

# Coquille City Herald.

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COQUILLE CITY, OREGON, TUESDAY, DECEMBER 23, 1902.

NO 24

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**THRIFT IN COQUILLE.**  
County Seat of Coos County is Center of Busy Traffic.

(Concluded from last week.)

The coal taken from the mines is a good quality of lignite, which is in active demand for steam and domestic use. A railroad from here to the Southern Pacific railroad and the timberless lands further west would be a paying investment as a coal road alone, and 1000 tons a day would require two daily freight trains for its transportation. It is the activity in the various coal mines here in Coos county in getting ready for largely increased coal shipments that convinces me, more than anything else, that a railroad will be built to give an outlet to the coal. A railroad into this country will undoubtedly boom the towns, but "boom towns" will not build a railroad. It takes traffic to make a railroad a paying investment, and the coal shipments alone are going to be a great factor in that line. This will be added lumber shipments and passenger travel. These increased productions of coal are going to give an impetus to water transportation to Portland and San Francisco, as 700 to 1000 tons can be taken out each trip by the class of vessels now operated.

The tunnels in the Beaver Hill mines have already reached a length of 1900 feet, and 1000 feet deep, on a 32 degree pitch. There are seven veins of coal, ranging in thickness from 16 inches to 10 feet. Only one vein is being worked now, but crosscut tunnels will soon be put in and later another mine on the hill opposite the one where the coal is now mined will be opened, this tunnel having a pitch of 45 degrees.

There are many dwelling-houses for the use of families, owned by the coal company, and the company also owns the merchandise store, hotel, butcher shop and saloon, and employees are afforded every encouragement to trade at the mines.

The coal is brought out of the tunnels in automatic dump-cars, holds, holding 3000 pounds each, and elevated to the screening-house, which will soon be done by electricity, a 300-horsepower plant being now installed. When the car reaches the "tipples," men are stationed on the screens, and all foreign substances picked out and thrown away. The fine coal, or screenings, pass to an elevator, and are run through a revolving screen, which makes two grades—"nut" and "pea" coal—which sell at \$1.50 and \$2 a ton, while the best grade sells for \$3 at the mine. There are a great many small rocks in cheaper grade of coal, and it is interesting to see how they are separated. A tank of water is used, and near the surface is a flat screen, on which the coal falls, and this screen is agitated by machinery, the rocks, being heavier than the coal, going one place and the coal up over the edge into the bunkers, entirely free of rocks. The very cheapest grade of coal is used in the furnaces of the mine, and it is the intention of Superintendent Chandler to put in a plant for still further separating this cheapest grade. The area of land owned and controlled by the Beaver Hill Coal Company is about 2200 acres, and there is said to be coal there for working hundreds of years hence.

Work in a coal mine goes on every day in the week, Sunday included, and is going on day and night. Gang miners are paid by the amount of work done, and their earnings are said to amount to from \$3 to \$5 50 per day of 12 hours. The men go to work on one shift at 6 o'clock in the morning and quit at 6 in the evening, and another shift goes on at 6 o'clock and quits at 6 o'clock in the morning. Every two weeks the shifts change so that the night gang works only during the day, and the men "lay off" a day, which is the only vacation they receive during the year, unless the mine shuts down. Men working in a coal mine should be able to save their money, as there seems to be no opportunity for spending it, and as a great deal of work is done by unskilled labor, there is always a chance to "get a job," and a strong and sturdy man, who becomes "skilled" can earn very good wages.

The Beaver Hill coal mine is spending many thousands of dollars in increasing its output and as a railroad of only 60 miles will give a greatly increased market for coal, it looks very reasonable that the activity in the mine is in anticipation of early railroad construction.

Coquille wants a steam laundry, an ice plant, a bakery and a foundry (there is already a machine shop). The future possibilities here of the dairy business suggest the location of a condensed milk factory. A box factory, a cannery for vegetables and fruit, and a furniture factory are among the enterprises open to investigation at Co-

quille; also a cigar factory and sash, door and molding factory.

The Coquille river, with its several branches, drains a vast country having great forests of fir and cedar timber, which is logged in the Summer, and floated out during the Winter, and the logging business along the river employs several hundred men. "Drives" of logs are now being made and in one lot of 5000, which were sent down recently, over 3000 were cedar, and the rest fir and spruce. The sawmill business is "booming" and mills are behind on their orders, and prices are good. There is room for more sawmills in this section, and conditions are favorable for their location here. The depth of water in front of the wharves is ample for such ocean-going vessels as the Mandan lay to load, and a large export mill employing from 50 to 100 men could be made a successful venture and it is probable such a mill will be built, as outside capitalists have lately been here looking up a location, and offers are said to have been made to purchase the sawmills already here.

