

Coquille Herald.

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COQUILLE RIVER STEAMBOAT CO
Str. DISPATCH
Tom White, Master
Leaves Bandon 7 A.M. Arrives Coquille 10 A.M.
Coquille City 1 P.M. Bandon 4 P.M.
Connects at Coquille with train for Marshfield
and steamer Echo for Myrtle Point.

Str. FAVORITE
J. C. Moomaw, Master.
Leaves Coquille 7 A.M. Arrives Bandon 10:45 A.M.
Bandon 1 P.M. Coquille 4:45 P.M.

Str. ECHO
H. Jams, Master.
Leaves Myrtle Point 7 A.M. Arrives Coquille City 9:30 A.M.
Coquille City 1 P.M. Myrtle Pt. 4:00 P.M.
Daily except Sunday.

Str. WELCOME
J. E. Myers, Master.
Leaves Myrtle Point 1:30 P.M. Arrives Coquille City 4:00 P.M.
Coquille City 7:00 A.M. Myrtle Pt. 10:00 A.M.
Connects with lower-river boats at Coquille
City for Bandon and intermediate points.
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David Fulton, of this city, is an expert
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A good home in this city, on
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Enquire at this office.

Rail to Meet Sail at Coos Bay

(From New Year's Oregonian.)
South of the Columbia river there is but one water-level route with a natural gateway through the Coast Range Mountains to the Pacific, and that is where the Umpqua river, draining the central portion of Western Oregon, having its source in the Cascades and being the principal drainage of the vast area of 4861 square miles contained in Douglas county, finds its outlet. Down the course of this stream is the natural route between the settled western portion of the commonwealth, to the prosperous, somewhat populous but isolated country back of Coos Bay, that is being heard much of because of the energetic people who live there. They have not only reached a stage in development to command the admiration of the rest of the state, but have brought railroad magnates to appreciation of the traffic possibilities.

Comparisons are obviously hazardous, but it can be said with no fear of reflection upon any other coming section that the announcement that the Southern Pacific had made provision to construct a railroad to Coos Bay from Drain came among the most welcome railroad news of 1905. Unheralded, and anticipated by few people, the announcement from Vice-President and General Manager O'Brien, of the Harriman system, immediately followed by the advent of right-of-way representatives and locating engineers in the territory, left no room to doubt that the long-anticipated railroad connection with Coos Bay was soon to be an accomplished fact. Chief Engineer William Hood of San Francisco was given the duty of supervising the building of this projected line of the Southern Pacific, to be completed during 1906, at an estimated cost of \$3,200,000 for the 81 miles of track, with bridges, stations, sidings and equipment for handling the business to be secured.

Starting from Drain, the projected branch line will follow a course so nearly due west that it will traverse for the entire distance one tier of townships with the exception of about two miles, and that within about six miles of where the route turns southward, near the mouth of the Umpqua, towards Coos Bay. The point of divergence from the Southern Pacific main line at Drain is distant 162 miles from Portland, and the route is down the course of Elk creek, on the south side of that stream, to its confluence with the Umpqua at Elkton, thence following pretty closely the flow of the river in its lower portions across four townships. Two great bends of the stream to the north are avoided by somewhat expensive construction work, cutting through the intervening spurs of the mountains and thereby saving some five miles of track without any loss in grade for the route is to be a water-grade its entire distance with a maximum of 1 per cent and slight curvature. At Elkton is the only place where the Umpqua will be spanned by a bridge, and Lake creek, a tributary of the Umpqua, is the only other stream of any importance that must be bridged.

BRIDGING COOS BAY.
Swinging to the southward, the road approaches within about two miles of the coast line, just below the mouth of the Umpqua, but again the route is carried further inland, engineers finding a more desirable line at a distance of from three to six miles from the beach. The approach to Coos Bay is made between two arms of that inlet that extend northward, inland some four miles from the coast line of the Pacific. Proceeding to the point of the peninsula thus formed the line is carried across to a point on a like peninsula extending from the south and upon which are located the towns of Empire City and Marshfield, the latter farthest to the south and the objective terminal of the new branch. Connection is there made with the Coos Bay, Roseburg & Eastern Railroad, at the present time the only railroad in Coos County.

