O. L. Bancroft Historical Depmt

Coquille City Herald.

VOL. 6. COQUILLE CITY, OREGON, TUESDAY, SEPT. 20, 1887. NO. 6.

BUSINESS CARDS.

M. M. MURPHY, M. D.
Physician and Surgeon.
OFFICE IN HERALD BUILDING.
COQUILLE CITY, OREGON.

H. FLENTGE, M. D.
Physician & Surgeon,
MYRTLE POINT COOS CO., OREGON.

S. N. A. DOWNING M. D.
Physician and Surgeon,
COQUILLE CITY, OREGON.
Calls—day or night—Promptly attended

D L. STEELE, M. D.
Dentist
Marshfield, Oregon,
Office in Holland building, opposite Blanco Hotel. Laughing gas and other anæsthetics administered for the painless xtraction of teeth. v1n1

O. E. SMITH,
Surgeon Dentist,
office
MARSHFIELD, OREGON.
v1n1.

S. H. HAZARD. S. F. WILSON.
HAZARD & WILSON,
Attorneys and Counselors at Law,
EMPIRE CITY, COOS COUNTY, OREGON.
v5n37

A. J. SHERWOOD,
ATTORNEY AT LAW
AND NOTARY PUBLIC.
Coquille, Coos County, Oregon.

J. H. UPTON,
COUNSELOR AT LAW—NOTARY PUBLIC
Conveyancer and General Land AGENT.
Collections Made—Loans Negotiated
DENMARK, OREGON.
Ranches, Wild Land and Town Property bought and sold. Collections a specialty and proceeds promptly remitted.

L. F. LANE. JOHN LANE
LANE & LANE,
Attorneys and Counselors at Law.
Land Cases a Speciality.
Office on Main Street, opposite Cosmopolitan Hotel.
Roseburg, Oregon.

J. M. SIGLIN. JOHN A. GRAY.
Siglin & Gray.
Attorneys and Counselors At Law,
Marshfield, Coos county, Oregon.
Office—Holland building, opposite Blanco Hotel. v1n29

W. SINCLAIR,
Attorney at Law,
General Insurance and Real Estate Agent.
COQUILLE CITY, OREGON.

T. G. OWEN,
Attorney and Counselor at Law,
MARSHFIELD, OGN.

J. W. BENNETT,
Attorney at Law,
MARSHFIELD, OREGON.

D. L. WATSON,
Attorney and Counselor at Law
EMPIRE CITY, OREGON.

J. H. NOSLER,
Notary Public
COQUILLE CITY, OGN.

McMILLAN BROS.
Photographers,
Marshfield, - - - - - - - - Oregon.
Gallery opposite [illegible] store.
v5n16

J. J. WILSON
WATCHMAKER AND JEWELER,
Coquille City, Ogn.
Work of all description done at short notice and extremely low prices. v5n38

Gen. WALLACE CAMP,
No. 2, S. of V.
Meets at Coquille City every first Saturday after full moon each month. Members in good standing are cordially invited.
Levi Snyder, Captain. H. I. Clinton, First Sargent.

I. O. G. T.
Morning Star Lodge
No. 464,
Meets at Coquille City every Thursday evening. Visiting members of this order, in good standing, are cordially invited.

I. O. O. F.
Coquille Lodge No. 53
Meets at Coquille City every Saturday evening. Visiting brethren, in good standing, cordially invited.
S. P. C. Johnson, N. G.

A. F. and A. M.
Chadwick Lodge, No. 68.
Meets at Coquille City on Saturday evening on or before the full moon in each month.
Geo. McEwan, W. M.

G. A. R.
Gen. Lytle Post No. 27.
Meets at Coquille City, on every first Wednesday. Visiting comrads, in good standing, cordially invited.
W. Sinclair, Commander.

Coquille Command
No. 1, O. R. C.
Meets in this place every first and third Tuesday in each month. All members in good standing are cordially invited.
A.T. Lillie, Commander.

