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C. G. COPELAND,

TOLEDO,

OREGON.

## LINCOLN COUNTY, OREGON.

THE YOUNGEST COUNTY IN THE STATE.

A Brief Description of Lincoln County, Oregon.  
And its Rich, Undeveloped Resources.

LINCOLN COUNTY was created by an act of the Legislature on February 12, 1893, and was formed from territory detached from Benton and Tillamook counties. It is bounded on the east by Benton and Polk, on the south by Lane, on the west by the Pacific ocean, and on the north by Tillamook and Polk. The county has a coast line of 87 1/2 miles and an area of 1,429 square miles, and a population of about 3,000 inhabitants. The temporary county seat is Toledo. The permanent county seat location will be finally determined at the regular June election in 1896. The act creating the County provides that the candidate for the county receiving a majority of all the votes cast shall be the permanent county seat. At the regular election in June, 1896, there were four candidates in the field for permanent county seat, and no place received a majority vote, hence there was no election. At the next election the two points receiving the highest vote at last election will be the only candidates, and therefore a decision will be a sure. The two contending points will be Toledo and West Yaquina.

There are four bays within the limits of Lincoln County, all abounding in fish of all kinds. Salmon river, or bay, enters the ocean near the northern boundary of the county. Along this stream are fine tide lands and rich bottom lands, soon to be opened to settlement.

Seven miles south of Salmon river the Siletz river, or bay, empties its sparkling waters into the old Pacific Ocean. This stream drains a large scope of country and affords the largest volume of fresh water of any river in the county, having many feeders. For this reason it is said that more salmon enter it than both the Alsea and the Yaquina combined. The Siletz river bounds in and near the summit of the Coast range of mountains in Polk county and runs nearly all the way through the rich valley of the Siletz, now an Indian reservation, soon to be thrown open to settlement.

Twenty miles south of the Siletz Bay the now famous Yaquina Bay mingles her commerce-laden waters with the old Pacific. Yaquina Bay proper is about 11 miles long, but is navigable for small craft for thirty miles from the mouth. There are many tributaries emptying into the Yaquina, and many fine farms dot the valleys and hill sides. Eight miles above Newport are large bodies of rich tide lands extending on up the bay for six or seven miles, many acres of which are being dyked, reclaimed and cultivated, and when once cultivated are said to be the richest lands in the world, the soil in many places being sixty feet deep. The lands are admirably adapted to raising all kinds of beets, roots, mangel wurzels, etc., and particularly to the culture of sugar beets. The analysis of beets raised on the tide-land near Toledo showed 16 per cent of saccharine matter, being the highest percentage obtained in the state.

Leaving the tide-lands and for ten miles on up the bay, or now the Yaquina river, are large sandy bottoms in and around Elk City, the garden spot of the county. Above Elk City and on up the Yaquina river and along the line of the O. P. R. R., are fine bottom lands. On these bottom lands fruit of all kinds do remarkably well. Several hop yards have been planted on these bottom lands and the result has been very satisfactory. Hop culture promises to be one of the prosperous and profitable industries of the county at an early date. At Nashville, near the east line of the county, are large orchards of prunes, apples and pears, showing that fruit will do well even so near the summit of the Coast range.

Eighteen miles below Yaquina Bay the Alsea river and bay empties into the Pacific ocean. The bay is of a considerable size, and the entrance is deep enough to permit coasting vessels to enter and carry away the products of the fertile valley of the Alsea river. The country contiguous to the Alsea river resembles that of the Yaquina very much. It is settled with industrious and thrifty people, and promises to develop rapidly its latent resources.

The Dairying Industry.  
Lincoln county is admirably adapted for dairying. With our mild climate, where snow never lies on the ground to exceed one day, cool nights and abundance of pure spring water, it is an ideal dairying country. The climate is such that grass never dries up but remains green during the entire year, thus affording annual grazing and reducing the cost of feeding to a minimum. Clover is naturally adapted to this country, growing on the highest hills or the lowest bottoms, wherever the seed is scattered. Frequently our farmers cut two crops of clover from their meadows in one year, and have been known to cut three. Silos can be built and three crops can be obtained annually for ensilage. Steps have been taken to establish a creamery plant at Toledo, and there is but little doubt but that a creamery will be in successful operation here at an early date. With the creamery business once established at some place within the county, the industry will rapidly develop. It is admitted in all markets that butter and cheese produced from the milk of cows that graze upon the succulent grasses of our country excels that of any other region. The day is not far distant when the dairying resources of our surrounding country will be a source of large annual income to our people.

