



LOGGING CAMP AT SEVEN MILE, NEAR BANDON.

Railroads and Lumber Industry in Coos.

Something About the Men, Mills and Camps, Taken From the June Number of "The Timberman."

The Coos Bay, Roseburg & Eastern Railroad is owned by the Spreckles interests, of San Francisco, and operates between Marshfield and Myrtle Point, a distance of 32 miles. This line was originally destined to form a connection with the Southern Pacific at Roseburg, but destiny and fate were against it. It got into litigation, and W. S. Chandler was appointed receiver and has successfully managed and improved the physical condition of the property greatly since it came into his hands. The road is doing a good business in carrying lumber, logs and coal to Coos Bay. The Myrtle Point Mill Company, Myrtle Point, Coquille Mill & Mercantile Company, Coquille, and A. Johnson's mill, at Coquille, ship their lumber over this line to Marshfield where it is unloaded in vessels for California ports. The Simpson Lumber Company, of North Bend, and Dean Lumber Company, of Marshfield, utilize this line for bringing the logs cut on the Coquille River to Coos Bay. The logs are loaded on the cars at Cedar Creek boom, owned by Dr. McCormac, and dumped into his boom on the Coos Bay side. The charge for catching and booming the logs on the Coquille River, loading on the cars and rafting at Coos Bay is 55 cents per thousand feet. The rail rate is \$3 per car, with an average load of 4000 feet. The road is under option to the Southern Pacific, and it is expected it will be absorbed and made a part of the line to be constructed from Drain to Coos Bay, a distance of about 80 miles. From Coos the line will undoubtedly follow the coast and be extended to Humboldt Bay, California, where a line north from San Francisco will connect, forming practically a water level coast line route from San Francisco to Portland, avoiding the heavy grades of the Siskiyou Mountains and affording a rail outlet for the timber of the Oregon and California coast. The building of the Drain-Coos Bay link will open up one of the best sections in Oregon. The line will traverse the valley of the Umpqua, leaving Gardiner, under the present survey, about one and half miles to the north, and striking Coos Bay at a point nearly opposite North Bend, where a draw bridge will be erected, and follows the south bank of Coos Bay to Marshfield, thence south via the Coquille River to California. The building of the Drain-Coos Bay line will give a wonderful impetus to the lumber development of Douglas and Coos Counties, and it will only be a few years after the construction of the road until it is lined with saw-mills.

Logging Roads.

Dean Lumber Company is building two miles of road up Cunningham Creek, which will connect with the C. B. R. & E. R. R., which will haul the logs to Marshfield.

Coos Bay Lumber & Coal Company, of Marshfield, capitalized at \$300,000, of which F. Boutin, Jr., is president, Louis Hantich, vice-president, and W. E. McCord, treas-

urer, are the owners of the Chadwick tract, carrying 600,000,000 feet of timber. This timber will run about 40 per cent fir, 50 per cent spruce and 10 per cent white cedar of excellent quality. It is advantageously located on south Inlet and also borders on the C. B. R. & E. R. R., near the Beaver Hill mine. This company is building two and a half miles of railroad to connect with the Beaver Hill branch. Three Willamette and a Tacoma engine will be used for the first year. The Washington Iron Works, of Seattle, will furnish the logging trucks. This company expects to put twenty million feet in the water this year, and thirty million feet thereafter for four years. The logs are contracted to the Simpson Lumber Company.

The other logging railroads in Coos County are: Aason Bros., Coquille; Seeley & Thomas, Coquille; Stardevant & Crane, Coquille; A. Johnson, Coquille; Cody Lumber Company. These roads are located on the Coquille River. Blue Ridge Railroad & Navigation Company is operated by the Simpson Lumber Company and is located on Coos River. Southern Oregon Company, of Empire, has a railroad located at Sumner, which is idle. These roads have a trackage of 27 miles and utilize eight locomotives and 24 logging engines, and have a daily capacity of 500,000 feet.

White Cedar.

The white cedar of Coos and Curry Counties is susceptible of a high polish and may be stained to any desired effect. For furniture and cabinet work this lumber will yet be recognized to a greater extent than it is today. The lumber can be kiln dried with practically little checking being evidenced. The best quality of white cedar is found growing about 10 miles from the coast in Coos, and Curry County about 20 miles inland. This timber will average about 500 feet to the log and will yield about 30 per cent selects and better and the balance common. California has heretofore practically offered the only market for this lumber, but with the extensive and successful advertising which has been accomplished by Manager L. J. Simpson, of the Simpson Lumber Company, North Bend, this valuable lumber is now being sought throughout the United States. Owing to its lasting qualities for shipbuilding and deck planking, it has no superior, in addition to its merits as a sash and door and interior finish wood.

The hardwoods of Coos County, consisting principally of maple, alder, ash, black and yellow myrtle, are destined in the course of a few years to become very valuable. The myrtle is especially beautiful, susceptible of a high polish and the variety of its markings render it a very choice and desirable furniture wood.

Coquille River Timber.

The timber of the Coquille River consists of yellow and second growth fir, spruce, red and white cedar principally.

The yellow fir will yield about 30 per cent of clear and selects. The logs will average about 1100 feet.

Second growth fir will run about 50 per cent of No. 1 and No. 2. The logs will average about 700 feet.

White cedar, up river, shows an average of about 30 per cent No 1

and No. 2, and 70 per cent common. The white cedar cut at down river points will yield about 40 per cent No. 1 and 2, and 60 per cent common. The logs will average about 500 feet.