In crossing the bay are presented

some engineering features of more than passing interest. The railroad is being constructed not alone for the linking of the trade centers of Coos county with the outside world, but in view of rail and ocean traffic through a gateway that has not been previously utilized except to serve the local needs of an isolated empire of Oregon, that has striven diligently to develop its resources while inviting attention of outside capital to the opportunities presented for commercial greatness. As a ship channel must be maintained between the lower bay and the upper arm along which are located saw mills and other industries at Marshfield and Empire City, spanning of a portion of the waters necessarily must include a draw-bridge of some description, and for this purpose solid piers are desirable. As in all salt-water bodies on this coast, the destructive teredo will speedily display its natural penchant for destroying piling, and therefore a trestle which will be first utilized for much of the distance will be but temporary. Permanent piers will no doubt eventually replace the timbers, and for a great part of the distance the track may at no distant date rest upon earth filled in by dredging the bay, thus adding to the shipping facilities increased areas of deep water.

It is announced by officials of the Harriman system that the Coos Bay branch of the Southern Pacific will be of the best character of construction throughout, laid with heavy steel, and that when finished it will be completely ballasted and equal to the best of the transcontinental railroads in its facilities for handling traffic.

In its course the new railroad will traverse Douglas county for a distance of about 63 miles, entering Coos just south of the mouth of the Umpqua and traversing that county for about 18 miles. Coos county has a coast line of about 50 miles, on its western side, including inlets, and the new road will traverse about half of the length of the county.

The greater part of the agricultural land of Coos county is contained in the Coquille Valley, some 40 miles in length and from one to five miles wide, extending in a southeasterly direction, bordering the river of that name, from its mouth at Bandon. This valley has been served ever since the early settlement of the state by steamers ascending the river and in later years by the Coos Bay, Roseburg & Eastern Railroad, extending from Marshfield to Myrtle Point and through Coquille City, the county seat and a thriving town.

With a land area of about 1500 square miles, Coos county has more than 140,000 acres of Government land available for entry under the various land laws. Prices for agricultural and dairy lands are not excessive, while with an estimated timber supply suitable for lumber manufacturing aggregating more than 13,000,000,000 feet the standing timber of the county will furnish an enormous source of tangible wealth for the county and state and be a revenue-earner for the railroads.

MILD AND EQUITABLE CLIMATE
Completion of the railroad connecting Coos county with the outside world will without doubt signalize the beginning of a large immigration movement into that section of Oregon. The climate of the county is directly under the influence of the Japan current that tempers the atmosphere for the entire western portion of the state. During eight of fourteen years no snowfall whatever occurred in the valleys of Coos county, and during the entire period the heaviest was a fall of 1 1/2 inches. There is a variation between the mean temperature of Winter and Summer seasons of only about 11 degrees, with prevailing winds from the Pacific Ocean.

When the traffic developed in Coos county is taken in to consideration it is remarkable that the county has remained so long without rail communication. The number of farms, variety, bulk and value of products of the soil, and especially the extensive dairy industry, re-

veal the possibilities of the section. From the first a considerable amount of business is assured, capable of enormous increase when the population for which fertile lands are waiting is brought from other portions of the world. There have been incipient booms in this region, repeated promises of railroad communication with the outside world, but not until this movement by the Southern Pacific have any of the expectations of the waiting population of the county had any responsible basis.

Heretofore all transportation for lumber and sawmill products has been by water. Large revenues have been derived from this industry, as mills have been cutting millions of feet of lumber for the California and other markets reached by ocean carriers. Coal measures of the county have never been fully developed, but in quality are fully equal to other lignite coals found in the Northwest. A conservative estimate for the year 1905 gives 65,000 tons of coal shipped over the bar, and not less than 55,000 tons of lumber and other mill products.

OCEAN CARRIERS.
So much for the railroad. But without the harbor inlet, present and prospective, the justification for the railroad would vanish. A few words of description and history will show that the ambition of the people of Coos Bay, for a deep-sea harbor for ocean-going vessels of the modern type should be regarded as possible of fulfillment and is most worthy to be encouraged.