Timber, Coal and Granite.  
Commencing three miles north of Toledo and extending on through Lincoln county is the famous green belt of fir, spruce, hemlock, larch and cedar timber, only awaiting capital and enterprise to manufacture it into lumber and place it on the markets of the world.

Two and one-half miles from Toledo, on the headwaters of Depot Slough are the richest undeveloped coal mine in the state of Oregon. A local company have thoroughly prospected this coal belt, and numerous assays have been made, the last by California experts, who pronounced it as being the only coal on the coast suitable for steel works.

North and east of Toledo are located granite mines in unlimited quantities equal in quality to the Maine and Vermont granite, with water power on the premises sufficient to run all machinery necessary to furnish rock for building and monuments.

Towns and Villages.  
YAQUINA CITY is the terminus of the Oregon Pacific railroad. It has two hotels, three stores, a church and a school house. An academy has recently been instituted there, and promises to be a successful institution of learning. A considerable volume of business is transacted at Yaquina City. At this place are the wharves and warehouses which are used by the ocean steamers, two of which ply regularly between that port and San Francisco. The town-site is owned by the railroad company and has never been placed on the market.

WEST YAQUINA is across the bay from Yaquina City and is well located on Deep Water. It will make a good town as it will enjoy a part of the trade from the south end of the county in the near future.

NEWPORT, "Down by the Sea," is the largest town on the bay. It has a population of 800

inhabitants. It has three fine hotels, numerous stores, a fine public school, one weekly newspaper, one sawmill, and many other lines of business. The government works are located here and the town enjoys a good trade. Newport enjoys the reputation of being the finest summer resort on the Pacific coast, and during the summer months thousands of people visit Newport.

South of Newport ten miles is the Seal Rocks Summer Resort, owned by James Bransfield. Here are located good hotels, fine grounds and many neat summer cottages.

On Alsea Bay are located two nice little villages, one on the north side and one on the south. Good hotels and stores are found in either town. At Waldport on the south side is a good saw mill, now engaged in sawing lumber for the San Francisco market. On the north side are located the salmon canneries where annually are canned and shipped from five to ten thousand cases of salmon of fine grade. The Alsea Bay is navigable for steam craft for twelve miles. This part of the county is rich in lumber, both fir and cedar, and is the ideal dairying country. The Alsea harbor although it remains today without ever having had a dollar of money spent on it, is a better harbor than many other harbors on the coast. Coasting steamers enter and depart regularly without a tug or pilot. Cranberries raised on the Alsea marshes by Mr. J. O. Stearns, are pronounced by experts to be of the finest flavor of any raised from Oregon to Maine.

ELK CITY is the oldest town in the county, and is now located at the junction of the Elk and Yaquina rivers. It has a good hotel, two stores, a blacksmith shop and a postoffice, and being the center of a large farming district enjoys a good trade. Thousands of bushels of potatoes and many bushels of fine apples are shipped annually to San Francisco.

TOLEDO, the temporary county seat, is well located 12 miles above the mouth of the bay, on the line of the O. P. R. R., and nearly in the center of the county, drawing the lines to the compass. Toledo enjoys the undivided trade of the Siletz Indian Reservation. It is the center of the famous tide-land belt, and will hold her own by reason of her splendid location. Toledo has one first-class hotel, four good general merchandise stores, one drug store, two weekly newspapers, one steam saw-mill, blacksmith shop, a fine large public school building, two churches, and other minor businesses.

PIONEER, or MORRISON, is a station on the O. P. R. R., about three miles from Elk City. At this place is located the famous Pioneer Sandstone quarry. The products of this quarry is becoming justly celebrated all over the coast. As a building stone it is unequalled. Large quantities of it are being shipped to San Francisco where it is used in the construction of some of the mammoth buildings of that city. The quarry employs a large number of men and is building up a large industry.

