

Prosper, Oregon.

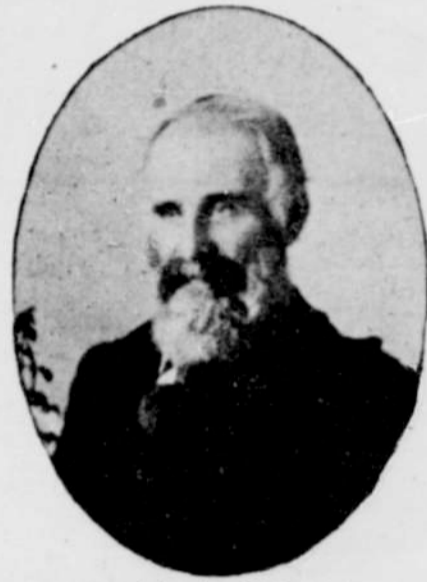
The busy little town of Prosper is located on the south bank of the Coquille river about 2½ miles above Bandon. It is the principal place of importance between Bandon and Coquille City. The population is over 200 and still growing. During the past two years many people have built homes and located here.

The place has a good school about eight months in the year with an good average daily attendance. At present there is no church building but services are held occasionally in the hall.

With its sawmills, shipyard and cannery, the name of Prosper is suggestive of busy and prosperous times.

The town of Prosper was founded by Adam Pershbaker, who first came to Coos county in 1867, and having had a small merchandise store bequeathed to him by a younger brother, entered his first business venture at Randolph in 1870. He gave the business his strict attention and with many struggles, brightened with brilliant prospects, he made it a successful undertaking. Randolph in those days was quite a lively place as it was the supply point for a large section of country. For about twenty-three years Mr. Pershbaker was engaged in business at this place and shared in the benefit from the black sand harvests which made Randolph a noted place in those days.

In 1887 he commenced work on his sawmill and had it in frame. In 1888 the machinery was installed, and sawing commenced Nov. 18th. The mill had a capacity of 20,000 ft daily. Wm. Hammerburg was foreman, and T. P. Hanly head sawyer. For several years he conducted the



Adam Pershbaker.

from active business, selling the mill and store to Sudden & Christenson of San Francisco, which now bears the name of the Prosper Mill Co. Many changes have been made since the transfer, the capacity of the mill increased, electric light plant installed, wharves and booms enlarged, and various other improvements made.

The Prosper Mill Co. bought the mill property of A. Pershbaker in December, 1902. Sudden & Christenson of San Francisco are the principal owners. They are also interested in the Aberdeen Lumber & Shingle Co. of Aberdeen, Wash., and the Siler Mill Co. of Raymond, Wash. When this company came possession of the mill they immediately commenced the work of remodeling the plant and extending the wharf and boom. The mill makes an averages run of over 1,000,000 feet monthly, and has lost very little time during the past four years—probably not over a week. The steamer Elizabeth loads at this mill. The schooner Ruby has been taking lumber from this mill ever since she was built. The Lizzie

known. In 1905 another cannery was built, which is now being successfully operated by a stock company, of which R. W. Bullard is president, Sam Nass manager and Mrs. S. W. Fahy secretary. The fishing season opens about August 15th and continues until November 20th. Silverside salmon is the principal output. The cannery is equipped throughout with modern, up-to-date machinery, and is the means of distributing a large amount of money to the inhabitants of the lower river during the fall months.

On the opposite side of the river from Prosper is the Carman & Crites sawmill. This mill was built about three years ago by Messrs. Carman & Crites, who came from Gray's Harbor, Wash. The mill is equipped with a band saw and has a capacity of 65,000 feet daily.

The latest industry in Prosper is the general merchandise store of Pratt & Pershbaker, the two proprietors being enterprising young people who are sure to make a success of their venture. Both have had experience in the business and Mr. Pratt informs us they are pleased at prospects.

Coquille River Lighthouse.

Another branch of the government service represented here is the lighthouse at the mouth of the river. It is in charge of Keeper O. Wren and W. H. Cary, 1st assistant. It is known to those familiar with intricacies of the lighting mechanism as a light of the fourth order, but it is kept in first class order. The lantern of this lighthouse is elevated 52 feet above sea level, and casts its rays, focused through powerful lenses, for a distance of 12 2-3 miles, giving a brilliant white light 28 seconds, with an eclipse of two seconds.

The lighthouse is also equipped with a Daboll trumpet fog horn and



Shipyard, Prosper, Oregon.

store at Randolph and the sawmill at Prosper, but later combined the two at Prosper. In 1893 a new store was built near the mill. The store building and stock from Randolph was moved on scows to its present site, and was converted into a warehouse, while the new one, a substantial, up-to-date two-story structure, was occupied on the first floor as the retailing merchandise department. In January, 1895, after a season of excessive rainfall, a landslide occurred which carried the building into the river wrecking it beyond repair. Fissures in the hill were discovered a week before the landslide occurred, and the stock on the first floor and household goods on the second, were removed to a place of safety. The loss of the building was estimated at \$3,000. In 1895 another building was erected beside the warehouse, in which the stock was placed and which still marks the business center. In 1896 Mr. Pershbaker completed a handsome, modern residence in the west part of town, where the family at present reside.

