



SUNSET BAY, NEAR CAPE ARAGO LIGHT HOUSE, THE MOST BEAUTIFUL SPOT ON THE PACIFIC SHORE.

COOS BAY TIMES

Entered at the postoffice at Marshfield, Oregon, for transmission through the mails as second class mail matter.

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Dedicated to the service of the people, that no good cause shall lack a champion, and that evil shall not thrive unopposed.

SUBSCRIPTION RATES. DAILY.

One year \$6.00 Per month .50

WEEKLY.

One year \$1.50 When paid strictly in advance the subscription price of the Coos Bay Times is \$5.00 per year or \$2.50 for six months.

Official Paper of Coos County

An Independent Republican newspaper published every evening except Sunday, and Weekly by The Coos Bay Times Publishing Co.

Address all communications to COOS BAY DAILY TIMES, Marshfield, Oregon

A FOREWORD

IN PRESENTING this issue of The Coos Bay Times to the people of Coos Bay and Coos County and to the greater public beyond the confines of this favored region, the publisher has endeavored to show an array of statistics and facts, without any exaggeration, that would convey to the reader a realistic picture of the wealth and resources of Coos Bay and Coos County, and that portion of Southwest Oregon directly tributary to it, which today makes this political subdivision of our country one of the most attractive spots for the intending investor and home builder, to be found anywhere on the American continent.

This paper has been compiled and published at an enormous expense to the publishers and was only made possible by the assistance and cooperation of the business men of Marshfield and North Bend and the large commercial interests of Coos Bay. This issue is not published as an advertisement of any particular institution or person, but by editorial articles, carefully compiled data and statistics, is intended to convey to the reader an exact and truthful representation of the conditions that he may expect to find upon his arrival in this section.

The railway and prosperity edition, herewith presented, was conceived and carried out by the publisher of The Times. The undertaking was not attempted with any idea of pecuniary gain to the publishers, but was inaugurated with a view of disseminating useful knowledge to the outside world that will be the means of further increasing our population and taxable wealth and more quickly creating a sentiment of united effort for the development of the resources of Coos Bay.

In the hope that this issue will, to some extent at least, create a favorable impression and disseminate knowledge of the great resources of this section and the men who are developing them, these pages are respectfully submitted.

M. C. MALONEY.

RAILROAD

That is the most magnetic word in Coos county's vocabulary today. There is a wonderful ring to the word that new which exhilarates the Coos county citizen like a whirl along the road in a big touring car after nightfall. It arouses his enthusiasm to a point where he can fairly see counties, big cities, with manufacturing plants, mines, and gigantic train loads of Coos county produce waiting on the side-track for the big Coos Bay Overland Flyer to dash by for San Francisco, Portland or Boise and Chicago.

RAILROAD

It is the one word in the English language which today sets the rich red blood pulsing through the veins of Coos Bayites as the name Abraham Lincoln stirs the American negro and gladdens his heart. And it is on the same principle, too, for it is the Railroad which is to emancipate Coos county from the slavery of isolation just as Lincoln freed the negroes from another form of slavery.

Coos county is to have a railroad.

COOS BAY AND COOS COUNTY THE LAND OF OPPORTUNITY

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as well as it does the more northern coast.

Thus the track for direct intercourse and quick dispatch between trans-Pacific ports and the orient, and the western shore and inland

land—that the country is yielding something to those who work or operate for gain.

In southern California the evidence is mostly of capital being expended, very little of profit coming out. When the same amount of capital is applied and energy expended in Coos county that there has



WOODED BEAUTY OF COOS.

centers of the occident lies along the lower or southern edge of the Japan current, appropriating the harbor of Coos Bay, thence east through one of the passes in the Cascade mountains on its way east to the great inland center and distributing point of Chicago. If you will take a map and draw a straight line across the continent you will find Chicago and Coos Bay are almost in a direct line, and a transcontinental railway that is built between these points will be several hundred miles shorter than any other line to the Pacific coast.

This track marks the center of a zone which, reaching around the globe, carries two thirds of the world's commerce. As if contemplating such development in transportation, a territory covering a hundred miles in radius around Coos Bay has been endowed with exhaustless resources in varied form, and which are now awaiting the advent of homeseekers and capital to occupy and develop.