On the railroad are the stations of Elkwood, Edenville and Little Elk, all of them trading points of some importance.

The Siletz Reservation.

In the north part of the county lies the famous Siletz Indian reservation, now soon to be thrown open to settlement. This reservation is among the best of the Indian lands to be opened to the whites, and offers about the best opportunity the prospective settler will have in securing a home from Uncle Sam. The Indians having been allotted their lands and one hundred and eighty thousand acres remaining which will be turned back to the general government and be homesteaded and taken under the timber act. The Siletz river is navigable for twenty-five miles up from its mouth for all classes of river boats. Along the river on either side for three miles inland are large bodies of rich tide land, and for the next twenty miles large sandy bottom extend from the river edge, varying in width from two hundred yards to a quarter of a mile. This territory has never been visited by a fire and there are millions of feet of fine fir, larch and cedar timber. Large deposits of coal are known to exist, the quality of which is the same as that of the magnificent Depot Slough coal. On this reservation can be found some of the best agricultural and grazing land on the coast. All the preliminary work looking to the opening of the reservation has been done, and it is only awaiting the President's proclamation announcing it open for settlement, when the pioneer's ax will stave the wild elk and deer from their natural haunts; when capital will take up the echo and soon, where but a few months before nothing but the wild animals' harsh notes and wailing chants of a few old Indians, the remnants of a once powerful tribe, was heard as they paid their tribute to old Medicine Rock, will be heard the music of the saw and hammer. Civilization shall conquer the earth.

Miscellaneous.

Owing to the mild climate and absence of frost, fruit of all kinds that can be raised in Oregon do exceedingly well here. Large orchards of prunes, apples and pears are being set out and so far have proved to be perfectly free from all fruit pests, common in the Willamette Valley and California. Lincoln County will be the banner fruit county in Oregon.

The Oregon Pacific Railroad which has its terminus at Yaquina City, has reached the Cascade mountains and is operating one hundred and forty miles of road. And as soon as this road makes connection with an eastern road and becomes a trans-continental line opening up the great wool and wheat belts of eastern Oregon, Yaquina Bay will then become a formidable rival of other ports on the Pacific coast of known fame.

Lincoln County offers better inducements than any other county in Oregon for capital.

Lincoln County offers good inducements for homeseekers.

Lincoln County has many undeveloped resources only sleeping for the want of capital.

Lincoln County wants business men, working men, farmers and capitalists. It takes all kinds of people to make and develop a country. Take Horace Greely's advice and come west, where biliards and eyecloves are unknown; where every man's latch string hangs on the outside; where the warm breath of the grand old Pacific paints brilliant colors on mid-winter flowers; where Ayers' Ague Cure is of no more value than a bushel of sand; where fever and malaria are strangers and outbreaks; where an honest, industrious man can make him a home and be as free and independent as Governor Penoyer.

If you are an old man come and view a sunset down by the sea, rest your mind and be care free for a while. If you are a young man come and grow up with the country. If you are a moneyed man come and double your capital. If you are a single man come and see our girls. If you are a sickly man come and get your health. If you are a tourist come and see our evergreen hills, our Newport, our Seal Rocks, come and stand on old Cape Foulweather, the farthest point west, and cast your eye out on the foaming, rolling, restless, dashing, breaking, roaring, surging ocean waves, and see in them a likeness of the human family, always moving, always restless, always striving to reach the Yaquina Bay and Lincoln County.

### HIS 300 ANXIOUS WIVES.

Should the Ameer of Afghanistan Die They Would All Be Shot.

There is a certain village in the Midlands where the illness of the ameer of Afghanistan has been followed with painful anxiety. The reason is to be found in the following curious, but, I believe, perfectly authentic story: Some years ago an enterprising young tailor left the village in question and went abroad to seek his fortune. He eventually found his way to Kabul. Here great luck awaited him. He obtained the patronage of royalty and became the poole of Afghanistan. He had left a sweet-heart behind in England, and, as soon as he found himself on the road to fortune he sent for the damsel to join him. She came, but here fortune deserted the tailor. His intended bride in her turn obtained the patronage of royalty, with the result that she eventually became one of the 800 wives of Abdurrahman.

