

# THE COAST MAIL.

SATURDAY, - Sept. 20, 1879.

ROLL OF HONOR.—At request of W. R. English, teacher of the Newport school, we publish the names of pupils distinguished for good deportment during the month ending Sept. 12, 1879:

Pupils of class A, requiring 600 credits—Maggie Quigley, Mary Flanagan, Freddie Mann.

Class B, requiring 500 credits—Hannah Snedden.

Class C, requiring 400 credits—Maria Flanagan, Johnnie Snedden.

Class D, requiring 300 credits—George Winchester, Maggie Hutchinson, Robert Hutchinson.

ASSTON.—The steamer *Alex. Duncan* went ashore on the south spit at Rogue river last Saturday, and at last accounts efforts were being made to get her off by means of bauers and other appliances. We hope she is safe.

MORE LAMPS.—Our city authorities have decided to put up another lamp on the walk toward the Academy, near Anderson's stable. This is a good idea, especially if they will go so far as to make provision for having a light in it.

FINGER CRUSHED.—Our friend Jno Ellsworth, engineer of the *Bethel*, had one of his fingers badly mashed last Sunday. He is still at his post, but the other chap has to handle the wood just now.

COAST SURVEY.—We are informed that a party of U. S. Surveyors came to Gardner in the latter part of last week, to commence the surveys of the mouth of the Umpqua for which provision has been made.

FROST.—There were slight frosts noticed on Coos river, Friday and Saturday nights of last week; one of them was hard enough so that its effects were visible on vegetation.

FAIR SOLD.—Mr. S. Bevan of Daniel's creek, has sold his farm to J. J. Clinkenbeard for \$1,200, and will hereafter devote his attention to the ministry. His many friends wish him success.

## Couille City Items.

Dr. Steele is the happy father of a brand new boy.

Pooper Samuel Small died Saturday evening of heart disease.

John Dean, Justice of the Peace, has gone up the river to marry some loving couple; scrapt says.

Mrs. Wm. P. Wright and children, accompanied Mr. Wright on his return to Ten Mile, on the 10th.

Couille City, Sept. 14th, 1879.

OUR QUIET CORNER.—The News says the Mail goes for the proprietor of the *Argus* for becoming the "owner of certain marine property," etc. Not so. We do not object to Mr. Wagstaff becoming the owner of any property that he may legitimately acquire; but when a man who advertises himself as a Christian, voluntarily becomes a party to a cold-blooded and infamous fraud in which the rights of other parties are concerned, it becomes a proper subject of comment. His excuse that he did it to protect the supposed rights of H. H. Luse, is transparent. If he will volunteer to champion a capitalist like Luse as against the legally adjudged claims of a wife and children for means of support, he is a beast without a heart."

NEW BUSINESS RELATION.—It may be said that, business, as well as politics, "makes strange bedfellows." The intimate and confidential relation of attorney and client has been created between J. M. Siglin and A. E. Wagstaff. This arises by virtue of Siglin being the attorney of Mr. Luse, and Wagstaff being the implement by the use of which Luse is endeavoring to cover up his wrongs so that it cannot be used to feed his wife and children.

STEAM DREDGER.—Flanagan & Mann have constructed a machine for dredging out a place to turn the steamers in Coal Bank slough, near the end of their track. It works upon the principle of a pump, lifting the soft mud with the water, and depositing it at any point desired. The right to use this patent was purchased in San Francisco.

PAINFUL ACCIDENT.—One day last week, Mr. Robt. McCann, who was at work in Packard's logging camp on Coos river, met with a painful accident. He was working with a jack screw, when the log which he was moving started, and caught him on the thigh, bruising the limb badly. He has been laid up with his injuries, but consoles himself with the reflection that "it might have been worse."

EDUCATIONAL.—The present term of the Marshfield Academy will close on Friday of next week. It has been, in every respect, successful, although a term of only two months' duration. The fall term will open on Monday, the 28th instant, and all who wish to avail themselves of the superior advantages offered by this school should be on hand to commence with the term.

JOIN HANDS AND CIRCLE TO THE LEFT.—Sighn of the News, and Wagstaff of the *Argus*, have clasped hands over the yawning abyss, and like David and Jonathan of old, fallen upon each other's necks and wept. For noble friends.

## THE SETTLEMENT

AND

## EARLY SETTLERS OF COOS BAY.

[NO. IV.]

### COAL AND COAL MINES.

After the first discovery of coal at Empire City and North Bend, considerable time elapsed before operations were commenced. The first cargo of coal was mined from a drift in the Boatman Donation Claim. It was transported in wagons a mile and a half, to Coal Bank Slough, and transferred in scows to Empire City. This cargo was shipped on the *Chancy*, and both vessel and cargo were lost on the bar in 1854. Another cargo was shipped shortly afterwards, procured from the same source, which arrived in San Francisco. At this time, the price of coal in San Francisco was forty dollars per ton, and freight from Coos Bay was paid at the rate of thirteen dollars per ton.

