

Lincoln County Leader
OFFICIAL COUNTY PAPER

COLLINS & HAYDEN, PUBLISHERS
Entered at the postoffice at Toledo, Oregon, as second-class mail matter.

SUBSCRIPTION RATES
One Year \$1 50
Six Months 75
Three Months 50

ADVERTISING RATES
Display, 10 cents per inch per issue.
Local and Reading Notices, 5c per line.
Notices—For Sale, Wanted, Etc., five lines or under, 25c per issue; 50c per month.
Homestead Notices, 5c; Timber Notices, 10c.

The Wilhelmina on Regular Run.
The Schooner of the Lincoln County Transportation Co. is now on Regular Run Between Yaquina Bay points and Portland.

The Wilhelmina, owned principally by stockholders of Lincoln county, made her first trip into this bay last Friday, bringing in fifty tons of coal from Coos Bay to L. W. Williams at Newport. After discharging her load she put out for Portland, where she will take on a load of merchandise for Toledo, and will be in here tomorrow.

The owners of this vessel are greatly pleased at the prospects of the boat, as she has now all the freight in sight that she can handle. Captain Tyler is her master and the people are guaranteed the very best service. The Captain is one of the best known sea captains on the coast, and thoroughly understands his business. The directors are principally Lincoln County men, and the people of this Bay are sure of a square deal. Freight will undoubtedly be lower than formerly, and our people will not be tied down to the dictates of the railroad company, as in the past.

It is the duty of the merchants and other shippers to assist the new boat in every way that they possibly can.

Some History.

Newport, March 26, 1910.
Editor LEADER:—It is needless to landy words with the editor of the News-Reporter in relation to the improvement of Yaquina river. He is set against the improvement and is doing everything he can to discourage and prevent anything that may be done to deepen the channel and open up the river to better transportation. A person who does this is an enemy to the progress and development of Lincoln county.

A vessel now drawing ten feet of water could go to Elk City on tides without any trouble. With the removal of the logs in the channel and one mud and sand bar at the Prune Orchard the water would average fifteen feet at high tide from Toledo to Elk City. The channel at Rocky Bar on the north side of the river is at least eight feet deep at low tide.

Already the soundings made by the Toledo committee shows an average depth of 14 feet of water from Toledo to Oysterville, except at the Altree mill where the shallowest place is four and one-half feet with a mud bottom. With this showing a small outlay of money would deepen the channel so that vessels drawing from twelve to fourteen feet of water could go to Toledo and Elk City on tides, thus opening up the way for the doing of a large commercial business on the river.

As everyone knows, water transportation is the cheapest and best for the people.

Large bodies of timber lie along and adjacent to the Big Elk and Yaquina rivers that can be rafted

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TOLEDO OREGON

down and sawed into lumber at Elk City and Toledo and shipped to the markets of the world by water. When the timber is gone the land can be used for orchard and dairy purposes.

No doubt the immense bodies of timber will be brought out from Siletz by way of Toledo, made into lumber and shipped by water, as trade like lumber always seeks the lines of least resistance. Captain Loll, now of the Condor, says he transported rock all one summer from Elk City to the mouth of the Bay with the tug Tonquin towing two large barges and never had any trouble whatever in going up and down the river. He says the tug drew seven feet of water and the barges drew six feet each when loaded. The capacity of the barges was 300 tons each. This of itself is a very good test of the capacity of the river for purposes of navigation.

The fine little sternwheel steamer Onetta, built at Pioneer in 1872 by the Kelloggs and launched at that place made daily trips between Elk City and Newport carrying passengers and freight for more than a year. She had a neat commodious cabin and pilot house and was capable of carrying 100 passengers. She very frequently took 100 passengers on excursion and picnic days from Elk City and Toledo to Newport. Jason Kellogg was her captain. This shows the river has been used a great deal in the past and it will be improved and used still more in the future. Now in regard to the shipment of those potatoes from Elk City in 1872 would say from the best information I can get by talking with old settlers the number of bushels was about 2500 and of that amount Mr. M. W. Simpson shipped 1300 bushels. The vessel was the schooner Lizzie built at Alsea. She drew 9 feet of water. This shipment occurred before any Custom house was established or any records kept. The soil then along the river bottoms at Elk City produced from 400 to 500 bushels of potatoes to the acre. The fact is the shipment was made and the Editor of the News-Reporter should make some investigation to find out whether the statement is true or not before contradicting it. He will also find it is better to support public improvements than to oppose them. It is a fact when the people help themselves the government will make appropriation to aid in opening up our river and harbors to commerce. As the shipping facilities are improved commerce will advance and as you know competition is the boy that regulates freight and passenger rates and it is better to have water transportation because it cannot be monopolized.

