COOS BAY TIMES

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FIRST RAILROAD WORK

AN INTERESTING bit of ancient history which applies to Coos Bay was given in the Roseburg Review a few days ago. It deals with the start of the Coos Bay, Roseburg and Eastern Railroad and Navigation Co. Railroad which is now the Southern Pcific line to Myrtle Point.

The incident was recalled by the following in the Portland Oregonian in a column referring to happenings 25 years ago: "Roseburg—An enthusiastic mass meeting was held tonight. The town is wild with excitement. The necessary subsidy for the building of the Roseburg-Coos Bay Railroad has been subscribed."

The history in connection with the incident is given as follows in the Roseburg paper:

The above item, which appeared in the Oregonian, under the head of "Twenty-five Years Ago," will no doubt recall to the minds of many of the old timers of this vicinity one of the early proposals to construct a railroad from this city to Marshfield. The mass meeting referred to in the above item was well attended and about $75,000 was raised by private subscription. A like sum was raised by the people of Coos County, making a total of $150,000.

The proposed road was promoted by T. R. Sheridan, then engaged in the banking business in Roseburg, and a man by the name of Graham. Those men agreed to have the road constructed and placed in operation in the event the people of Coos and Douglas counties would subscribe $150,000. As soon as the money was raised the promoters went to San Francisco, where they interested Mr. Spreckles, a California capitalist, in the project. Work on the road was later begun at Marshfield and the far as Myrtle Point. It is still in operation between those points and is owned by the Southern Pacific Company. Before the road was completed to Myrtle Point trouble ensued between the promoters and Mr. Spreckles, with the result that the line was never completed from Myrtle Point to Roseburg. Old timers claim the people of Marshfield lost approximately $55,000, which was the sum of money advanced by them at the time work on the road began. Fortunately, the people of Roseburg had not been called upon to advance their subsidy, and thereby escaped financial loss.

Starts Building.—John Johnson has started the erection of the garage for H. J. Kimball on Second street near Elrod. It will be a frame structure.

TELLS OF AUTHOR

PETER B. KYNE A PERSONAL FRIEND OF DR. McCORMAC

Well-Known Sea Writer Was Lumber Clerk Until Circumstances Forced Him Into Writing

Peter B. Kyne, writer of sea stories and well-known on Coos Bay for the fact that some of his stories have mentioned local places and incidents, is a friend of Dr. J. T. McCormac who is now here visiting on Coos bay a short distance from him in Berkeley.

Writing of stories was a gift represented by Kyne only when he was forced into it by circumstances arising out of the San Francisco disaster that left him broken in health and with very little money.

At the time the fire occurred Peter B. Kyne, whose stories now rank very close to those of Jack London, was a clerk in a San Francisco lumber office, explains Dr. McCormac. The fire unsettled his nerves, as he was very sick and after it was all over found himself without a job.

It was then, in search of a living, that the young man began pitching up items for the San Francisco papers. He broke into the waterfront column and began a series of clever descriptions and soon had a permanent position on the staff.

Continuing at this work for a time Kyne then turned his energies to story writing exclusively. He has now been at the work about nine years and is close to 35 years of age. The popularity of his sea stories has grown until he is constantly sought by editors.

Kyne has bound himself to no certain publisher by a contract, says Dr. McCormac, a fact that adds much to his industriousness.

He has lately moved into a $25,000 residence which he expects to pay for in a year from his writings.

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