

Pioneer Miners In Coos Black Sands

By R. M. Harrison

(Continued from last week)

About the mid 80's, the country had advanced in so many branches of industry, that the mining business began to wane, not because of the mines being exhausted, but because of so many more opportunities in the other branches of endeavor, which required a less strenuous life.

The writer first appeared in this field in 1885, when as a lad in his teens he accompanied his father, who was employed at the Lane, or Pioneer mine, and which at that time was a very good producer of the yellow metal, and was being quite extensively operated. At that time there were several of the old original early-day men still on the job, and while most of them had quit the beach mines, to work in the inland, or back wall mines, some of them still clung to the beaches, in hopes that some great tide would some day pan them back down to the rich sand of early days, and some interesting stories have been told of why these old timers still cling to their dreamed of Land of Midas. Wherever the whites had vacated the beach claims, the Chinese moved in and set up their rockers and went to work, and while a Chinik never mentions his success or failure in the mining business, it was believed that they were doing well, as it took a lot of pressure from the white man to persuade them to quit the country.

The discovery of the Lane, or Pioneer mine, carries with it rather thrilling narrative, which found its way into the local press some time ago, and since the writer of the story was a relative of the discoverer of the mine, the version is first hand, and fairly authentic.

By 1900, the black sand mining had faded away, except by some occasional outburst of experiment designed for the recovery of the precious metals which, in a large degree were failures, not for lack of material to work on but from the fact that there was too much of the black sand to handle, for the amount of the precious metals. For the early day beach miner, there was only one product and that was gold, the platinum group of metals, which was always present in the cleanup, only penalized them, as it was then of very little value and, before taking the cleanup to market, they would separate out as much of the white metal as possible. This they promptly threw away and, by way of showing what had evidently been thrown away, we cite a government record of platinum production from 1907 to 1910, inclusive, from Coos and Curry counties beach mine, giving 431 ounces of platinum, valued at that time at \$8,587.00, and from these figures we would infer that there is still a sizeable storehouse of the white metal, mingled with that inexhaustible supply of black sand.

In the matter of gold production, the government report has this to offer: The total gold production in Oregon, from 1900 to 1912 inclusive, is \$15,663,258.00. Of this approximately \$5,749,676.00 came from southwestern Oregon; \$3,434,915.00 being from the placers and \$2,315,061.00 from lode mines. This period of years mentioned was not in the heyday of the mining boom of beach mining but was in what we could call very lean years in mining activity, as the table during that period shows a gradual decline from \$238,934.00 in 1900 to \$58,219.00 in 1912.

From this available data, it would seem that the efforts of these old time pioneers, in coming to this southwestern Oregon, was not altogether in vain for, since "gold is gold," the entire nation has been better off from their adventure. As we look back over that long and varied trail, reaching back to the earliest settlements of this region the little mining hamlets, the little ranching communities, the little sprouting industrial centers, the long and muddy trails, the winding waterways, the only mode of traffic, over which they must travel to lay the foundation for the future civilization, which we seem to be enjoying today, we should feel a sense of reverence for these unsung heroes and heroines who, through much suffering and sacrifice, came to pave the way for the easy life that exists today. There was a lot of grim reality in which they spent many long and dreary days, dark and sleepless nights, far from the cheerful society of the outer world, scorched by the summer sun, drenched by the winter's storm, instruments ordained to subdue the wilderness.

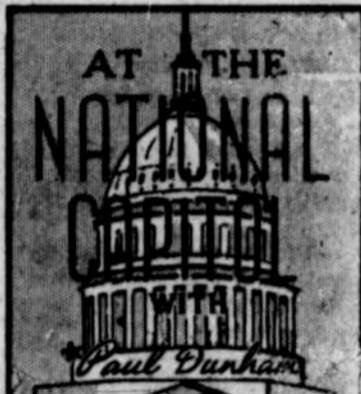
There is much that could be written of these resolute adventurers, their mode of living, their hardships and trials, the hourly suspense for the welfare of their families, together with that long and uncertain road over which they knew that they must travel before they have reached any degree of perfection in their ambition.

In comparison, there is a vast dif-

ference between the mode of mining today and that of the early days for, instead of pick, shovel and rocker, sluice box and pan, we see these modern steel monsters, tearing away the earth in ton lots, while huge trucks whisk away tons of weight with the greatest of ease, and at the same time, instead of that old time laborious method of digging by hand to find the sand lenses, we see that powerful drilling machine, probing down through the grey sand, in the exploratory work, which is proving and showing satisfactory results, and looking at the picture today we see a powerful concern, the Krome Corporation, operating in the Seven Devils district, while farther south, in the Lagoons area, the Humphrey's people are preparing for a large production of these strategic minerals, and all of this vast enterprise has blossomed out on the ashes of the old ghost camps of the early days.