### SEWING AND EASTPORT.

During the summer of 1855, work was initiated at Newport and Eastport. These mines were completed as to commence the shipment of coal early in 1856, and have continued, with occasional interruptions, their production up to the present time. Their early operation was expensive, on account of their crude and limited facilities, which have been gradually improved and perfected. The Newport mine was originally owned by Rogers and Flanagan, and is now the property of Flanagan & Mann. The Eastport mine was opened at the outset by Northrup and Symonds. Chas. and John Pershawer were subsequent proprietors, who sold to J. L. Pool, the present chief owner.

### A. J. DAVIS,

As agent for San Francisco capitalists, located a mine near the mouth of Isthmus Slough, in 1856. A storehouse, railroad and wharf were completed, with all the necessary adjuncts, before the vein was properly tested. The enterprise resulted in a total failure and abandonment, and about seventy-five thousand dollars were lost to the projectors.

### THE HARDY MINE,

Opposite North Bend, was located in 1871, without any thorough prospecting. Over one hundred thousand dollars were expended in its development, and it is now deserted and comparatively worthless. There were several principal owners, some of whom were badly crippled by the failure of the mine.

### THE UTTER MINE,

In 1874, the Utter mine, on the Isthmus was opened, and the Isthmus Transit Railroad built. The whole enterprise became so involved in debt, that, after several months' shipments of coal, the mine was closed. Whether the property is of value as a mine, is a question not fully determined. The railroad is still in operation, serving a public convenience, by affording a much needed means of communication.

### THE HENRYVILLE MINE,

Was also opened during the year 1874. It is represented that over two hundred thousand dollars have been expended in the various improvements on the property. An outcrop of seven feet of coal, mixed with slate, was prospected in connection with costly constructions for mining facilities, and when finished, it was found that the coal vein was broken, impure and worthless. The owners have attempted to repair the disaster, by sinking a deep shaft, to discover lower veins.

It is reported that a workable vein of coal was struck at a depth of about four hundred feet, but no further exploration has been made, and the shaft has now remained for a year, filled with water. H. S. Crocker, a California railroad king, and Billy Carr, another California magnate, were among its proprietors, and cannot be materially injured by its failure.

### THE SOUTHPORT MINE,

Was opened in 1875, by B. B. Jones, agent for P. B. Cornwall and others, after a thorough examination of the vein, by running upon it a drift of several hundred feet, until there was an assurance of its permanence and value. A large amount of money was expended upon it, in valuable and substantial improvements. The shipment of coal from this mine has been continued, and promises to be lasting.

### WASTE OF CAPITAL.

Five hundred thousand dollars is not too large an amount as an estimate of the money actually lost and squandered at Coos Bay in the development of coal mines, that have proved thus far a total loss to their proprietors, from the want of caution and experience, accompanied by a reckless expenditure of capital by rash and improvident agents. These mining failures have all exhibited some merit. They have been finely located for shipment, well improved and everything lively except the small item—no good coal. A few of our citizens have reaped a personal benefit in the sale of lands to these unsuccessful adventurers, and many laborers have received wages and employment. Watson and Jordan pocketed fourteen thousand dollars from the

sale of lands to the Hardy mine, and Watson and others received over thirty thousand dollars from the owners of Henryville.

### THE COAL BUSINESS.

At Coos Bay has been continuous from 1856 to the present time, and has added materially to our prosperity, furnishing labor, attracting population and adding to the wealth of this community. Coal now comprises a large share of the shipments from this port, amounting monthly to about five thousand tons.

### THE STEAMER NEWPORT.

Was the first steam vessel to arrive on the waters of Coos Bay, and was employed early in 1856 in freighting coal from the Newport mine, as well as for passengers. Her engines were afterwards transferred to a small teakwood schooner, which was christened *The Fender*, and was the first, and for many years the only top-boat here. She was lost near Coos Head, and the present *Fearless* retains the name.

### THE FORTY THIEVES.

Among the early trips of the steamer *Newport*, an order was sent to Gen. Estell, her owner, to forward a few laborers for the Newport mine. The Gen. had charge of the California State prison, and took interest in its occupants, so far as it was possible, to let them "slip" occasionally, and provide places for them when discharged. On the return of the *Newport*, in response to the order, a crowd of forty "hard cases" appeared upon her decks. A few only were required at Newport, and the remainder dropped ashore at Empire City. The unsuspecting and unsophisticated citizens saw them curiously, and retire with innocent confidence to their domiciles. But consternation soon pervades the community. Hen-roosts have suddenly become depopulated, the graceful limbs that have dangled from our clothes lines abruptly disappear; anything and everything valuable take mysterious departures, until the confiding people are aroused to anger. They begin to suspect—they "go for" these strangers, and emphatically advise their immediate emigration. The touching recollections connected with this interesting gang, led the citizens to speak of them ever after as "The Forty Thieves." There were among them a few honest and industrious men, who are still among us, and whom it would be unjust and invidious to mention.

