

### Oldest Woman in Oregon.

was never any hand for sweetmeats, such as preserves and cakes.

"I weigh about 130 pounds, which is pretty good for a woman my height, about 5 feet, 3 inches. I dress and care for myself and do not need help from my daughter, except when I have a sinking spell, as I do once in awhile when my extremities get numb.

"Until late years I have always been in comfortable circumstances. We had land and slaves, which were wealth in the old days. My daughter owns our home, and that is all that is left of our property now.

"I plainly remember the war of 1812. My father fought during the last six months under Andrew Jackson, but he was a paid soldier. We lived near the highway and I saw Andrew Jackson driving from his home to Washington to be President, and waved to him. We were all Democrats and are still. I haven't much use for the black Republicans.

#### THINGS SHE REMEMBERS.

"It bewilders me to think of the many things that have happened in my life. I can remember when there were no steamboats or steam cars, and it was only yesterday that the telephone and electric light were invented.

"They called me an old woman when we came to Oregon, but I rode horseback all the way, and that was 52 years ago. I remember the Mexican war plainly, and the civil war seems like last week. I was 72 when John Brown made his raid at Harper's Ferry, and although the news didn't reach us for months afterward, I remember the excitement it caused. In the same year Oregon was admitted as a state. Why, 40 years ago, they said I ought to take things easy, so I sold my hotel to my daughter.

"The friends of my youth have been dead for half a century, some of them a full century. My eldest boy would be a hundred this year if he had not died two years ago. Even the friends of my old age are gone, and I have only my daughter left. I am hard of hearing and blind in one eye, and yet I enjoy life, take an interest in the world, and try to be as little bothered as possible until the end comes, which cannot be long delayed now."

Mrs. Woods can be found any sunny day walking about the yard or sitting in her favorite armchair at her daughter's home in Hillsboro. She is always glad to pass the time of day with neighbors, and has a cheerful "how-de-do" and handshake for every one. For many years the countryside gathered upon her birthday to do her honor, and she greets all visitors cordially, and makes tea for the assemblage.

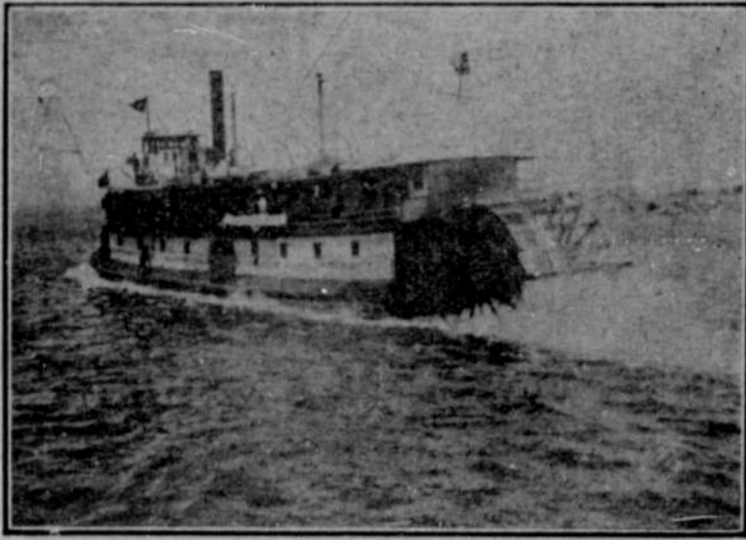
### Curry County.

In this edition of the progress, development and resources of Bandon and the surrounding country, we must not neglect our neighboring county on the South. Curry County is another of Oregon's prides, and Port Orford, the nearest town, has a fine natural harbor and deserves mention.

It is stated with much truth that no county in Oregon is quite so interesting from many viewpoints, as Curry, probably the least known and understood of any in the state. Sixty years ago it was a wilderness traversed by half hidden trails; today it is a district of stage routes and trails, proud of one port only, where a coastwise steamer touches regular-

ly on its trips from San Francisco to Coos Bay and return.