Of these hardy folks who came to lay the foundation for the events of today, there is but a slender residue left to bear witness to these things. To those who still remain, we extend the hand of appreciation and for those who have passed to the great beyond, we have written their faults on the shifting sands of the river of time but their virtues we have carved deeply in the granite of the everlasting hills.

(The End)



Washington, D. C., Dec. 2—Without any pulling, hauling or political pressure Klamath Falls, Ore., a few miles from the Japanese relocation center at Tule lake, has been recommended as the site for a 3,000-bed navy hospital. It will be one of the largest such institutions in the country. This hospital is intended for the exclusive use of patients who are suffering from malarial diseases contracted in the swampy, but picturesque, jungle islands of the South Pacific. The size of the hospital gives some idea of the prevalence of malaria in that theater of war, and the Klamath Falls hospital is intended for navy personnel alone—not the army, although the army also is suffering severely from the disease.

After making a survey of the mid-west and northwest an examining board concluded that at Klamath Falls the disease could be more effectively treated than elsewhere because of the climatic conditions and the elevation. The elevation of Klamath Falls is about 4,500 feet above sea level.

In passing, it may be observed that when Klamath Falls asked for the establishment of an air base the powers that be rejected the location because, they said, fighter planes might run into wild geese or pelicans, that vicinity being a refuge for wild water fowl, and such collision would be disastrous to the pilot and plane, not to mention the geese. Now the government is spending in excess of \$2,000,000 for an air field at Klamath Falls.

There are altogether too many peace rumors going the rounds to suit the army and navy big-wigs. Every week silly rumors crop up which have it that peace is just around the corner, or that Germany will ask for an armistice, that Rumania will withdraw from the war, and so on into the night. Such rumors seem to gain momentum as the war goes on, and they come thicker and faster after each allied victory. All of which adds up as pure bunk, bad for civilian morale, and is giving the war department one grand headache. Such rumors also have a very bad effect on the millions of men in the armed forces who have been undergoing months of vigorous training in the many camps scattered throughout the nation.

This matter has become a subject of serious concern to the army and navy high command, who are now trying to devise ways and means to stop this dangerous propaganda. Officials emphasize that the public will be truthfully informed of any peace overtures and will always be kept abreast as to the progress of the war. They are also very emphatic that any credence given to such rumors will only prolong the war and help break down war production schedules and morale on our home front. We are winning the war, but the struggle ahead will take many months of hard

and bitter fighting. The successful ending is still a long way off. Moral: Don't spread peace rumors.

The senate committee which now has the house anti-food subsidy bill up for arguments, both pro and con, is now holding "open house" on the measure. The farm bloc lobbyists, who are against subsidies, will be arrayed on one side vs. organized labor and the housewives league on the other side of the fence. From all advance indications, a good time will be had by all. It begins to look like the senate will not take the house bill as is. It is predicted the togamen will make several amendments to the measure, toning down some of the more drastic provisions incorporated in the house bill. Compromise, in some form, seems to be in the air.

Considerable heat is being turned on many senators by scores of pro-subsidy groups. Letters and telegrams are flooding the desks of the lawmakers, urging a continuance of subsidies in some form to hold down food prices. There isn't anything that has more effect on the boys than letters and telegrams from the home folks. When they hear the voice of their constituents they sit up and take notice, and that's exactly what is happening now.

Oregon's Senator Chas. L. McNary, minority leader and one of the mainstays of the Republican steering committee in the upper house, will not be at his desk for several months. The senator is a sick man, and to properly recover from the major operation he underwent recently, it will be necessary for him to take a long rest. During his absence Senator Vandenberg of Michigan will handle the reins of

the minority, and he doesn't relish the job one bit.

Clothing Salvage Drive Is Still On

Ex-Governor Herbert H. Lehman of New York, now director general of United Nations' relief and rehabilitation administration, in a telegraphed message to H. M. Faust, salvage division director, WPB, has urged all Americans and every American family to support the salvage division drive to collect old and discarded clothing for the relief of those in dire need, here and in the war-torn countries of our allies.

Ex-Governor Lehman's message follows in full: "When the day of liberation comes for millions of suffering people overseas we must be ready with the necessary supplies to care for basic human wants promptly and adequately. The contribution of usable clothing is one way in which all American families will be glad to help. Giving such clothing now will not alone mean comfort and warmth for persons in dire need, it will mean in addition the best possible use of available resources for relief purposes in clothing and textiles.

"The giving of clothing which you no longer need may well save the life of some man, woman or child overseas who might otherwise die in great suffering for the want of the simplest garments. It is certain to provide hope and the will to work for the better world which must come with peace. I am confident that all Americans will respond to this call for help with typical American gen-

erosity towards people of the world less fortunate than themselves.