Transportation and power are the twin keys which open the door to opportunity and industrial development. Impelled by the prospect of unmeasured expansion, with their aid, both are hastening to unlock the long silent secretion of millions of yet untouched values in Coos county. The tide of homeseekers which has so long been pouring its current into Washington on the North and California on the South is changing its drift to the great unoccupied empire of Oregon and Coos Bay will soon be the mecca of the thousands seeking new homes and opportunities. Our sister states have been exploited to the core, and the homeseekers are turning to the newer, fresher fields of Oregon, and these fields form a most striking contrast. Nothing is known except by comparison, and when the homeseeker has traversed the dead brown country of Southern California for a few weeks looking for some inviting home, seeing nothing whatever but what is wrought by the hand of man, except the bare earth and then expend the same length of time around the green hills and forests of Coos county, it will seem like passing from death to life. The vigor and green life of the north is accompanied with available crude values in multitudes of forms. On every hand is evidence that the country is occupied with profit to its possessors and inhabitants.

Coos Bay and the other coast and inland cities are to be connected with hands of steel. Construction work has actually commenced and within two years there will be unfolded to the world a territory so rich in natural resources, a region so prolific in opportunities for wonderful development, a country so interesting in its advantages to both the investor of riches and the toiler at manual labor, that it is far beyond the possibilities of white paper and black ink to give even a glimpse of the land which now is and of the greater land which is to be.

been in California, no spot on the earth can equal its wealth, in its elaborate development, in the present possibilities that then would be realized in lumbering, in horticulture, in dairying and in mining operations.

It is seldom that a section so richly endowed is also provided with a safe deep-water harbor, and in this respect Coos county and the surrounding country is specifically fortified.

Here again the gauge of comparison must be applied, California, Oregon and Washington embraces the same latitude on its coast line that covers eleven coast states on the Atlantic shore, from the northern boundary of Maine to Florida. Within that coast line and latitude on the Atlantic coast are 35 seaport cities having a population of 50,000 inhabitants and upwards, and consequently the commerce and industrial forces of the Atlantic coast are divided between 35 points; a considerable portion of which coast has been and always will be hampered in its development by an extended and rigid winter season, and a not overproductive soil. For the same latitude which is embraced by the Pacific coast line, nature has provided but for six safe seaport harbors between which its commerce and industrial development must be divided. The whole distance from north to south has been given climate and soil that are wonderful in their productivity, but it is in Oregon and especially surrounding and bearing upon Coos Bay, one of the best harbors on the Pacific coast that cornucopia seems to have cut loose from all restraint and scattered its gift of every nature with lavish profusion.

When the mind takes in and weighs all these things which make for the prominence of the harbor and port of Coos Bay, it will be, it cannot fail of being, accepted by every impartial reader that Coos Bay is destined, without rivalry, as one of the great seaports of the Pacific coast.

Costing the eye along the trans-Pacific ports with which the United States holds commercial relations, from New Zealand in the south seas, to Behring straits in the north, and seeking an eligible port on the Pacific coast of the United States at which to concentrate commerce, and from which to dispatch traffic across the North American continent, no point stands out so bold and prominent to arrest the attention as the central headland of Coos Bay, and the currents of wind and water join in the selection.

It is superior to San Francisco from an engineering standpoint and is second to San Francisco only in the size and depth of its harbor. The vast Pacific ocean is filled with thousands of islands, large and small, principally of wonderful productivity, and peopled with races in various stages of civilization and of savagery, nearly all of which have some commerce. The larger mainlands beyond are a promising field for a developing trade. From New

Zealand, Australia, the Philippines, China, Japan, and the Russian port, 5,000-mile trans-Siberian railway, and hundreds of minor ports open upon the Pacific ocean, the free highway of all nations, to reach this favored point on the west coast of the United States.

Taking in the possibilities of climate and soil, of undeveloped mineral resources which are possessed by the inland and mainlands that thus give upon the Pacific ocean as a free public highway of the world, the future holds a great wealth of commerce for the upbuilding of the ports and cities of this west shore of the United States. The 50 years of development and growth of the Atlantic seaboard, seems like a tale of enchantment—it has no parallel.