This, however, is only the first act of the tragedy. It is understood that, by the laws of Afghanistan, when the ameer dies, the whole of his 800 wives must be shot. The laws of the Afghans are as immutable as those of their ancient neighbors, the Medes and Persians, and the whole of the little Midland village where the ameer's English wife was born and where her parents are still living has been during the past week or two in a high state of excitement over the possible fate of the young lady. Fortunately the ameer seems better now, and it is to be hoped, if only for the sake of his wives, whatever their nationality, that the improvement may continue. In the meantime cannot diplomacy do anything for the young woman? At his time of life, and with a ready habit to boot, I should have thought Abdurrahman might have been induced to get along with 200 of them. If, however, he must have a round number in the family circle, perhaps an exchange might be negotiated.—London Truth.

### A SLICK HOTEL BEAT.

As a Schemer He Could Give the Clerk Points and Not Half Try.

The fellow had no baggage when he registered first at the Markham House Saturday, but had a very glib tongue and told such a plausible story that he was permitted to register and given a room. He was well dressed and a very pleasant spoken fellow, and his bill for extras soon assumed startling proportions. The hotel people became alarmed, and after he had been there several days a party stopping there told him he was a cheat. The clerk fixed up a scheme, and that evening he got into the fellow's room on some pretext after he had retired, and calmly gathered up the fellow's coat, vest and pants told him they could be redeemed at the office for the amount of his bill.

The fellow's nerve did not desert him even in this extremity. He borrowed a mackintosh coat from the clerk which reached to his heels, which he put on over his underclothing, in order to go after some money, and walked to the Kimball House, where he boldly registered and was shown to a room, leaving word that when his baggage arrived it was to be kept until he got up in the morning.

At about 8 o'clock on Sunday morning he came jumping down stairs, making a great noise of a tale of robbery, in which he had lost his clothes and \$85 in cash. The hotel management, without stopping to investigate the fellow, got him a new suit of clothes and paid him \$85 rather than have such notoriety attached to the house. The fellow then walked back to the Markham house, paid his bill, obtained his clothes and jumped out of town.—Chattanooga Times.

### The Mystery of Ambergis.

Ambergis is an odoriferous, fatty substance often found floating upon the surface of the ocean or upon shore, where it has been cast by the waves. It is known to be a morbid secretion of whales, but whether it is found in their bodies irrespective of species or age or whether in the stomach or intestines is not certainly known. The best authorities are of the opinion that it is formed only in the intestinal canal of the sperm whale (Physeter macrocephalus).

Lumps of this curious substance range in weight from one-half ounce to 100 pounds and upward, the largest lump known to history weighing 182 pounds, and was sold by a petty oriental monarch to the Dutch East India company over 100 years ago. The season's take of ambergis by American whalers seldom averages 100 pounds for the whole fleet. In 1892 it was only 87 pounds, and in 1889 but 73. These figures will not seem so small when it is known that the 72 pounds taken in the year last named had a market value of \$23,200.—St. Louis Republic.

### Boston's Latest Fad.

A fad in the shape of "fairy stones" has come to light in Boston. The stone seems to be a bit of petrified earth, with what looks like a cross marked upon it, and is said to come from St. Patrick, in Virginia, where there is a mountain full of them, supposed to have been planted there by the fairies as far back as the days of the crucifixion. Believers in such things or folks who love to pick up fads are having those fairy stones mounted as pins, watch charms, etc.—Boston Letter.

### Cautious Investors.

Toronto is to have a \$1,000,000 hotel—that is, if the Ontario government will give a site and the city will guarantee the interest on the greater part of the anticipated cost of the building. Toronto capitalists are evidently running to caution in hotel investments.—Montreal Gazette.

### Chicago's Enormous Four Hundred.

A "society directory" just published indicates that there are 39,000 people in Chicago's Four Hundred. This could happen only in Chicago.—Chicago Record.

## PERILS OF THE OCEAN

INVENTIVE GENIUS TO THE AID OF DISTRESSED MARINERS.