In 1903 Mr. Pershbaker retired

Prien loads here, and there are always from four to six vessels running regularly.

The company also have a store in connection with the mill and carry a complete line of general merchandise and make a specialty of loggers' supplies.

Wm. Hicking, the manager of the Prosper Mill Co., came from Aberdeen, Wash., to take charge of the business when the mill changed hands. He is an indefatigable worker, and it is due to his good management and strict attention to details that the mill has made such a good record in continuous running and up to the limit output.

A number of vessels have been built in Prosper, viz.: Prosper, Mascott, Winchester, Mizpah, Oregon and the steam schooners Coquille River, Aurelia, Raymond, Wellesley and Bowdion. A permanent shipyard and dry dock have been fitted up by E. Heuckendorf, who came here from Marshfield about two years ago.

In 1894, the cannery, which was built a few years prior by J. R. Gilstrap, was burned, the cause un-

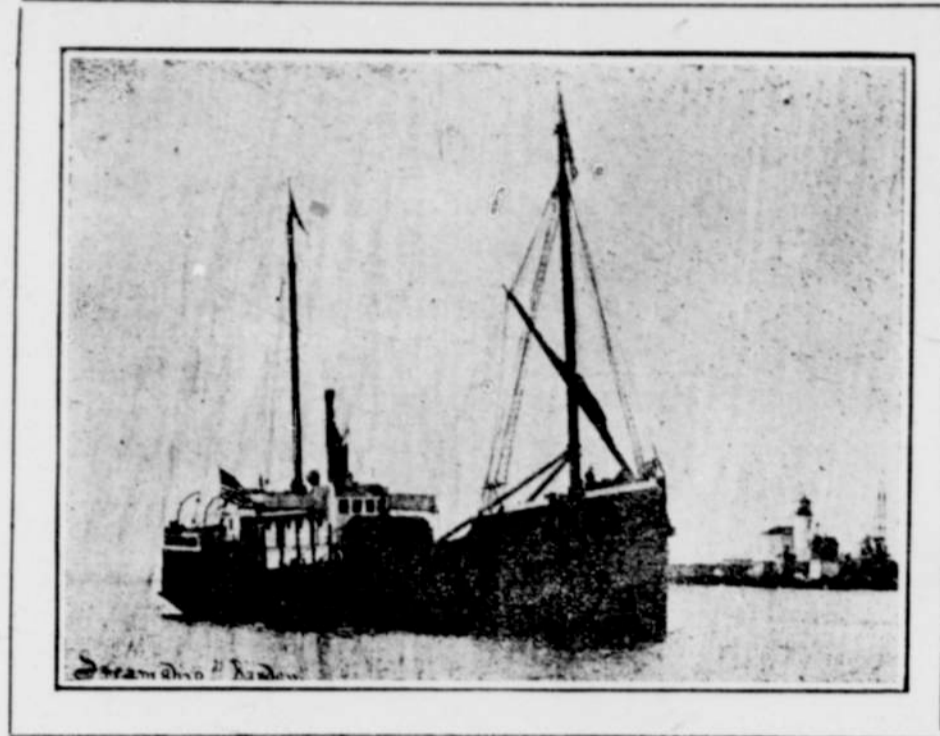
during foggy and stormy weather blasts are blown five seconds, with silent intervals of twenty-five seconds.

How to Get to Bandon

There are three ways of getting to Bandon. You can take the Steamer Elizabeth from San Francisco, fare \$10; you can take either the Alliance or Breakwater from Portland to Marshfield, then take train to Coquille at 9 o'clock, connecting with the Coquille River boat, landing you at noon the same day in Bandon, combined fare, not counting lodgings, is approximately \$12; and over stage from Roseburg, Ore., to Myrtle Point, from which place you take river boat to Bandon, as before, fare being \$5 for stage and \$1 boat. We recommend boat clear through, in the winter time at least. It is quicker and pleasanter for those not afflicted with sea sickness.

Steamer Bandon

Capt. C. P. JENSEN, Master.



Regular Trips Between Coquille River and San Francisco. Carries Freight and Combustives.

A. F. ESTABROOK, CO., San Francisco.

BANDON COMMERCIAL CO., Bandon.

CHRISTMAS GREETINGS

FROM
THE ARCADE SALOON
JAMIESON & BROWN.

ESPECIALLY FOR XMAS.

WEINHARD'S BOTTLED BEERS, J. H. CUTTER AND STEWART WHISKIES. SELECT LINE OF WINES, LIQUORS AND CIGARS. : : : : :

The Workingman's Resort
Weinhard's on Draught.

THE RED BUILDING
BANDON.