

# Coquille City Herald.

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COQUILLE CITY, OREGON, TUESDAY, NOVEMBER 25, 1902.

NO 20

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**TRULY AN ERA OF ADVANCEMENT.**  
Great Central Railroad Attracting Settlers' Colonies—Acquisition of Land Holdings at Roseburg—Coos Bay Commerce.

Portland, Nov. 14.—The Great Central Railway Company, which will construct a railroad from Coos Bay, the Southern Oregon seaport, to Salt Lake City, has been projected here only a few months, but already it has been the means of bringing into this state hundreds of settlers who have been attracted to permanent investment and homes in the great Southern Oregon country.

A system of thorough advertising of the vast resources of the state has been undertaken by the Great Central Company. It is bound to result in much advantage to the entire state. Coal, vast timber resources, cattle and rich valley land for farming awaiting the hand of the homeseeker agriculturist in the region of Coos Bay, the yet-to-be-important port half way between Portland and San Francisco.

In naming for their Western terminal Coos Bay the company has, from all evidence, selected wisely, for in this era of expansion the transcontinental rail connection that can possess itself of the most advantageous shipping point on this coast lays the foundation for a share of the future trade of the Orient which all railroads are now reaching out for.

Coos Bay is favored by nature with more than ordinary attractions. The harbor there is described as one of the finest in the world and equal to the three of the leading harbors on the Pacific coast. That it is destined for a shipping point seems to be assured and that it has not developed more rapidly than it has is merely accidental and the lack of a railroad undoubtedly. Oregon's opportunities have not been utilized in the past as they certainly will be in the future. The kindly hand of Nature, has been lavish and the state lacks but two things to place her in the front rank—population and capital. Railroad connection at Salt Lake with one of the great transcontinental systems as the Great Central will be, will make of Marshfield, Myrtle Point, Empire, Coquille and Bangor, the latter the terminal site of this company and the terminal grounds of the road, flourishing cities whose backbone will be manufacturing industries of various kinds.

The prospect of a railroad through the timber belts and the rich agricultural lands of the Umpqua Valley has already produced the needed stimulus. Forming a junction with the Southern Pacific at Roseburg, a prosperous city, about 70 miles from the coast, the Great Central will give that much needed outlet to all parts of the country. Headquarters buildings for the Salt Lake-Coos Bay company are in course of erection and will soon be completed at Roseburg. As soon as this is done the entire office and engineering force of the company will be removed to that city while the purchasing agency will probably remain in Portland. The reason for establishing headquarters near the scene of actual operations which will be begun in the spring eastward through a pass of the mountains from Roseburg is to enable the work to be pushed with more facility. Notwithstanding the inclement weather every means is to further the surveying work from the Oregon end of the line toward the Salt Lake basin and grading on the right-of-way will shortly follow and will proceed as the weather will allow.

The Great Central has secured it is reported, most advantageous station grounds and land holdings in the very edge of Roseburg. The company has bought up a thousand acres of land, it is understood, and on this ground camp headquarters will be established for construction crews.

Major L. D. Kinney, chief engineer of the Great Central is one of the greatest optimists concerning this country when railroads gridiron the now untouched sections of land. There is scarcely a question raised that the projected Great Central will bring increased prosperity to this country. The Great Central is to further a scheme of colonization and while primarily its interests lie in Southern Oregon, whatever benefits are brought to the country will be that much of a benefit to Portland. All questions relating to climate, resources and business opportunities for Easterners along the line of the Great Central will be taken care of by the bureau of immigration and colonization which is being conducted by the Great Central. The address of the bureau is room 26, Ainsworth Block, Portland, and all inquiries will be carefully answered.

From the harbor entrance to the head of navigation for ocean-going craft is about 15 miles; over the first five miles from the entrance the controlling depth is 20 feet at low tide. Vessels loaded to 17 feet pass from the mills at the upper end of the bay 17 miles to sea, on one tide, with no difficulty or delay.

At the entrance of Coos Bay there has been constructed by the Government under the direction of the Engineering Corps, a jetty. It is situated on the north shore, which is a low sand spit. The jetty, which was built to the intended length, has been a remarkable success, controlling the currents and securing a channel to a greater depth than was anticipated.

This channel has been maintained for five years at a depth of from 18 to 22 feet at low water, with but a single interruption of about three months, when it shoaled to a depth of 15 feet at low water. This was at a time when the outer end of the jetty was considerably beaten down and upon rebuilding of the wall the usual depth was again secured and has since increased to a depth of 24 feet at low water. Sixty-one soundings made on Coos Bay bar, at low tide, show an average of 34.05 feet. Four soundings approximating 300 feet in distance showed a depth of 25.07 feet.

Three shippard are in operations on Coos Bay, in which at this time two three-masted, one four-masted brigantine and a steamer are on the ways in course of construction. These yards turn out on average 11 vessels per annum, of about 600 tons each.

Coos Bay timber is especially adapted to shipbuilding, the famous Oregon white cedar of which the most valuable tract remains in Coos, Curry, Douglas and Josephine counties, being impregnable to the inroads of the teredo and rot. Vessels 30 years old are found to be as sound as on the day they were launched. But the white cedar is valuable for many domestic conveniences, being by reason of its strong odor—by no means unpleasant—a sure protection against moths, cockroaches and all those insects that invade the home and make life a torment to the homeseeker. It is a valuable wood for all inside finishing, as mop-boards, windows and door frames, etc., since it takes a fine polish.

Coos county covers an area of 1,011,000 acres, and according to the 12th census, possesses a population of 10,324 souls.