Many Absurd Devices Offered—All Are Considered by the Life Saving Service Board—Cutting the Throat of the Timid With a Feather.

In order that the surfmen who patrol our beaches, ready to lend their assistance to distressed mariners, may have at their command the most efficient apparatus inventive genius can suggest, a board on life saving appliances appointed by the secretary of the treasury is connected with the life saving service and convenes upon the call of the president about once a year to consider the merits of all boats, apparatus or methods which may be presented to them with a view to adoption in that service if found practicable. This board makes public tests of the apparatus presented for adoption, and their report is embodied in the annual report of the life saving service for the year in which the investigations were made.

Many valuable suggestions are brought to the attention of the board which secure for the use of the service strong lines and effective gear. But some of the schemes and apparatus offered in good faith are so ridiculously absurd as to require but a very short report, and the decision is "found impracticable," the board being good enough to "cut his throat with a feather" in order that timid geni with meritorious apparatus may not be unduly discouraged or frightened at the decision made upon these devices and thereby deterred from presenting something which might be of incalculable value to humanity.

One of the peculiar facts ascertained by the investigations of the board is that those who are probably most apt to submit models and descriptions are those who know least about the real dangers and consequent needs of a stranded or straggling vessel. Some of the conceptions of the inland residents are truly marvelous.

The subject easily divides itself into three heads: Boats for going out through the surf, apparatus for effecting communication between the shore and stranded vessels, and means for preventing strandings. The devices to be considered as coming first are most naturally those to prevent strandings, and only recently a scheme was presented in which the government was urged to stretch a very large cable the entire length of the coast some distance from the shore anchored with mushroom anchors. Thus if a vessel were dragging her anchor she would float over this cable toward the rocks until the flukes of her anchor engaged with the cable, where she would be held safe and sound. No provision is made for preventing the parting of her chains, however. But the scheme of stretching a large cable from Maine to Mexico and stringing thereon mushroom anchors like bangles on a necklace will hardly meet the approval of congress.

Another amateur submits sketches and drawings, minus the pretty painted model, however, of a great boat intended to run simply by opening a gate valve in two large longitudinal tubes which open fore and aft below the water line. The valves are open when the boat is launched, and the water rushes into the forward intake and passes out at the stern. The water, passing out, pushes the boat forward, and the intake helps relieve the resistance on the bows, so that the boat, of course, is propelled by the water passing through these tubes. The boat thus goes on forever through the surf most speedily because the water is driven out through the stern most forcibly in a holocaustous sea. To stop the boat the valves are closed.

Another bright man with a less cumbersome contrivance, although the action is as hard or harder to understand, suggests a lifeboat or life raft built upon the exact model of a window shutter or blind, arguing that the water, operating upon the slats, will set them vibrating, and that this vibration by its action upon its own motive force will cause the boat to work forward against wind and tide. Bathers at Atlantic City a couple of summers ago will no doubt remember this inventor and his shutter.

A heart swelling with pity—it ought to be a woman's—for the poor drenched captain's wife, rescued through the mountainous surf from a vessel fast breaking up, has suggested a canvas cover similar to a wagon cover tightly fastened down to the gunwale as a protection from the wet. The dear soul, however, never stopped to consider the tremendous force with which the breakers, which at times turn a 34 foot lifeboat end over, would ride down that fragile protection, burying in its folds every one underneath. And those members of the board who had served at sea shivered when they read the description of this "protection" and pictured to themselves their exciting endeavors to extricate themselves from the ruin of the death dealing contrivance suggested in love and kindness by an ignorant friend.—Washington Star.

### Roman House Heaters.

Methods used by the Romans for warming their houses were clever. In Rome itself artificial warmth may have been brought rarely into use, though the Italian winter requires fires at times, but when the Roman took up his abode abroad as the conqueror he certainly lived in chilly climates. In the country houses he built in England he had carefully devised heating arrangements, which are called hypocausts. These are fires running under the tessellated floors. Fires were lit outside of the house, and the hot air passed under the floors. To do this much required a knowledge of the builder's art, with the necessary precautions against fire. Remnants of these hypocausts are found today in England, built during the Roman occupation.—New York Times.