The building of good wagon-roads out into the country tributary to Coquille has received some attention in the past, but an effort will be made further to increase the value of these highways by plank-ing some of them. It is the only permanent solution of the good roads question in this country, as during the winter the rains render an ordinarily built road almost impassable. One plan suggested is to have a law passed at the next Legislature whereby property owners along a proposed plank roadway may be allowed to pay one-half the expense of such improvements and the county the other half.

The march of progress in the line of transportation facilities near here can be seen from the cars on the railroad from Coquille to Marshfield. Several years ago all the freight was handled over a strapping narrow gauge railroad from the head of Beaver Slough to Isthmus Slough, which is an arm of Coos Bay. The crumbling remains of the road can yet be seen, but it has not been in use for ten years, as it could not withstand the competition of a modern-built railroad, such as the present one.

The electric lights here are furnished from power at the Johnson sawmill, two miles up the river, and the same plant supplies Myrtle Point, seven miles further away. The demand for lights has about reached the capacity of the plant and it will soon have to be enlarged. Coquille has attempted municipal ownership of her water works and has already expended about \$6000 and has something like \$9000 more available to complete a system, but like all towns where a "Council" and not a "Water Commission" handles the business, progress has been very slow. Coquille can be provided with a splendid water system affording excellent protection against fire and a supply of pure, wholesome water for domestic use.

A private academy with five teachers and a public school of 10 grades, employing six teachers, give the children of Coquille excellent opportunity for receiving an education. The school building erected in 1898 is among the largest and finest in the country.

The Coos County Courthouse was erected in 1898 at a cost of \$17,000. It is built of wood, but is very convenient in its arrangements and modern in its furnishings. The present county officials are: L. Harlocker, Judge; L. H. Hazard, Clerk; with R. H. Mast as deputy; Stephen Gallier, Sheriff, with E. N. Gallier, deputy; J. B. Dully, Treasurer; J. S. Lawrence, Assessor; W. H. Bunch, School Superintendent; Dr. Wm. Horsfall, Coroner; S. B. Cathcart, Surveyor; D. McIntosh and R. C. Dement, Commissioners.

The assessed valuation of the property in Coos county is \$2,852,754, but it should be at least \$6,000,000, in which case the tax levy would be about 10 mills on the dollar.

Last year Coos county paid out for county expenses \$36,000; for state taxes, \$19,000, and for schools, \$14,000, a total of about \$70,000.

The cost of roads and bridges is one of the important items of expense each year in Coos county, and yet the people are demanding more and better roads, and the time is not far distant when the principal towns, at least, will be connected by a plank road the whole distance. The timber, the dairy and the coal business of the county each and all require good roads, and while at the present time Coos county probably has as poor roads as any part of Oregon, the necessities of business and development of the county will in the future give Coos the best wagon roads in the state, unless, perchance, railroads should supplant the wagon road. The abundance of white cedar, which is the very best lumber for plank-

ing a road, makes the cost of a wagon road much lower than in less favored localities. If a plank road were built from Bandon to Myrtle Point, thence to Coquille and then to Marshfield and Empire City, its total length would be about 50 miles, and would connect all parts of the county in one road system. In this county plankng a road is the only way to make it a Summer and Winter thoroughfare for both heavy and light traffic.

About half a mile from the city limits of Coquille is an object-lesson in what energy, perseverance and hard work will do in developing a coal mine. The Peart Bros., three in number, discovered coal on their 100-acre tract of land two years ago. Eighteen months ago they commenced work on the mine, and since that time have done all the work themselves necessary to run a tunnel in 450 feet and build a tramway for coal cars from the vein in the mine to the Coos Bay railroad track, and to a steamboat landing, a distance of 3,500 feet. The product of the mine has paid all this and given the owners a living. They are now shipping about one carload of coal each week, of 25 to 27 tons, which sells, for domestic uses, at \$3 a ton. The coal is dug entirely by hand, no machinery being in use, and is hauled out by mule power. There are three veins, the one they are working being seven feet. It is estimated that on the area of land owned each vein has a total of 400,000 tons, and consequently, there are 1,200,000 tons of coal on the claim, which, at \$3 a ton, would amount to \$3,600,000, illustrating what may be the future wealth of Coos county.

According to the Government maps, the coal belt of Coos county is about 50 miles long and 20 miles wide, which makes a grand total of over 500,000 acres. If this whole area is as valuable per acre as the coal lands of Peart Bros., which is \$36,000 an acre, the value of the coal in Coos county will amount to \$18,000,000,000. If coal to the value of \$10,000,000 a year were dug out of the ground, it would take 18 years to exhaust the supply of coal in Coos county. To reach a product valued at \$10,000,000 a year about 10,000 tons would have to be dug out each day. I believe I am safe in saying that the combined output of every mine in Coos county at present is not 500 tons a day. And yet some people in Coos county are skeptical about a railroad being built. This is my first visit to Coos county, and I am reaching conclusions from my own observations, and it may be that I am over-estimating the resources, but even if the resources in coal are worth one dollar in five of my statement above, Coos county will still produce a great deal of wealth.