One of the marked features in the matter of re-forestation in Coos County is the rapid growth of alder, which follows the fir.

Spruce—The spruce belt in Coos county extends only about ten miles from the coast. The spruce is generally of a good grade and will run about 25 per cent selects and clears, and 75 per cent common.

The stumpage values on the Coquille river, accessible for logging, may be estimated as follows: 50 cents for second growth; 75 cents for yellow fir; spruce \$1 to \$1.25; white cedar, \$2; red cedar, \$1.

The first mill constructed on the Coquille river was built by Pohl, Gruby & Rink. The white cedar used in the construction of the late Palace Hotel in San Francisco, was cut at this historic old mill.

Price of Logs—Coquille River.

No. 1 fir, \$6 to \$6.50; second growth, \$4.50 to \$5; spruce \$6 to \$6.50; red cedar, \$6; white cedar, \$5 to \$12.

Booms.

There are two public booms on the Coquille river. The McCormac boom at Cedar Point has been confining itself to catching the Simpson logs for transportation to Coos Bay. Charles Ashton, of Parkersburg, operates a public boom.

The Coquille river has three forks—North, South, and Middle forks. The Middle and South fork unite about three miles above Myrtle Point, while the North and South fork form a confluence about one mile below Myrtle Point. These streams are well adapted for driving logs. The North fork can be driven for 35 miles, South fork 40 miles, and the Middle fork 30 miles. The rises in these streams occur from November to March generally, but owing to the excessive moisture a good driving stage of water occurred on the first of the month, bringing out about ten million feet, which was practically the bulk of the logs lying in the streams. The Coquille rises in extreme high water to a height of 20 feet, while the average rises are from 12 to 15 feet. The duration of high water is about one week generally.

Shingle Mills.

Fred Mentzel is operating a shingle mill at Arago, with an output of 10,000 shingles daily.

Whittington & Arnson have a small shingle mill near Myrtle Point.

Larsen & Company are erecting a shingle mill at Coquille. The mill will be equipped with a Challoner double-block machine. The mill is conveniently designed and is located on the railroad and Coquille river, affording rail and water facilities.

Shipbuilding.

The keel will soon be laid for the construction of a steam schooner at the Simpson yards at North Bend.

K. V. Kruse of Marshfield has a steam schooner in the stocks at his yard.

E. Heuckendorff, the Prosper ship builder, is building a fine steam schooner of the following dimensions: Keel 176 feet; beam 38 feet; hold 13 feet. The vessel will carry about 700,000 feet. This yard is well equip-

ped for building vessels and there is no better master shipbuilder on the Coast than Mr. Heuckendorff.

Bandon Mfg. Co. is making a first-class white cedar shingle, and is also manufacturing red cedars. The plant is very conveniently located and designed to cut shingles very economically. Two upright machines are used. About 5500 shingles can be obtained from a cord of white cedar bolts.

Bandon Commercial company is manufacturing broom handles. The handles are manufactured from white cedar, alder, fir and maple. The output is 4500 handles daily. Formerly large quantities of handles were exported to Australia but the imposition of a tariff has restricted the market. Thos. Langlois is superintendent.

Col. R. H. Rosa is operating a white cedar mill about three miles from Bandon. The doughty Col. has a complete broom handle plant but is not operating it at present.

The Parkersburg Mill and Tug Co. is one of the oldest plants on the river. The property consists of about 6000 acres of very well timbered land and is a portion of the Doe estate. The mill is cutting about 40,000 feet. Manager Kronenberg is operating the plant successfully. The plant was built by the late Captain Judah Parker, to whose energy and enterprise the Coquille valley owes a debt of gratitude. Through his personal efforts the first improvements at the mouth of the Coquille river were undertaken. By soliciting the aid of the farmers and settlers, a jetty was constructed which rendered navigation possible. The Government was finally enlisted in the project through the efforts of Judge M. C. George, of Portland, who was then a Congressman from Oregon. During the Farmers' & Shippers' Congress at North Bend, where every banner bore the inscription of "Forty feet of water on Coos Bay Bar," Mrs. Kronenberg, a daughter of the late Captain Parker, wore on her coat a modest piece of ribbon with the significant inscription, "We will be satisfied with twenty feet."

Coquille Mill & Mercantile Company was compelled to close down for a few days on account of logs, but started up about the first of the month. Jeff Nye, of the company, is a great admirer of myrtle, and has about 30,000 feet of this handsome lumber in the yard, which will find its way into the furniture factories.

J. G. Fish, Coquille, operates a planing mill and box factory. Mr. Fish is a skilled cabinet maker and manufactures handsome special furniture.

Myrtle Point Mill Company is cutting about 25,000 feet daily, which is shipped to San Francisco via Coos Bay principally. The company operates a large general store in connection with its mill and has all the orders it can handle. The mill is advantageously located at the junction of the two forks of the Coquille River.

The Prosper Mill Company is running steadily under the management of William Hicking and cutting about 40,000 feet daily.

Carman & Crites are sawing for the Cody Lumber Company and have a good modern band mill. The mill is averaging 50,000 feet daily. Grays Harbor is well represented on the Coquille River. Messrs. Carman & Crites and Manager Hicking, of the Prosper Mill Company, are all former Grays Harbor lumbermen. Locally Carman & Crites' location is called Aberdeen.

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