

COOS BAY TIMES

M. C. MALONEY, Editor and Pub. DAN E. MALONEY, News Editor Official Paper of Coos County

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BE WARNED IN TIME AGAINST THE COMMON COLD

ONLY a cold. How often we hear that! How often, alas! we also hear that the cold becomes pneumonia and this proved fatal.

A cold may be as dangerous as the thrust of the cobra, Gladstone of England, though a man of fine constitution, entertained so wholesome a respect for a common cold, that, when he caught cold, he went to bed at once and stayed in bed till he had completely recovered.

Dr. Anderson of the health department has directed the attention of the residents of this city to the dangers of pneumonia and the means of guarding against it. Says the Spokane Review. It is equally timely to warn the public against the common cold. Tropical fevers are scarcely more malignant to their victims than colds to the people of northern latitudes.

Many American boards of health have recognized the connection between bad colds during December, January, February and March and the increase in deaths. These in some cities increase 25 per cent over the number before December and after March. So large an increase warrants paying attention to the prevention and cure of a common cold.

It is caused by a germ bred in the dust of the home. The hot-air furnace circulates the dust and gives the germ its chance to penetrate the human body. The cold is a contagious disease and its victim should be isolated from the family and be given the best care at once. It is more serious than chickenpox, mumps or like ailments that the mother does her best to guard her children from. The enfolding of the system that often results from a cold opens the way in children for ear diseases, adenoids and other ailments; in adults, to bronchitis, chronic catarrh, pneumonias, rheumatism or tonsillitis. A doctor says: "The bacillus of a cold is the bad boy in a gang of toughs. After it has gained admission to the body it attracts the more dangerous germs, saying: 'Come on! The doors are all open.'"

Fresh air is the policeman that drives out the germs. Sunshine is doctor that prevents colds. Absolute cleanliness of the mouth and nose helps as a safeguard. If simple treatment at the home fails to relieve a cold readily, it is wise to consult a doctor quickly.

WITH THE TEA AND THE TOAST

GOOD EVENING

As with courtesy, so it is with man's probity; if it is genuine it shows itself in his conduct in the small things. Probity in small matters springs from a real foundation, while probity the large scale is often only it or prudence.—Carl Hilly

IN THE EVENING.

In the evening of our days, on the first stars above her dimmer, through the haze, on the dewy eyes of love, we mournfully revert to the vanished morns and Mays of our youth, with hearts that hurt,— In the evening of our days?

Shall the land that holds your own Till the twins are thrilled as now,— Be withheld, or colder grown? Shall my kiss upon your brow Falter from its high estate? And, in all forgetful ways, Shall we sit apart and wait— In the evening of our days?

Nay, my wife—my life!—the gloom Shall unfold us velvetwise. The school of experience is not Of the gladness of your eyes; Gently, gently as the dew Mingles with the darkening mae, I shall fall asleep with you— In the evening of our days. —James Whitcomb Riley

BITS OF PHILOSOPHY

It is often difficult for the fellow have been born great to keep up the expansion.

RAIN COATS and UMBRELLAS, GREATLY REDUCED IN MALONEY'S CLEAN-UP SALE

A. M. SIMPSON DIES SUDDENLY

(Continued from Page One.)

was a small two-masted schooner with a capacity of about 125,000 full cargo.

The old mill was operated until 1889, at which time the present mill located at the Old Town was constructed with a capacity of about 20,000 per day. The capacity of this mill has been gradually raised to about 65,000 per day.

The shipyard was operated entirely at the Old Town until 1903. It was then moved to its present location alongside the Porter mill.

In 1902, in the month of December, the first grading was done on the streets of the new townsite of North Bend, laid out by L. J. Simpson.

The following year, 1903, the Porter mill was purchased from the successors of the old California Lumber Co. by the Simpson Lumber Co. and remodelled, since which time it has been constantly in operation. The original capacity of the mill was about 85,000 feet per day, but with late improvements it has a capacity of 135,000 per day.

In 1903 the Simpson Lumber Co. started the construction of the sash and door factory, which has been run as a separate corporation ever since, under the name of the North Bend Manufacturing Company.

Over fifty vessels have been built in the shipyards of the Simpson Lumber Company and they have contributed largely to the development and prosperity of this section. It was in these shipyards that the first three four and five masted schooners ever built on the Pacific coast were constructed. Also the first bald headed steamer was built here.

The early history of the Simpson Lumber Company is largely the personal history of its founder, Captain A. M. Simpson, and its development in later years is interwoven with the career of his son, L. J. Simpson, who has devoted life and talent to the business established by his father.

Career of A. M. Simpson.

The life and work of Captain A. M. Simpson, founder of the Simpson Lumber Company in San Francisco, have left an indelible impress upon the record of the development of the lumber industry of the Pacific Coast and the history of Coos Bay. Probably none of the pioneer inhabitants of this section were more widely known than he, and none contributed in a greater degree toward the development of the timber interests of Coos county during the half century of his operations. Through the vista of long years of arduous toil, rendered still more difficult and discouraging at various times by reason of the many difficulties of the pioneer period and the well nigh insurmountable obstacles of early days in a new and undeveloped country, this dauntless factor in the building of a new empire was able to review with feelings of highly justifiable pride the record of a successful career whose climax has been the enrollment of his name among those of the comparatively few men who will always live in history as the chief builders of the great Coos country.