I have made no mention yet of the possibility of oil being found in this part of Oregon, but a company of Bandon business men have erected an oil derrick near Langlois, just in the upper edge of Curry county, and have commenced within the past week or so boring for oil. The town of Langlois is locally called Dairyville, and a small but thriving village has sprung up, supported by the dairy business there. If oil should be struck there, this country will become an oil belt as well as a coal belt. The coal is undoubtedly here, and why not oil and gas? This first oil well is being watched with great interest by people here, and no doubt by people "outside."

I have been asked time and again about the affair of certain projected railroads. I know nothing about them. I am looking into the resources of the country to see whether, if developed, they would support a railroad, and the more I investigate the more I am convinced that a railroad, or even several railroads, would pay; therefore I can see no reason why men who have capital to invest should not be able to figure out that a railroad or railroads could be made to pay, and if they will do so there is plenty of capital to be had to build them. There was a time not many years ago when capital necessary to build a railroad had to come from Europe, but today American capital is seeking everywhere for safe and profitable investment, and it seems to me these coast counties will not be overlooked very much longer. The coal, dairy and timber resources, when developed, must have railroad as well as water transportation, and such railroads will be built, not only to the East, but to the North and South. If I am mistaken about the resources, I am then mistaken about the railroads.

THE END.

Fourteen deaths at the burning of the Lincoln hotel, Chicago, are supposed to have been caused by chemicals discharged into the burning building by fire engines. It is probable that the city may have a damage suit on its hands as a result, and that this method of fighting fire be discontinued.

**Widow Of General Grant Passes Away.**

Washington, Dec. 14.—Mrs. Ulysses S. Grant died at her residence in this city at 11:17 o'clock tonight. Death was due to heart failure, Mrs. Grant having suffered for years from valvular disease of the heart, which was aggravated by a severe attack of bronchitis. Her age prevented her rallying from the attacks. Her daughter, Nellie Grant Sartoris, was the only one of her children with her at the time of her death, her three sons, who had been summoned here, all being out of the city. There also were present at the bedside when the end came, Miss Rosemary Sartoris, a grand-daughter; Dr. Bishop, one of the attending physicians, and two trained nurses. Death came peacefully, the sufferer retaining consciousness practically to the end.

Word has come from Jesse and U. S. Grant Jr., two of the sons in California, that they have started on their way to Washington. The other son, General Fred D. Grant, is in Texas, and will hasten here as soon as he hears of his mother's death.

Julia Dent Grant was born in St. Louis, January 26, 1826. She was the daughter of Frederick and Ellen Wrenshall Dent. Her father was the son of Captain George Dent, who led the forlorn hope at Fort Montgomery, when it was stormed by "Mad Anthony" Wayne. On her mother's side she was descended from John Wrenshall, who came from England to escape religious intolerance, and settled in Philadelphia. At the age of ten years Mrs. Grant was sent to a boarding school, where she remained for eight years. Soon after her return home she met Lieutenant Grant, then of the Fourth Infantry, stationed at Jefferson Barracks, St. Louis, and in the spring of 1844 became engaged to him. Their marriage took place after the Mexican war, August 22, 1848. The first four years of her married life were spent at Detroit, Mich., and at Sackett's Harbor, N. Y., where Captain Grant was stationed. In 1852 Mrs. Grant returned to her father's home in St. Louis, her health not being sufficiently strong to admit of her going to California, whither his command had been ordered. Two years later he left the army and joined the family at St. Louis.

During the Civil War Mrs. Grant passed much of the time with General Grant at or near the scene of action, he sending for her when ever the opportunity permitted. She was with him at City Point in the winter of 1864-5, and accompanied him to Washington when he returned with his victorious army. She saw her husband twice inaugurated President of the United States, and was his companion in his journey around the world. She herself has said, that having learned a lesson from her predecessor, Penelope, she accompanied her Ulysses on his wanderings around the world.

**Rich Gold Mine.**

Grants Pass, Dec. 9.—A rich gold discovery has been made on Josephine creek, of western Josephine county, by Bom and Day two miners of that district. It was on Josephine creek that gold was first discovered in Oregon. A ledge 10 feet in width and which can be traced on the surface for a distance of 600 feet, has been uncovered. Pieces have been broken off from the main body of the ledge in which the free gold glitters visibly. Josephine creek was extensively worked during the early days for its placer gold, but after the shallow bars were mined out, it was abandoned, and has not been prospected till recently.

Henry M. Stanley thinks the time has come to study the African tribes from a sociological point of view. He found the tallest men in the high altitudes, and thinks something may be deduced from the habits of these primitive peoples in regard to the influence of climate, altitude, diet and the like on physical, mental and moral characteristics.

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