### INEXCUSABLE CALAMITY.

A few weeks since, the *Argus* published an editorial article which stated in substance that Delos Woodruff, County Judge of Curry county, was a refugee from justice in California. Just what motive prompted this publication it is difficult to conjecture, but it is evident that the assertion is in every particular false and unfounded. Judge Woodruff served for about eleven years upon the police force in San Francisco immediately before coming to Curry county, and then resigned work with the following named passengers: B. W. Elliott, W. R. Elliott, Dr. H. Miller, K. McDougal, C. Y. Benjamin, D. Wilcox, John Williams, James Clark, Matthew Miller the sons and daughter, D. Morse, Jr. and three others.

### JOSEPH FEENEY.

Joseph Feeny is about to commence work on the Eagle mine, at Randolph.

Coc's harbor shop is soon to be moved to Ferry & Bailey's new building.

### SAILLED.

Sailed—The *Acosta* sailed Thursday, with the following named passengers: B. W. Elliott, W. R. Elliott, Dr. H. Miller, K. McDougal, C. Y. Benjamin, D. Wilcox, John Williams, James Clark, Matthew Miller the sons and daughter, D. Morse, Jr. and three others.

### MAINE INTELLIGENCE.

Sailed.

Sep 14—Schr. Premier, Boche, S. F.

" Schr. Ethiford, Matteson, S. F.

" Schr. Granger, Humphrey, S. F.

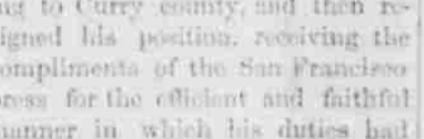
" Schr. Unsparger, Martin, S. F.

" Schr. Clara Light, Highport, ST.

No arrivals since our last report.

### W. G. WEBSTER.

DEALER IN



I HAVE LATELY RETURNED

from San Francisco with a complete stock of every thing in my line, ready made boots and shoes, etc.

### BEST MATERIAL ONLY USED.

### NASBURG & HIRST,

FRONT STREET, MARSHFIELD, OGN.

NEW GOODS BY EVERY STEAMER;

keep constantly on hand in our large and commodious store, a well selected stock of

### GENERAL MERCHANDISE,

consisting of the best staple and fancy

### DRY GOODS,

of all kinds, the choicest

### GROCERIES

### —&—

### PROVISIONS.

A LARGE STOCK OF

### CLOTHING,

HATS AND CAPS,

BOOTS AND SHOES,

RUBBERS AND OIL CLOTHING,

SLIPPERS AND OIL CLOTH,

CROCKERY AND GLASS

WARE, HARDWARE

and TOOLS,

### Cigars and Tobacco,

PAINTS, OILS,

AND VARNISHERS,

CHOICE WINES

AND LIQUEURS,

TIN-WARE and

AMMUNITION.

CUTLERY, WOOD and

WILLOW-WARE, and

School Books

—AND—

### STATIONERY,

FURNISHING GOODS,

AND MOBILITY

Our extensive show cases are filled

wish the finest

### MILLINERY AND FANCY GOODS.

PRICES TO SUIT THE TIMES.

X. B.—All goods purchased at our

Store will be delivered free of charge

at any point on the route of the

steamer *Myrtle*.

vl-11

Mr. John S. Smith, who lives near Colver's place on Coos river, has been authorized by Lieutenant Payson to open and put a "face" on a stone quarry near his residence, with a view to using the stone in the construction of the breakwater.

Mr. Miller and family, in consequence of the *Damson* getting ashore and her return from Ellensburg being involved in uncertainty, went to San Francisco by the *Avon*, and will go from there to British Columbia.

Lieut. Payson has established tide gauges at this place and North Bend. Walter Dugan and A. Mason have been employed to attend that here, and J. L. Smith and Mr. Brown at North Bend. Their duties commence next Wednesday at 7 A.M.

The *Newspaper* proposes to furnish "gas" for the street lamps of this town. So far as the quantity concerned, it is equal to the task, but the commodity is "too thin."

Wm. Reichert has lately had some fancy paper festoonery suspended from the ceiling in his brewery. It adds immensely to appearance.

The Mrs. Sartoris, whose death was