bearing deters the average farmer and it has not yet been brought to the attention of more wealthy people, capable of seeing and doing things, to any great degree.

Lumber, or timber and its products, is the chief item of interest to a common carrier, like a railroad. Of standing timber in Coos county, tributary to Coos Bay, I must take the estimates given me (with many allowances). The mill men, the Chamber of Commerce, and the bankers state that the merchantable timber tributary to Coos Bay consists of fir, spruce, hemlock, white and red cedar, and that the white cedar is of superior quality and found nowhere else, the total estimate being sixty billion feet.

My knowledge of forests, physically speaking, leads me to the conclusion that to allow for over-estimates, loss by fires and timber that can never be gotten out, fifteen billion feet will be a fairer estimate of merchantable standing timber.

The cedar is almost as unique a product as redwood in California, inasmuch as it grows in the region of Coos Bay as nowhere else on earth. It is the best boat building material known and is very valuable in many other channels. With railroad transportation an eastern market could undoubtedly be found. I have traveled through the forests of Coos county, and wonderful they are. Miles of the road over which I journeyed is so shaded by giant Douglas firs as to forever exclude the sun. Nowhere else in Oregon have I seen superior fir forests.

It is the experience in all timbered regions that the advent of a railroad means increased number of mills, new markets and vastly increased production over a region dependent upon water transportation solely. Fine lumber like finishing stuff and sash and doors, when handled in and out of a ship, is seriously damaged and generally improperly loaded from ship to cars. Remove this very serious handicap and the stuff will enter into the competing markets of the country in quantity tenfold greater than now. See the result of the railroad to Grays Harbor in Washington.

The estimate of the mill owners of Coos Bay that from ten to twenty cars per day would go out by rail is not, in my opinion, an extravagant view.

The largest mill is owned by C. A. Smith and Company, is of the most modern construction. I have visited many saw mills, but never one equal to this. Cuts an average of 6,500,000 feet per month and expect to double this capacity. Ten per cent of this product is consumed locally, twenty-five to fifty per cent of all the residue he states would go by rail from Marshfield to eastern markets. The long haul on this should be classed as new business, as there would be no possibility of competitors securing any portion of it. If moved by water to San Francisco or Portland, thence east, we would get but a small percentage of the business.

Second in importance of the products of Coos Bay region is the coal or lignite (note the geological map attached). How extensively this coal would be used, even with railroad transportation, I cannot predict. Fifteen hundred square miles of coal lands means an enormous tonnage, if it can be marketed. The belief exists at Marshfield that a train of twenty cars per day can be marketed along the line of your railroad, at prices that will justify its use rather than wood and prices that will force other fuel out of the same market. It is rather a startling assertion to state that one acre of Coos Bay coal is equal to 18,750 cords of wood, yet it is so stated.

The government reports give the fixed carbon of Coos Bay coal at 50.51 per cent, volatile matter 32.60, moisture 14.48, ash 2.35. How favorably this compares with bituminous coals in use on the Harriman lines, I have no means of ascertaining at this moment.

The towns of Marshfield and North Bend lie close to one another, and in time will be one corporation. The population of each is about 3,500, the county population 16,000. The property of Coos county is assessed at \$14,069,071.

Eight saw mills now on Coos Bay have a capacity of 350 million feet annually, practically the entire product finding a Pacific coast market.

An air of progress and prosperity is manifest in Marshfield and North Bend; new buildings of modern type; asphalt paved streets; an up-

GIVE ISLANDS THEIR FREEDOM

Representative McCall Would
Make Philippines Free and
Neutral Ground.

(By Associated Press.)

WASHINGTON, D. C., March 30.—Representative McCall of Massachusetts, believes the Philippine Islands should have their independence and that if they were independent they should be neutral territory so as not to become a theatre of wars among the foreign powers. Accordingly he has introduced a resolution requesting President Taft to open negotiations with various nations of the globe, looking to an agreement on the neutralization of the islands and the recognition of their independence whenever it is granted by the United States.

WANTS THIRTEENTH JUROR.

Heney's Request For Trial of Calhoun Case.

(By Associated Press.)

SAN FRANCISCO, March 30.—In order to lessen the possibility of a mistrial of the case of the Patrick Calhoun graft case, Francis J. Heney made an application to the court to qualify the thirteenth juror who will not participate in the deliberations of the jury unless one of the twelve is unable to serve to the end of the case.

to-date hotel; and a spirit of doing things possesses the people. My own opinion is that even with present transportation facilities the population will greatly increase and industries will multiply. I am not visionary when I predict a city larger than San Diego or probably as large as Eureka, California.

The country is too rich in latent resources to be kept down. Its harbor will be made more and more important with a deeper channel. A large government dredge is now in the harbor ready to begin widening and deepening the channel. I am as ready to show the disadvantages of any section that I investigate, but at the same time cannot shut my eyes to the probable future of the Coos Bay region.

The entire country, save the limited bottom lands is covered by vast forests.

Coal underlies a large area. A remarkably mild climate, with but little frost.

A fertile soil, with great fruit growing possibilities.

Already the third county on the Pacific coast in dairy production. The harbor is one of the best on the coast and when the channel on the bar is deepened by lengthening the jetty, will have thirty feet of water at mean high tide.

The danger in delay in building a railroad into Marshfield lies in the possibility, if not the probability, that persons or corporations unfriendly to our interests may get the only desirable right of way or entrance into North Bend and Marshfield. Should the Southern Pacific Company ever build, terminal facilities are of prime importance, and the difficulties in the way of securing such terminals and the increase in cost, are increasing every day.

Respectfully submitted,
WM. H. HOLABIRD.
Portland, Oregon, September 28, 1908.