And great as are the achievements that have been wrought, we are but at the threshold of the possibilities of the future. The forces are awakening under the impulse of the newer civilization, as the westward moving millions gather on the Pacific shore.

For advantages of position as a commercial port and city Coos Bay is among the first on the Pacific coast

contain within their confines the richest and richest undeveloped resources of any section of the United States. Many other sections possess one or more natural resources that contribute to commercial prosperity but in no one is there combined such a variety of wealth producing products that have been only partially developed as exist in this fortunate favored section.

In timber Coos county is supreme. Careful and conservative estimates place the amount of standing timber in the immediate proximity of Coos Bay at 50,000,000,000 feet and in tributary territory the aggregate reaches the astronomical total of 100,000,000,000 feet, or one-tenth of all present timber in the entire United States. The shipment of lumber from the Smith Mill alone this year will aggregate 50,000,000 feet while the total from the Simonsen, Johnson, Randolph and other mills will reach a grand total of more than 150,000,000 feet.

To fully and impartially present Coos county's possibilities in the industrial and commercial growth of the Pacific coast and particularly of Oregon, the picture would not be complete if mention was not made of other shore-line features of the county which are certain to prove important factors in the development of the Pacific commerce. Besides Coos Bay there are at least three points which are destined to play important parts—Bandon, Port Orford and Gold Beach. The first is a body of water of ample depth which can be improved at a reasonable outlay, and the other is an open roadstead and which, with proper outlay, can be made a safe harbor to accommodate the immense crude resources that surround it. The first is Bandon, especially commends

COOS BAY ADVANTAGES. Coos Bay is in a better position today than ever. The Southern Pacific is already at work. The other roads have laid thousands for years



THERE ARE MANY BEAUTIFUL AUTO ROADS IN COOS COUNTY.

and the conformation of the shore line makes possible only six prominent commercial seaport cities on the entire coast, as against 35 cities on the same latitude of coast line on the Atlantic shore. With such a bay and harbor, the most easily accessible to the great commercial highway of all nations, the Pacific ocean, surrounded by crude wealth of every form, the conclusion must come to every thinking mind that the future of Coos Bay is destined to be that of a great commercial city, having direct trade and communication with all the countries towards the setting sun. The condition and advantages thus briefly enumerated are sufficient to insure and compel the conclusion.

But nature did not stop at these favoring conditions from the ocean side. A great railroad engineer has said that men do not make railroads, but that nature plans them, while men simply select them and smooth them off. And it would appear that the worthy old Dame had made special arrangement for Coos Bay's advantage by making a direct way from this port eastward through the barrier of mountains. Two practical surveys have been made which solves the practicability of the lines. For several years the territory eastward from Boise, Idaho, has been a field for study and experimental survey by more than one civil engineer, in the search for a way to correct and shorten the existing circuitous routes, the result of which is that by degrees a line of transcontinental railroad, emphasized by nature, is being worked out that will have the effect of correcting the blunders of pioneer efforts to effectually wed the seas and weld the union. The Chicago and Northwestern is already built into Wyoming with this end in view.

And then the quickest dispatch across the Pacific ocean and the American continent to the great inland distributing depot of the United States—Chicago—will be by way of Coos Bay. The early tea crop from Japan and China will be rushed from Japan and China through to the Windy City via Coos Bay. The "globe trotters" who are circling the earth will select the route with the quickest dispatch, via Coos Bay; and those who take their easy time to make the circuit in order to view the crowning glory of matchless scenery will travel on Coos Bay.

The direct route is via Coos Bay. The quickest trip via Coos Bay.

The attractions and absorbing interests in objects along the route is via Coos Bay. Its climate, its scen-

ery and right of ways. Within a few years this city will be the terminus of at least four new roads and probably five.

Under the impetus given by the railroad development Coos Bay has become one of the most progressive and substantial sections of the Pacific coast. It has discarded the swaddling clothes of a pioneer community and stands forth, a live, vigorous, energetic region. More can be expected during the coming year. No railroad building to the east can afford to neglect Coos Bay. None will.



THE BEAUTIFUL CAMMAN ROAD

All the roads between the different cities of Coos county show scenes as beautiful as the one above.