A Newporter.

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SAVED FROM THE GRAVE.
"I had about given up hope, after nearly four years suffering from a severe lung trouble," writes Mrs. M. L. Dix, of Clarksville, Tenn. "Often the pain in my chest would be almost unbearable and I could not do my work, but Dr. King's New Discovery has made me feel like a new person. Its the best medicine made for the throat and lungs." Obsolete coughs, stubborn colds, hay fever, la grippe, a thymic group, bronchitis and hemorrhages, hoarseness and whooping cough yield quickly to this wonderful medicine. Try it. 50c and \$1.00. Trial bottles free. Guaranteed by Toledo Drug Co.

List 6-212
Restoration to entry of lands in National Forest. Notice is hereby given that the lands described below, embracing 90 acres, within the Siuslaw National Forest, Oregon, will be subject to settlement and entry under the provisions of the homestead laws of the United States and the act of June 11, 1906 (34 Stat. 223), at the United States land office at Roseburg, Oregon on May 10, 1910. Any settler who was actually and in good faith claiming any of said land for agricultural purposes, prior to January 1, 1906, and has not abandoned same, has a preference right to make a homestead entry for the lands actually occupied. Said lands were listed upon the applications of the persons mentioned below, who have a preference right subject to a prior right of any such settler, provided such settler or applicant is qualified to make homestead entry and the preference right is exercised prior to May 10, 1910, on which date the lands will be subject to settlement and entry by any qualified person. The lands are as follows: The n¹/₂ of n¹/₄ of n¹/₄ of Sec. 25; the n¹/₂ of n¹/₄ of n¹/₄; the s¹/₂ of n¹/₄ of n¹/₄; the s¹/₂ of s¹/₄ of n¹/₄; of Sec. 26, T. 14 S., R. 11 W., W. M.; listed upon application of Sampson Levins of Ocean View Oregon; List 6-212. S. V. PROUDFIT, Assistant Commissioner of the General Land Office. Approved February 19, 1910, FRANK PIERCE, First Assistant Secretary of the Interior.

Lists 6-163 and -239.
Restoration to entry of lands in National Forest. Notice is hereby given that the lands described below, embracing 73.22 acres, within the Siuslaw National Forest, Oregon, will be subject to settlement and entry under the provisions of the homestead laws of the United States and the act of June 11, 1906 (34 Stat. 223), at the United States land office at Portland, Oregon, on May 10, 1910. Any settler who was actually and in good faith claiming any of said lands for agricultural purposes prior to January 1, 1906, and has not abandoned same, has a preference right to make a homestead entry for the lands actually occupied. Said lands were listed upon the applications of the persons mentioned below, who have a preference right subject to the prior right of any such settler, provided such settler or applicant is qualified to make homestead entry and the preference right is exercised prior to May 10, 1910, on which date the lands will be subject to settlement and entry by any qualified person. The lands are as follows: Lot 3 of Sec. 8, T. 8 S., R. 10 W., W. M.; 6.82 acres, listed upon the application of Sardinus D. Jenkins of Kernville, Oregon; List 6-163. The n¹/₂ of s¹/₄ of s¹/₄; the s¹/₂ of n¹/₄ of s¹/₄ of s¹/₄; the s¹/₂ of s¹/₄ of s¹/₄ of s¹/₄; the n¹/₂ of s¹/₄ of s¹/₄ of s¹/₄; the s¹/₂ of s¹/₄ of s¹/₄ of s¹/₄; the n¹/₂ of the n¹/₄ of the s¹/₄ of Sec. 3, the n¹/₂ of n¹/₄ of n¹/₄; the n¹/₂ of the s¹/₄ of the n¹/₄ of n¹/₄; the n¹/₂ of n¹/₄; the n¹/₂ of s¹/₄ of n¹/₄ of n¹/₄; of Sec. 10, T. 8 S., R. 10 W.; 72.5 acres, application of W. C. Maynard of Newport, Oregon; List 6-239. S. V. PROUDFIT, Assistant Commissioner of the General Land Office. Approved February 21, 1910, FRANK PIERCE, First Assistant Secretary of the Interior.

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