A. M. Simpson was born in Brunswick, Maine, February 21, 1826, a son of Thomas and Mary Simpson. After attending the common schools and academy he learned the trade of ship builder, and for some time was engaged in that calling in his native state. When the news of the discovery of gold in California reached the east he could not resist the impulse to join the army of fortune hunters which almost immediately inaugurated the rush for the new Eldorado. Having become the owner of a one-third-second share in the ship Birmingham and cargo he arranged to set sail in her in the capacity of supercargo in her journey around Cape Horn. After touching at Valparaiso the Birmingham continued her journey to the northward, passing through the Golden Gate April 7, 1850. Soon after his arrival in San Francisco Mr. Simpson took a party of three to Stockton by boat of his own construction, thence to the mines on the Tuolumne river and mined there with success for about three weeks. Returning to San Francisco he began the disposal of the ship's cargo and with the \$1500 which he had accumulated in the gold mines purchased an interest in a steamer called the H. T. Clair, then in course of construction, which claimed the proud distinction of being the first steamer built in the Golden Gate harbor. The dream of the owners of the craft was soon dissipated, however, for instead of the outlet of gold dust which they expected to receive for each passenger traveling to or from Stockton or Sacramento they were compelled to reduce the fare to five dollars, with freight rates in proportion, on account of the arrival of other steamers from New York by

way of the Straits of Magellan. This meant the total failure of the venture and the loss of the money Mr. Simpson had so hopefully invested.

Starts in Lumber Business.

Though Mr. Simpson was unfamiliar with the lumber business at this time the failure of the transportation enterprise induced him to ship a cargo of lumber on the Birmingham to Stockton and Sacramento. The venture proved successful and the entering wedge of his career as a lumber man was securely driven. In 1851 a vessel partly owned by him called the Potomac was partially wrecked on the Columbia River bar and was towed to Portland by the historic steamer Lot Whitcomb, commanded by Captain Joseph Kellogg. A brother of Mr. Simpson, L. P. Simpson, supervised the work of heaving her out at the city front of Portland, where she was repaired and loaded with lumber and piling. What is now the waterfront of Portland was at that time a bank covered with alder and various other shrubs. Front street was full of stumps and the thoroughfare was lined with small wooden buildings and numerous tents. The lower part of the street near the Couch claim was for the most part unimproved, but back of Third street the country was all primitive forest and of a very heavy growth. After seeing the Potomac loaded Mr. Simpson again secured the services of Captain Kellogg and the steamer Lot Whitcomb and had her towed to Astoria, whence he sailed her to San Francisco, his first voyage as captain on the ocean.

In 1852, Captain Simpson became interested in the construction of a lumber mill at Astoria. Not having had any experience in this line of work the mill was a failure because of defective construction but chiefly because of the great and sudden fall in the price of lumber. In addition to this ill luck beset the owner in other ways and he determined to try a new field. Early in April, 1852, he made the pioneer trading voyage to the Umpqua River, entering that water with a schooner called the Harriet. At that time there was a thriving settlement at Scottsburg, with a few stores engaged principally in forwarding supplies by pack animals to the mines of southern Oregon. There was also a government station below Gardiner with a block house about completed for the protection of the inhabitants from Indians, who were quite numerous. General Joseph Hooker, who was in command of the post afterwards built a wagon road from Scottsburg to Roseburg.

A. C. Gibbs, afterwards governor of Oregon, was at Gardiner at the time, having taken up a claim under the Oregon donation of Congress where the city of Gardiner now stands.

Discovers Coos Bay.

While waiting on the Umpqua for a load of piling to be cut for a return cargo to San Francisco, Mr. Simpson and two friends started down the beach for the purpose of discovering what is now known as Coos Bay, having learned of its existence through the Indians, who reported that it was "one sun" down the beach. They proceeded as far as Ten Mile Creek. Here, discovered on the opposite bank of the stream a party of Indians with painted and tattooed faces and further adorned with plumes and feathers, and believing them to be on the war path, the three explorers parleyed for half an hour. At the end of that time, concluding that the soles of their shoes were too thin to enable them to cross the stream, they decided to give up the remainder of the trip.

Upon their return to Umpqua they informed General Hooker that "the water in Ten Mile Creek was too high for them to cross."

In 1856 Mr. Simpson made a trip to Coos Bay by way of Port Orford, walking along the beach and through the forest to Empire City, a distance of forty miles. A party from the valley had come in the year before and located there. Captain Simpson had taken the Empire City claim and among others who had settled there were Perry B. Marple, who headed the party of exploration and who gave Coos Bay its name; Mr. Foley, who had an adjoining claim; Gabriel Cooper, James Flanagan, James Aiken, Glen Aiken and Northrup and Simonds, who had come from Portland with a stock of merchandise to start a store. Messrs. Flanagan and Rogers had begun the development of a coal mine and Messrs. Northrup and Simonds had also started a coal-mining enterprise and Mr. Simpson furnished vessels to carry the coal to San Francisco, where it was in great demand.

Freight rates were attractive, but as steam logs were then almost unknown on the coast, transportation of this character was attended by great risks. Captain Simpson being three weeks before obtaining a trip. The first accident of this kind not only resulted in a heavy pecuniary loss to Mr. Simpson, but was attended by a sad feature, the death of his brother, L. P. Simpson, who was lost at sea from the vessel bringing the machinery.

(Continued on Page Four.)

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