T. V. Nichols,
CABINET MAKER.
Bandon, Oregon,
Picture Frames, Door and Window Frames made, Saws filed and Furniture Repaired. All work done to order. Prices Reasonable.
Location: Near Gold Beach Hotel.

You'll Never Git to Heaven Uncle Joe.

O! good Lawd a-massy 'pon my soul!
Des [illegible] 'n Uncle Joe done stole,
Steal f'om de crib and [illegible] f [illegible],
Never get to Heab'n f'om de len'k uv'e heel.
Ain' gwine ter git ter Heab'n,
Uncle Joe, Uncle Joe.
O! yo'll never git to Heab'n,
Uncle Joe.

Joe done foun' wey de guinny hen lay,
Slip down dar by [illegible] 'bout way—
D[illegible] y, dat way cunnin' an' sly—
Never git ter Heab'n by dat downcas' eye.
Ain't gwine ter git ter Heab'n,
Uncle Joe, Uncle Joe,
O! yo'll never git ter Heab'n,
Uncle Joe.

Joe good deakin in chu'ch des de same,
Look rumbunkshous, 'n walk so'er lame
'Zortin' an' pray'in an' linin' out de h.m,
Eye on de yaller gal all that time.
Ain' gwine ter git ter Heab'n,
Uncle Joe, Uncle Joe.
O! yo'll never git ter Heab'n,
Uncle Joe.

He nab dat shote an' 'e cut frough de fiel',
Hol' 'im by de mouf so'e ain' gwine squeal
'Tain,t no use fo' ter shout an' ter pray,
Fingers too light all de w'ite folks say.
Ain' gwine ter git ter Heab'n,
Uncle Joe, Uncle Joe.
O! yo'll never git ter Heab'n,
Uncle Joe.

Joe des es stateful as he kin be,
Chicken hatter roos' in de mulberry tree,
Den ole domernicker sca'ed fo' ter crow,
He see dot nigger er watchin' 'im so.
Ain' gwine ter git ter Heab'n,
Uncle Joe, Uncle Joe,
O! yo'll never git ter Heab'n,
Uncle Joe.

Ain' no 'pen'sun in er dish-face hoss,
An' er bow-backed cow, say my ole boss,
An'er hoss wa't show all de w'ite uv 'is eye,
An' er bow-legged nigger sho' steal an' lie.
Ain' gwine ter git ter Heab'n,
Uncle Joe, Uncle Joe
O! yo'll never git ter Heab'n,
Uncle Joe.

—By Montgomery M. Folsom.

Senator Mitchell's visit. Southern Oregon Coast.

Senator John H. Mitchell has been visiting the country and coast embracing Coos county, and the original Umpqua region. On his return a representative of the News made inquiry of him as to his trip and his views of what he beheld. In answer to the general interrogatory, the Senator responded:

Yes, I have just returned from my first visit to the western portion of Douglas county and Coos county, during which I have made personal examinations of the Umpqua river between Elkton and Scottsburg and the ocean; of Coos bay and its entrance, including the surrounding country; of the beautiful and romantic Coquille river, and its adjacent valleys. My observations and investigations extended to the works going on at the entrance to Coos bay and at the mouth of the Coquille under the direction of the War Department, in pursuance of appropriations made by Congress. Although I have been a citizen of the State of Oregon for over twenty-seven years, I confess never until now have I had any adequate or proper appreciation of the great importance—when viewed with reference to its marvellous developed and undeveloped resources and great natural advantages—of this section of our State.

THE UMPQUA.