Lying along the Pacific ocean at the southwestern corner of the state, Curry County has gained a high degree of picturesque importance, but far and away beyond this last mentioned fact, is the country's acknowledged wealth of natural resources. Abundant in standing fir, cedar, pine, myrtle and oak, it is one of the richest timber sections on the Pacific coast. Mining prospects in gold, silver and copper, developed, undeveloped, and those yet uncovered, place Curry County in line with some of the best known mineral districts in the northwest. There are paying



Coquille River Boat, Dispatch

placers on any one of the dozen or more small streams and rivers that turbulently tear ways through forest ravines on their windings to the sea, and back for miles along Rogue river are quartz prospects which need but development to prove their wealth, while the stream itself supports some of the most prosperous salmon fisheries on the coast. Within a half dozen miles of Port Orford, the port town of the county, gray granite and gray marble are found in immense deposits, the quality of the stone equaling any like product in the world's market. As a hunting and fishing preserve, Curry county ranks probably, with any section in the northwest. It is a far cry from the present back to the days when Indians hunted the elk on forest trails and in river bottoms, but within the last two years three elks were seen on the scrub land along Sixes river, 30 miles from the ocean.

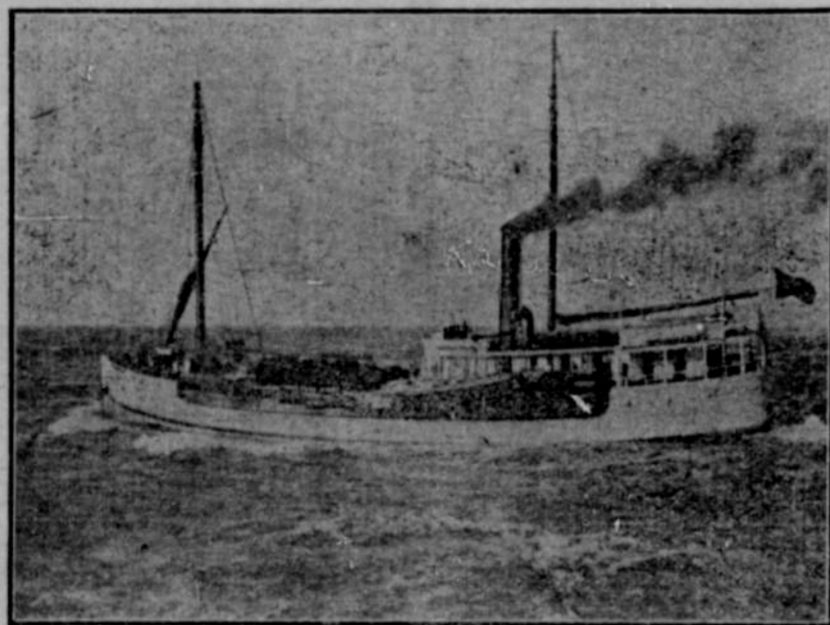
Returning to Port Orford there are many interesting things to say. The little town lies at the side of the only natural harbor between San

swells setting in at the roadstead. From the south point of the heads, due east to the base of Humbug, a mountain peak, the harbor is four miles broad. It is exempt from all sunken dangers either in it or in its approach. It is equi-distant between San Francisco and Puget sound, and 220 miles south of the Columbia river. The land is high and prominent, effectually protecting the harbor on three sides. The heads are formed of most durable rock, with bold water from seven to ten fathoms immediately against them. The heads offer at hand all the material and of excellent quality with which to build a breakwater,

which would have the effect of manning a bleak stretch of coast 600 miles in length with a harbor of refuge, which now has none.

The war department has estimated that a breakwater 2000 feet long could be constructed for less than \$3,500,000, which would give available protection to about 90 acres, with a depth of from 6 to 12 fathoms. A number of years ago Congress appropriated \$150,000 for preliminary work on such a construction, which was never used. The assurance of a railroad down the coast from Marshfield to Eureka, thence through California to San Francisco over the Santa Fe leads the people of southwestern Oregon and masters of coastwise vessels to believe that the breakwater scheme will again be agitated.