The Salvage Division drive for old and discarded clothing began Monday, November 29 and continues for two weeks. The churches of all denominations of Oregon are assisting state, county and local salvage committees in this drive and announcements urging active participation by congregations were delivered from many pulpits on Sunday, November 28. The support of nearly all church, charitable, fraternal and civic associations has been requested and a widespread response to assist is already indicated.

In Coquille the local salvage com-

mittee of which Geo. F. Burr is chairman, distributed circular letters around town last Saturday and to the churches on Sunday, asking full cooperation in the clothing campaign and giving instructions as to what is needed and where articles may be left.

We carry a complete line of V-Belts for all makes of Refrigerators, Washing Machines and other equipment. Washer Service Co., 365 W. Front, Coquille. Phone. 161fs

See Schroeder's Jewelry Store in Coquille for Diamonds and Watch Straps. 1fs

Service and Protection

Buy Your

Auto - Fire - Life

and

Accident and Health INSURANCE

From

GEO. E. OERDING

Bank Bldg.
LICENSED REALTOR

and

Don't Forget that this Office Secures Birth Certificates for You

A statement by A. T. MERCIER, President of Southern Pacific

What about Postwar and Southern Pacific?

Today our railroad is hard-pressed to carry its war traffic—the heaviest in our history—and we face a still bigger load and bigger problems as the Pacific offensives increase. But Southern Pacific, like other businesses, is trying to gauge the postwar future... to see how it can continue the program of service improvements which was in full swing before this war began.

"What about postwar and Southern Pacific?" is a question we meet more and more frequently these days, since our railroad is one of the West's largest industries.

It is a difficult question, because our future course depends on several hard economic factors we cannot fully foresee or control... factors such as postwar income and outgo, available cash, credit, the level of business activity, and the amount of income left after taxes. (Our taxes in 1941 were \$21,000,000; in 1942, \$77,000,000; and they will take another big jump in 1943.)

We cast an inquiring look at the future every time we order new locomotives.

Since the beginning of 1939 we have received or ordered \$46,000,000 worth of locomotives—a total of 300 steam or diesel engines—and we would order more diesels if we could get them. We need these engines now to do our war job, and we have no regrets over the expenditures involved. But it is a question whether or not we will have a surplus of power for postwar operations.

Prewar progress a clue to postwar aims

Our actions in the past can be taken as a measure of our urge to go ahead in the future. During the dark decade of railroad revenues, 1930 to 1940, a new era in railroading developed such improvements as air conditioning of trains, streamlining, and the use of lighter weight metals.

Southern Pacific then placed in service such trains as the Day-Lights, the City of San Francisco and the Lark, and was in process of streamlining other trains when the war put a stop to construction of new passenger equipment.

Freight service, too, was being speeded up and improved. One example was the development of fast overnight freight service, a co-ordination of rail and truck transportation, with deliveries so fast that waybills had to be telegraphed to destinations.

So, while bending every effort to handle our war load successfully, we plan, when peace comes, to continue our forward course by:

1. Creation of new services and methods made possible by services inaugurated before the war.
2. Further development of services people like and use, as contrasted with services that the public does not use, and which are operated at a loss, acting as a handicap to greater progress.
3. Extension of improvements in train accommodations and new inventions and discoveries adaptable to railroad transportation.

Postwar readjustment poses grave problems requiring realistic and constructive thought by all Americans if they are to be solved. But we face the future with confidence.

We have good reasons for confidence in the future

We believe that American ingenuity and enterprise will find ways to increase peacetime production and improve distribution, and we know that railroads will be needed to carry both raw materials and finished products.

In the West and South, along our own lines, the war emer-

gency has caused an amazing industrial growth. Many of these new industries will continue in operation after the war, and they will require good railroad transportation service.

We believe that the railroads' handling of their huge war load—in the face of serious manpower and equipment shortages—has won respect and a new appreciation of the essential service railroads perform in peace as well as war. This public attitude should encourage fair dealing toward the railroads and equality of treatment with other forms of transportation, an important factor in railroad progress.

The wartime traffic peaks have produced increases in revenue for the railroads, although even today 27 per cent of the total U. S. railroad mileage is still in receivership.

Southern Pacific's financial position has improved materially. We are attempting to reduce our debts, and have made progress. With the wartime additions to our plant—larger yards, more locomotives, more passing tracks and sidings, and centralized traffic control—we will be a stronger railroad both physically and financially when peace comes, and we better able to keep step with the progress of the territory we serve.

We believe Southern Pacific will be an important factor in the postwar prosperity and progress of this western territory by providing efficient and economical mass transportation, a first essential of industry, by turning purchasing power into trade channels through the large sums paid in wages to employes, and by heavy purchases of materials and supplies.

A. T. MERCIER, President

The friendly Southern Pacific