Coos Bay, then, is the principal harbor between San Francisco and the mouth of the Columbia river. It is a tidal estuary, the entrance to which, before improvement was undertaken, was obstructed by the usual bar. The channel was open to injury by shoaling deposits of sand left by the northwesterly winds. So the sand spit north of the entrance shifted to the south, narrowing the channel and forcing it to follow the west side of the north sand spit. Depth over the bar varied, sometimes falling as low as ten feet. The mean rise and fall of tide is 4.8 feet.

JETTY HAS PROVEN SUCCESS.
The first project for improvement was approved November 24, 1879. Under it \$213,750 was spent in building 1760 feet of timber crib and rubble stone work within the entrance. But the project under which actual and successful jetty building has been carried on was approved by the Chief of United States Engineers September 23, 1890. Under this the submerged jetty in the first project called for was finished and the north jetty has been constructed. This runs out to sea from the southern end of the north sand spit. Its length is 9600 feet. Results are remarkable. The project called for this north jetty of 9600 feet and a south jetty of 4200 feet. But the north jetty has, by the last reports of the engineers, done the full work intended for the two, north and south. The channel is straight to the ocean, is permanent, and gives the 20 feet across the bar as first designed, or even more. The estimated cost of the entire work was \$2,466,412. But the United States Engineers report expenditure of \$691,897 up to the end of the last fiscal year, June 30, 1905. And the intended straight channel and estimated depth is obtained. It is the same story. Contract the entrance, carry it out to sea, beyond the reach of the sand on the shore, increase the power and velocity of the ebb currents. So far as study of maps and reports tell the tale, so far as opinions of both engineers and seafaring men go, there is no reason for supposing the limit of improvement reached, or the deepening and scouring power of extended jetty or jetties exhausted. In pushing applications for further supplies of National money, the people of Coos county should have the support of the whole of Oregon.

There seems to be no good reason for setting any limit, to be 30 or 40 feet, to which the deepening of the bar channel should go. The right policy is to go on improving, under

the same expert advice which has already done so much—and to follow that just as long as good results appear.

The engineers call attention to damage to the piling of the trestle done by the teredo, and to the need for its replacement along the line of the north jetty. Dredging is also needed along the shoals opposite the town of Marshfield, 13 miles from the entrance to the bay, and this work also should not lack immediate attention. Evidently, with railroad communication with the interior assured, and with the desired continuation and extension of the harbor improvements there is a very bright prospect for Coos Bay, and for the country abounding in resources of which it is the only natural outlet.

The Victor Talking Machine Co. write their representative here, the W. R. Haines Music Co., authorizing the following cut prices on their goods: 7 inch records at 35 cts; 10 inch records at \$60 cents; 12 inch records at 1.00. Zono-Phone records and other disc records cut in price in accordance.

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Mrs. Wootton, of the Columbia College of Expression, Chicago, will take a limited number of pupils.
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Cured Lumbago
A B Canman, Chicago, writes March 4, 1903. "Having been troubled with Lumbago, at different times and tried one physician after another, then different ointments and liniments, gave it up altogether. So I tried once more, and got a bottle of Ballard's Snow Liment, which gave me almost instant relief. I can cheerfully recommend it, and will add my name to your list of sufferers." Sold by R S Knowlton.

Ringing Swine.
Garfield, Baker Co., Or., Dec. 11, 1905. —Editor Pacific Homestead: I want to give the gentleman from Elmira and the readers of the Homestead my recipe for ringing hogs, large or small: Take a piece of 3-round iron about three feet long, bend a loop in each end of it. Make the loop in one end large enough to slip over the upper jaw of the hog. The loop in the other end use for a hand-hold. When you get the iron in the hog's mouth crowd him over to one side of the pen, and hold him there with one leg against its side. One man can ring the largest hog by this method. —Pacific Homestead.

Rev. Carlisle P. B. Martin L L D
Of Waverly, Texas, writes: "Of a morning, when first arising, I often find a troublesome collection of phlegm which produces a cough and is very hard to dislodge; but a small quantity of Ballard's Horehound Syrup will at once dislodge it, and the trouble is over. I know of no medicine that is equal to pleasant to take. I can most cordially recommend it to all persons needing a medicine for throat or lung trouble." Sold by R S Knowlton.

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