First—It may be truthfully said that the Umpqua river is, when considered—either in reference to volume of water or richness of country drained—second in importance among the many rivers of the Pacific Northwest. But little improvement is required to make it navigable for the largest sea-going vessels to Gardiner, and with but little more, navigation for deep draught vessels can be secured to Scottsburg, to which point boats of light draught have been running for years. While the river between Scottsburg and Hart's Rapids near Elkton—distant from the sea some fifty miles—is obstructed for some distance by rocks and rapids at some five or six different places, it presents stretches of miles in length of a magnificent channel, of ample width and depth to float river vessels of largest draft. That all obstructions will eventually be removed from this portion of the Umpqua, so as to secure free navigation for river steamers of large draft between Gardiner and Scottsburg, I have no serious doubts. In my judgement the proper thing to be done at present by Congress, looking to the permanent improvement of this river is to secure, if possible, a permanent survey, first, of the river between Scottsburg and its mouth, with an estimate of the cost of improvement from and including the bar at the mouth of the river to Scottsburg; and, second, a survey of the river between Scottsburg and Hart's Rapids—near Elkton—and a separate estimate of the cost of making that portion of the river navigable for ordinary light draft river boats. That the waters of the lower Umpqua will be connected, however, with the central and eastern portions of our State by rail at no distant day is by no means improbable. Already a careful survey and estimates have been made for a railroad from Drain's, on the Oregon & California road, to a point on deep water on the Umpqua some eight miles below Scottsburg—a total distance of less than forty miles—the highest grade not exceeding fifty feet to the mile, and running through a marvellously rich agricultural belt, while on either side are found magnificent forests of fir, cedar, pine, maple, myrtle and other valuable timber.

Senator, what is your opinion of Coos county and its future?

Coos county, taken as a whole, from what I saw and heard, I believe is one of the richest, if not indeed the richest, county in natural resources in the State of Oregon, while the natural advantages are in their importance beyond estimate. Coos bay is a magnificent body of water, extending inland with deep water, which ships crossing the entrance may ascend with safety a distance of over twenty miles, first to Empire City, some seven miles from the entrance, then to Marshfield, some twelve miles further inland, covering the important ship building port of North Bend, and various important points and coaling stations. The work done by the General Government in the way of the improvement of the entrance to Coos bay has been of inestimable advantage to its commerce. Before this work was commenced, eight or nine years ago, ships drawing over six feet could not go in or out, and even the channel was constantly changing. Now, in virtue of the work already done under the direction of the United States engineers, a permanent channel of eighteen feet in depth at low water has been secured, which, with ordinary rise of some six feet at high tide gives a depth of water at the entrance to Coos Bay at present of about twenty-four feet. This depth can, with a reasonable expenditure, be still further materially increased. The difficulties, however, in carrying forward this work may be realized when it is known that future piling and rock work must be carried on in water of a depth of sixty feet. There is now an unexpended balance of over $30,000, heretofore appropriated by Congress, for this work, which amount the engineers in charge deem insufficient to justify resumption of work; and, consequently, all work is, and has been for nearly two years, suspended.

AN EXECUTIVE VETO STOPS WORK.

Well, why didn't Congress make the necessary appropriation to go on with the work?

Congress did. There may be further appropriations by Congress, and yet, though somewhat anomalous and singular as it may seem, when Congress at its last session appropriated for this work an additional sum of $35,000, we are met with an Executive pocket veto, for the reason, as stated to me personally by the President, that there was a large unexpended balance for river and harbor improvements. Had the river and harbor bill passed by Congress at its last session received the signature of the President, Oregon rivers and harbors would have received some $600,000, and Coos Bay $35,000 of this amount. In that event the work, not only at Coos Bay and Coquille mouths, but on the Columbia river, at Yaquina and other points, could have been pushed forward. This bill did not become a law is a matter of profound regret, or at least should be to every citizen of Oregon, of whatever political party, who feels an interest in the speedy and proper development of our rivers and harbors.

The Oregon Coal & Iron Company has a narrow guage railroad, three and a half miles in length, connecting their bunker at the mine with one of still larger capacity on the bay opposite Marshfield. From this latter bunker a ship carrying 600, tons of coal is loaded in about two and a half hours through chutes connecting the ship and bunker.

Then there are the Utter mine, the Henryville or Coos Bay Or. Coal Company's mine, the Southport and the Caledonia—all very valuable mining properties, but languishing for lack of enterprise and capital.