Present conditions in southwestern Oregon demand suitable facilities, and so soon as they are obtained, rapid progress will be made in a score of industries for which the natural resources of the country has



Steamship Elizabeth. Bandon to San Francisco

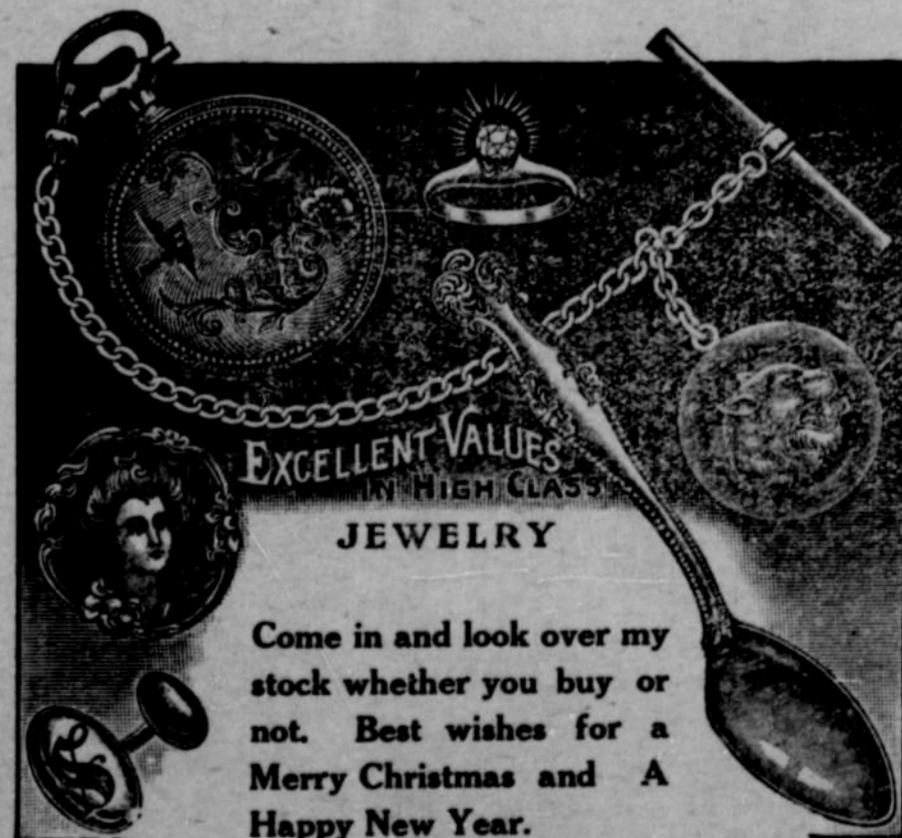
Francisco and the straits of Del Fuca. Tichenor bay, or Ewing harbor, as it is nautically called, lies 10 miles south of Cape Blanco, latitude 42.44, longitude 124.30 west, and is a deep broad, capacious roadstead, having on the west and north a headland, perpendicular on the harbor side and 350 feet in altitude; it has the very best holding ground of any roadstead on the coast, composed of sand, loam and decomposed slate. A quarter of a mile outside of the extreme south point of the heads the water deepens rapidly, and soon attains a great depth, the effect of which is to permit heavy ground

so well prepared it. A wealth of the finest granite and marble will lay untouched; hundreds of square miles of valuable timber will stand uncut; quarter sections of land superbly suited to stock raising and dairying will remain covered with scrub growth; coal fields, prospected but undeveloped, will continue in their primitive state, unless adequate means to get the goods to market are supplied. The railroad is going to be built down the coast and the fact is gratifying. It will be the sure means of adding to the state of Oregon wealth which now lies hid-

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