BIDS WANTED.

Bids will be received by the undersigned up to 12 o'clock noon, Wednesday, March 31, 1909, for the hauling of 88 piles from Mill Slough to the Eagles lots on Sheridan street, and the driving and capping of same to the proper elevation as per architects specifications.

C. C. GOING,
A. D. HALL,
F. LOWE,
Committee.

BICYCLE fixtures at MILNER'S.

A MARKET FOR COAL

is never lacking. Coal lands are constantly advancing in value. We are offering a valuable tract of coal land at the low price of \$30 an acre. The surface is valuable fruit land.

J. S. KAUFMAN & CO.,
Across from Chamber of Commerce.

FISHING Tackle at MILNER'S.

"EASTSIDE" is a winner.

LAWN Mowers at MILNER'S.

Getting the Best For Your Money

YOU ARE ALWAYS GETTING THE BEST FOR YOUR MONEY HERE. WE SELL THE "STANDARD GOODS" FOR THE "SAME PRICE" OR LESS THAN YOU PAY FOR CHEAP IMITATIONS. WE ALWAYS MAKE IT A RULE TO HANDLE THE MOST STANDARD GOODS IN EACH PARTICULAR LINE. OUR PROFIT IS NOT AS LARGE ON STANDARD GOODS AS IT WOULD BE ON CHEAP IMITATIONS, BUT WE MAKE MANY FRIENDS AND THAT'S WORTH A GOOD DEAL TO US.

Toledo
Monarch
and
Renown
10
YEARS
Guar-
antee
STEEL
RANGES



Prices
\$30.00
\$38.00
\$40.00
\$42.00
\$45.00
\$65.00



20
Per
Cent
Discount
on all
Heaters
to close
out for
the
Season

A NEW DEPARTURE

WE HAVE ARRANGED FOR AN EXCHANGE DEPARTMENT WHICH WILL BE A GREAT BOON TO THE PEOPLE OF THIS COMMUNITY. MANY FOLKS WOULD LIKE TO GET NEW FURNITURE TO CARRY OUT ROOM EFFECTS BUT HESITATE TO THROW OUT THEIR OLD FURNITURE TO DO SO. WITH OUR EXCHANGE DEPARTMENT YOU CAN APPLY THIS OTHERWISE VALUELESS FURNITURE AS PART PAYMENT ON THE NEW. WE WILL MAKE GOOD FAIR ALLOWANCES

GOING & HARVEY CO.

COMPLETE HOUSE FURNISHERS.

NEW

Map of Marshfield compiled from Official Plats. Giving new street names. H. G. BUTLER, Civil Engineer. Size 30x66 in. Room 3, Flanagan & Bennett Bank Building.

AEROGRAM.

From Seattle, Washington, March 27th, 1909. To O. L. Hopson, Marshfield, Ore.

Received notice from headquarters, under no consideration give options at present price, only way party can secure stock at twenty-five dollars is by making application and at least twenty-five per cent settlement on same, may wire you any day, stock has advanced at least five dollars per share.

GEO. H. PARKER, General Fiscal Agent, United Wireless Telegraph Company.

AUG. FRIZEEN Insurance and RENTAL

68 CENTRAL AVE.
Post Cards, new stock of new series and fine line of stationaries.

Marshfield, Ore.

EQUIPPING HOUSES.

with every modern Electrical appliance to add to the comfort, and the joy of life, that's our specialty.

ELECTRICAL SUPPLIES of every sort and kind, 2 bbls. of fresh batteries just received. OREGON ELECTRICAL SUPPLY CO.

O'Connell Bldg. Phone 61

Temple & Wilson

UNDERTAKING PARLORS.

Funeral supplies in general. Licensed embalmer with lady assistant. South Broadway. Telephone: OFFICE 2161. RESIDENCE 2163.

CHOICE MEATS

ROAST PORK
BEEF and
MUTTON

We carry only the best at the most

REASONABLE PRICES and sell for CASH ONLY.

Send your next order here.

Sanitary Market
C. H. Hall, Prop.
PHONE 1001

BAD SEASON FOR COLDS.

Colds and grip were quite prevalent last winter and Chamberlain's Cough Remedy was in great demand and performed some remarkable cures. Mrs. Mary J. Robinson of Cameron, W. Va., says: "Last winter I was taken with one of the awfullest colds I ever had in my life. I could not speak above a whisper and was very hoarse. I was afraid it was going to be pneumonia. I took one bottle of Chamberlain's Cough Remedy and in three days was lots better and could talk. I did not take but the one bottle and it cured me. I now tell everybody about Chamberlain's Cough Remedy and the good it did me." For sale by JOHN PREUSS.

Foley's Kidney remedy will cure any case of kidney or bladder trouble that is not beyond the reach of medicine. Cures backache and irregularities that if neglected might result in Bright's disease or diabetes.—Red Cross Pharmacy, JOHN PREUSS, Prop.

PAY
1908

Taxes now
and Save

Penalty & Interest

To save time, annoyance, expense and money—drop into our office and we will attend to the payment of your taxes without expense to you. To save the paying of 10 per cent penalty and one per cent interest, you should pay 1/2 of your taxes on or before April 1st, and the balance on or before October 5th, 1909.

TITLE GUARANTEE
& ABSTRACT CO.,

By Henry Sengstacken, Mgr.

Do not forget that DeWitt's Little Early Risers are the best pills made. They are pleasant little pills that are easy to take and are prompt and gentle. We sell and recommend them. Sold by LOCKHART & PAR-

COLUMBIA MACHINE WORKS

Cavanagh, Chapman & Co.

General Repair Work and Woodturning. Launches a Specialty Foot of Queen Avenue, Marshfield