

# COAST MAIL.

SATURDAY, APR. 19, 1902

Published Every Saturday by the  
MAIL PUBLISHING CO.

**SUBSCRIPTION RATES**  
One year, (in advance).....\$7.50  
Six months..... 4.00  
Three months..... 2.50  
\$2.00 will be charged when not paid in advance



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### KEEPING YAQUINA CLOSED

It is stated that the Senate will increase the House appropriation from \$10,000 to \$75,000 for Coos Bay and \$25,000 to \$35,000 for Siuslaw.

The most important harbor for the Willamette valley, Yaquina bay is shut out of the appropriations as usual.

We do not object to liberal appropriations for Coos bay and Siuslaw harbors, but all Western Oregon protests against abandoning Yaquina.

After shutting all commerce out of Yaquina, the only harbor that has a railroad into the Willamette valley, they maintain a life saving station there.

That enables the politicians to keep a few appointments to keep the people in line, while water competition is shut out.—Capital Journal.

It would be a most excellent idea for the editor of the Capital Journal to come down to Coos bay and look around him once, just for the sake of getting his eyes opened for a proper view of Yaquina, so that the next time he goes down there

for an cutting he can size that proposition up for what it is worth.

Coos Bay is a harbor with 24 feet of water on the bar. Ten million dollars would not put a 24 foot channel into Yaquina, and if it would there would be no harbor there after all. Why, the General Wright has to keep a line to the dock to turn around at Newport without getting ashore on one side or the other of the "harbor."

That Yaquina bay is the only harbor to which the Willamette valley has a railroad, is the Willamette valley's misfortune, not the fault of congress or the U. S. engineers. The government has already spent quite a lot of money at Yaquina, building jetties to scour a channel through several miles of solid rocks, and jagged reef. Even were a deep channel blasted through the rocks, there is not tidal area enough inside the bay to furnish scouring force to keep it clear of sand.

No amount of money could make Yaquina a deep water harbor that would be of material benefit to the Willamette valley, and the entrance is already far better than the Yaquina country has any use for.

They have nothing to ship. There is nothing there but burned hills; no timber; no bottom lands; no marshes; at least none in sight from the railroad which traverses the whole section, or from the slough, which they call the "bay"

It is a nice summer resort. Thousands of people flock there from the valley during the hot weather and that is all keeps Yaquina or its railroad on the map.

And that is the place which the editor of the Journal wants Uncle Sam to squander money on.

Let him come down to Coos Bay this summer. It will be a revelation to him. We will show him more seagoing vessels landing at Marshfield in one week than he can see at Yaquina in 5 years—and all loading with products of this immediate section.

We will show him four or five small steamers the size of the only one on Yaquina bay and all busy the year 'round. We will show him gasoline launches till his head swims, instead of the lone Ole Oleon and his rowboat on Yaquina bay.

We will show him saw-mills and coal mines and creameries, and ship yards and canneries, and tannery, all in active operation. We will show him car shops, an iron foundry and a railroad, carrying the products of the county. We will show him electric lights and water works and, we hope, ice works. We will show him the handsomest young mayor in Oregon and the best looking postmaster.

In fact, if the editor of the Journal could spend a few days on Coos Bay, we suspect that he would want to go to congress, just to work for large appropriations for this harbor.

### Millinery Opening

Mrs. C. A. Painter has just received a complete stock of new and up-to-date millinery. The ladies are cordially invited to call and inspect one of the largest and best selected stocks ever brought to Marshfield. No old goods, all new and fresh. 3-2c tf

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