The following is a statement of the commerce of Coos Bay and Coquille river during the year 1901, viz:

Receipts—	Tons
Miscellaneous freight.....	12,333
Shipments.....	70,000
Coal.....	47,500,000 feet
Lumber (47,500,000 feet board measure).....	39,886
Laths.....	1,450
Matchwood.....	979
Piles, poles and spars.....	4,676
Apples and potatoes.....	1,268
Butter and cheese.....	555
Hides and leather.....	94
Cattle and hogs.....	273
Fish.....	393
Woolen goods.....	138
Miscellaneous.....	2,629
Total.....	134,694
Number of vessels crossing bar during the past 12 months:	
Inbound.....	284
Outbound.....	278
Total.....	562

Receipts—	Tons
General Merchandise.....	1,814
Wool.....	30
Hay.....	44
Shipments—	
Logs and lumber.....	24,685
Coal.....	1,150
Matchwood.....	1,964
Brown handles.....	821
Salmon.....	160
Hides.....	2
Agricultural products.....	82

Miscellaneous.....	85
Total.....	30,727

There are four canneries in the county, one at Empire City, on Coos Bay; one at Marshfield on Coos Bay; one at Bandon, on the Coquille river, and another at Parkersburg, on the Coquille river. The only two in operation this year were the Coos Bay Packing Company, at Marshfield, and Timmon's at Bandon. The pack of these two canneries of the Southern Oregon Cannery were not operated on account of the low price of canned salmon in the market.

A correspondent closes an enthusiastic letter from Coos county with the following comprehensive summary of its advantages, which is here presented as being clear complete and truthful:

"Coos county, with 13,000,000,000 feet of merchantable standing timber, in solid bodies, growing over five or six feet of lignite coal; agriculture that sows little and reaps much; a climate which stands first for evenness of temperature; a harbor with the deepest entrance between San Francisco and Puget Sound—offers great inducement to the homeseeker. One half the area of the county is a forest of fir, cedar spruce, and hemlock.

The coal in many respects is superior in quality and quantity to any found on the Pacific coast. The deposits are nearly continuous in their linear courses. The valleys and river bottoms are fertile to a high degree. Potatoes yield as high as 500 bushels to the acre. Fruit of every kind grows well, and there is no better region for bee culture and dairying.

Kaiser Wilhelm is a great Nimrod, in thirty years he has taken the harmless lives of 47,443 sane birds and animals. Truly he ought to be proud of this record. This includes 19,508 wild boars.

Egypt, one of the first homes of civilization, is being re-civilized from without, and the result is showing in an increased production of revenue and a decrease in illiteracy and corrupt judicial decisions.

Thieves broke into the house of a New York lawyer and stole \$8,600 worth of jewelry. The lawyer's name is Emanuel Jacobus, if it were Brown or Jones the thieves would not have made such a good haul.

The Stewart will case is up again. New York is never satisfied in legal matters until they have been tried and retried and then over and over again. However, we suppose the lawyers must live, though we don't know why.

It is again reported that J. P. Morgan has bought the manuscript of Ruskin's "Seven Lamps of Architecture" for \$25,000. Well that is not a large price to pay for what you wish if you have seven figures of dollars.

A bill is to be introduced introduced into the French chamber of deputies requiring that parties seeking marriage shall first pass a medical examination. The bill will probably be pigeonholed but it is a move in the right direction.

The Chicago Teachers Federation has voted to join the ranks of organized labor and has asked admission to the American Federation of Labor, the leading representative of union labor in that city. Miss Jane Adams was the prime mover in this departure.

In Vienna it is proposed to establish a newspaper for nervous people. All events of a startling character are to be treated in a soothing way, reports of calamities slumps in the market and disasters are to be euphemized to such an extent that excitable people can read them without disaster to their composure. What a lovely scheme! Such a paper would certainly not be yellow; wouldn't it be ultra-violet out of sight?

Every age has its Henry Watterston, for the simple reason that every age needs his type. In his latest philippic the gist of his quarrel with our sins is apparent they are not the sins of the elder generation which he, in common with most southerners, idealizes and reveres. To his eyes the petricians of 80 years ago appear never without their halos. So be it; but while we give ear to Mr. Watterston let us remember that our grandfathers were men and that we are not altogether base. We have faults enough, and it is well for us to have a Watterston to chastise us, but our grandchildren will point to our qualities with pride, and perhaps one of them will Watterstonize the people of his day.

We have an era of prosperity. Now we must digest it.

The Boers are volunteering for British services against the Mad Mullah. That's sensible.

The elections are over and the country is safe but congress is about to convene.

The speakership contest promises to make the short session one of unusual interest.

After fifty years of patient waiting the world now has the first two volumes of the catalogue of the Vatican library.

The speakership contest will prove almost as good for Congress as a constitutional question would for the Supreme Court.

Booth Tarkington has been elected to the legislature of his state. The advance sheets of his new novel political life are expected by Christmas.

The University of Pennsylvania has on its rolls a father and a son, Bennett Medoff, age 44, and Joseph Medoff, age 25. Both will graduate at the same time.

The Czar is suffering from a nervous complaint. If he had the nerve to get rid of some of his bureaucrats who irritate his people the occasion for his nervous complaint would be largely removed.

On the Pacific coast, about 30 miles south of the mouth of the Columbia river, are known as the "beeswax" mines. It is not settled whether the substance mined there is true wax or a natural paraffine.

London is going to have the names of its streets simplified and reduced. At present there are 337 streets named after "Saints," 105 Church streets, 56 Chapel streets, 66 King streets, and 100 Queen streets.

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