Senator, there is report of good lumbering interests in that region. What is the fact of the matter?

Considerable activity has also been shown in the lumber interests. At Marshfield are the Bay City mill with a capacity of 70,000 feet every 10 hours, the Centerville mill with a capacity of 25,000 feet. Ten millions of barrel and keg staves are manufactured annually. At North Bend there are two mills; one with a capacity of 60,000, the other of 50,000 feet every 10 hours. There is also a ship yard. At this and the other yard four vessels were launched the past year. Much more was done in this line, but for some cause industry has languished. Then there is the large mill of E. B. Dean & Co. four miles above Marshfield on Isthmus Slough, with a capacity of 55,000 feet every 10 hours. At Empire City the Boston capitalists, the Or. Improvement Company over a year ago erected an immense structure, Hare's saw mill, at a cost of over $200,000, with the astounding capacity of 250,000 feet every 10 hours. The building itself is 400 feet in length by 72 feet in width, contains 12 boilers 24 feet long by four feet in diameter. The boiler house alone is 75 by 50 feet in dimensions and the planer room 40 by 60 feet.

A most deplorable piece of bungling work was performed in placing the machinery in this immense structure as it was found on trial to be positively useless as a mill. Instead of 250,000 feet it would not cut 30,000 in 10 hours. It was so unfortunately arranged that if any part of the vast machinery got out of gear the whole machinery had to be stopped to make the repair. As a result of this unpardonable mechanical mistake the whole mill is now being overhauled under the direction of a capable manager and superintendent, Mr. G. W. Logie, who has had great experience on the Columbia river and Puget Sound. All the machinery is being taken and re-arranged—at a cost perhaps of not less than $30,000 or $40,000. It is expected this mill will be ready to resume business by the first of June next.

DAIRYING AND FISHERIES.

I find also that the dairy interests of Coos county are destined to become very important. Already there are five large cheese factories established on the Coos river. One of these turns out each day in the year 300 pounds of fine cheese—six fifty-pound cheeses. The salmon fisheries are becoming important on Coos Bay and Coquille river. There are two large canning establishments now in operation on each, and over 300 men employed in this industry. Taking into consideration, therefore, all these various resources—the almost unlimited forests of fir, pine, cedar, hemlock, maple, myrtle and other valuable woods—the immence coal deposits—that region has a great future.

RICH IN FRUIT PRODUCTS.

In what else does this grandly endowed region give bright hope for the future?

In the great fruit growing industry, because fruits of all kinds I observe grew there in abundance. The grazing facilities, the by no means small proportion of excellent farming lands, especially along the Coos and Coquille rivers, are also great.

GENERAL SUMMING UP.

The lumbering and ship building interest, the fisheries and various other resources to say nothing of the magnificent character of the waters of Coss Bay and the great probability of an outlet by railroad at no distant day. I cannot but predict to Coos and Curry counties a bright future. I regret most sincerely that contrary to my fixed intention early in August I was by reason of unforseen events prevented from extending my visit at this time to Port Orford and Ellensburg in Curry county. The interest of Coos and Curry counties are however in a great measure identical and while I do not now expect Congress will enter upon any work involving an expenditure of any vast sum at either Coos Bay or Port Orford, it must come after that.

I know of no reason why we should not be able to secure ample appropriations to make the entrance to Coos Bay all that is desired. Nor do I know any good reason why the 150,000 heretofore appropriated by Congress for the commencement of a breakwater at Port Orford might not be expended with very great advantage to the commerce of that port and reigon and the present material development of Coos and Curry counties, without in any respect involving the National Treasury in any further obligations.

I sincerely trust the Engineer Department may come to see this in such a light.

Senator Mitchell appears in fine condition of health from his week of delightful travel in which he recived enthusiastic welcome and most gracious greeting from all classes of citizens.

Well, of the Coquille river, Senator, what about that?

The good results also of work already done on the mouth of the Coquille river, I find to be almost beyond compute. Before this work was commenced it was absolutely impossible for schooners to enter the mouth of this river although its waters above the entrance are navigable for good sized vessels many miles into the interior of a country rich in agricultural, mineral grazing and timber. Prior to the commencement of this work all merchandise brought to Coquille City, the distributing point on this river and distant some thirty miles from its mouth was brought via Coos Bay, then up Isthmus Slough, then by wagons several miles over the Isthmus to Beaver Slough, a tributary to Coquille River, and then by small boat to Coquille City, and at a cost per ton from San Francisco of about twenty dollars. Now since this improvement at the mouth of the Coquille, steamers and other vessels drawing as much as eight feet of water can and do come up the Coquille to Coquille City while river boats of lighter draught go up above Myrtle Point and merchandise and supplies of all kinds are now brought from San Francisco for about $3.00 per ton a saving it will be observed to the producers and consumers of all that magnificent and fertile region drained by the waters of the Coquille, of about $17.00 per ton on every ton of freight passing either way between San Francisco and Coquille City and Myrtle Point. On the shipments the past year there has been a saving of over $40,000 on freights alone to these people. With these improvements consumated at Coos Bay and at the mouth of the Coquille and a railroad constructed as it undoubtedly will be at no distant day connecting these waters with the railroad system of this Coast and the country at large, there will be a development in Coos county that will astonish all.

What is the present business condition at Coos Bay and thereabout? How are the coal mines developing?

At present there is not that activity and business life on Coos Bay that her position and resources would seem to demand and lead up to, but that this is merely temporary I have not the slightest doubt. A country with her natural advantages and immense resources of timber and coal, her unsurpassed dairy facilties, her agricultural opportunities, her facilities for ship-building and the manufacturing on a large scale of every character of lumber—cannot long be undeveloped in an age and a country like this. Already much has been done in the direction of development. That a grert portion of the hills of Coos county are underlined with a very good quality of domestic lignite coal has been fully demonstrated and some seven mines have heretofore been worked with profit. There are: First, the Oregon Coal and Navigation Company's mines located at Newport at the head of Coos Bay owned by Nicholas Luning of San Francisco; Patrick Flanagan, an old resident of Coos Bay, Superintendent. These mines were opened about thirty years ago, and have tunnel mileage of over ten miles. For the past two years about 50,000 tons per year have been taken out. For the ten years preceding the last two about 30,000 tons per annum were mined. At present there is a daily output of about 175 tons, with a working force of about 105 men. This is soon to be increased to 200 men, when 250 tons per day will be taken out. It is estimated it will require forty years to exhaust this mine, taking out 60,000 tons per year. Adjoining this is the Eastport mine, really the same vein, about five feet in width, which, it is estimated, contains 5,000,000 tons of good lignite coal, first-class for domestic purposes, not available for smithing purposes.

PATENTS GRANTED to citizens of Pacific states during the past week, and reported expressly for the HERALD by C. A. Snow & Co. Patent lawyers, opp. U. S. patent office, Washington, D. C.

F. H. Deguerre, San Francisco, Cal., reversible sash window; K. W. Eubank, Rutherford, Cal., combined trunk and bureau; A. S. Hallidie, San Francisco, Cal., wire rope making machine; J. H. Johnson, Traver, Cal., hay-rake; M. Jory, Salem, Oregon, pie-holder; D. H. Kathan, Davisville, Cal., animal-stock; A. D. Kilborn, Oakland, Cal., lubricrtor; E. R. Knapp, San Jacinto, Cal., whip; L. A. Lasher, Napa, Cal., trace and whiffletree guard; H. W. McNeal, Ferndale, Cal., hand-weeder; G. Meriden, Vancouver, W. T., auger; C. F. Shore, Sacremento, Cal., horse holding device; C. A. H. Smith, Oakland, Cal., kitchen utensil; A. C. Swain, Merced, Cal., gas machine; G. W. Swan, San Francisco, Cal., paint.

Dr. Downing received his commission as assistant surgeon of Company H. O. N. G., Tuesday evening.