

Continued from second page

maintained ever since (page 3358, Annual Report, Chief of Engineers, 1895). The construction of the jetty has had a marked and very beneficial effect on the entrance channel, maintaining it in a fixed position and with a bar depth of 18 to 21 feet at low water. Never before in the history of the bay have such depths been maintained continuously throughout any year.

There is no record of a less depth than 18 feet at mean lower low water since November 1893. When it is considered that previous to this time bar depths of 10 and 12 feet were very common, the success of the work so far done is made very apparent (page 3359, Annual Report, Chief of Engineers, 1895).

The channel has been maintained at its maximum depth, and so far as known not less than 20 feet at lower low water has been found on the bar (page 396, Annual Report, Chief of Engineers, 1896).

There has been a least low-water depth on the bar of 18 to 22 feet (497, Annual Report, Chief of Engineers, 1897).

That the improvement will ultimately prove to be a very successful one from an engineering standpoint is demonstrated by the fact that a low-water channel depth on the bar varying from 18 to 22 feet was obtained with the north jetty but partially built and with nothing whatever having been done toward constructing the south jetty (page 403, Annual Report, Chief of Engineers, 1898).

That the improvement will ultimately prove to be a very successful one is demonstrated by the fact that a low water channel depth on the bar at the entrance varying from 18 to 22 feet has been obtained with the north jetty but partially built, and with nothing whatever having been done toward constructing the south jetty.

In view of this it is possible that it will not be necessary to build the proposed south jetty. This question can be determined, however, only after the north jetty has been completed for some time and the effect of its completion ascertained (page 568, Annual Report, Chief of Engineers, 1899).

From the foregoing it will be seen that for the past five or six years the normal depth in the channel across the bar has been between 18 and 22 feet. Occasionally slight shoaling is reported, due to exceptional storms, but after their subsidence the full depth invariably follows.

Thus far the success of the improvement at Coos Bay is noteworthy.

The damage to the jetty reported in the recent Coos Bay papers is much exaggerated. Some of the false work has been lost by recent storms and a portion of the outer end of the jetty has been beaten down by waves to a lower level than that to which first built. This was expected and only natural and is provided for as far as possible in the construction.

This north jetty is now practically completed, the depths on the bar are ample, the latest reports showing a low tide depth of 22 feet. There is nothing at present to show beyond question that more work on the north jetty will be necessary to maintain this depth or that the immediate construction of the south jetty will be necessary.

Respectfully,  
W. H. HARTS  
Captain, Corps of Engineers, U. S. Army.

Washington, Jan. 26, 1901.  
Hon. THOS. H. TONGUE,  
U. S. House of Representatives.

Sir:—Acknowledging receipt of your letter of the 24th instant submitting inquiries regarding reported damage to jetties at Coos bay, I have to say that I telegraphed to the local officer, Capt. W. W. Harts, Corps of Engineers, for information on the subject, and I have just received from him by wire a report dated January 25, a copy of which I have the pleasure to inclose for your information.

Very respectfully, your obedient servant,  
JOHN M. WILSON,  
Brig. Gen., Chief of Engineers,  
U. S. Army.

Washington, April 10, 1902.  
Hon. THOS. H. TONGUE,  
Chairman, Committee on Irrigation of Arid Lands, U. S. House of Representatives.

Sir:—In accordance with your oral request, I beg to inclose herewith a copy of a report, dated January 2, 1902, by Capt. W. C. Langfitt, Corps of Engineers, on the subject of the conditions of the Coos bay improvement.

Very respectfully, your obedient servant,  
G. S. GILLESPIE,  
Brig. Gen., Chief of Engineers,  
U. S. Army.

Portland, Oregon, Jan. 2, 1902.  
Brig. Gen. G. L. Gillespie,  
Chief of Engineers, U. S. Army,  
Washington, D. C.

General:—1. I have the honor to submit the following report, to comply with 1st indorsement, Office Chief of Engineers, U. S. Army, Dec. 27, 1901.

2. The present project for the improvement of the entrance to Coos bay, Oregon, (printed in annual report of the Chief of Engineers for 1899, pp. 2935-2965), provides for obtaining and maintaining a channel 20 feet deep at low water through the bar at the entrance to the bay, by confining the entrance between two high-tide rubblestone jetties.

3. The north jetty was completed in 1897, throughout its entire projected length of 9,600 feet, and created, as early as 1895, and has with rare exceptions since then maintained, a channel ranging from 18 to 22 feet deep at low tide. For this reason no steps have as yet been taken towards constructing the south jetty.

4. With the \$150,000 appropriated by act of March 3, 1899, additional rubblestone was placed in the few hundred feet of the sea end of the jetty to compensate for settlement caused by heavy seas and natural causes.

5. Since the crest of the jetty at the sea end was restored to its completed height with the \$150,000 referred to in paragraph 4 above, natural settlement has again occurred in the 500 feet of the jetty at the sea end. This, however, has had no appreciable effect upon the bar channel, the depth of about 20 feet at low water being maintained except on one or two occasions when storms caused temporary shoaling.

6. The settlement referred to in par. 5 above of the few hundred feet of the sea end of the jetty was mentioned in the annual report of the Chief of Engineers for 1901 (pp. 3473-3474), where it was stated that it was estimated that to restore the crest of the jetty to its completed height at all points would cost \$132,970.64, in addition to balance available July 1, 1901. In the same report it was also stated that judging from past experience the jetty in its present condition may possibly continue to maintain the projected depth in the bar channel.

7. The conditions reported in the annual report for fiscal year ending June 30, 1901, are practically the same now. The sea end of the jetty continues to slowly settle, but the depth of about 20 feet at low water is nevertheless maintained as projected except on occasions when storms cause temporary shoaling.

8. Some severe storms have prevailed along the Oregon coast during December causing the usual temporary shoaling of the entrances to harbors, but no serious damage was done to the Coos bay jetty. A few bents of the tramway were carried away and some further settlement of the stone work has occurred, both of which were to be expected.

Very respectfully, your obedient servant,  
W. C. LANGFITT,  
Captain, Corps of Engineers, U. S. A.

Portland, Oregon, Jan. 25th, 1901.  
CHIEF OF ENGINEERS, ARMY,  
Washington, D. C.

Reports about Coos bay jetty exaggerated. About three hundred feet of crest at sea end beaten down by usual winter storms. Jetty, being two miles long, this does not appreciably lessen its effectiveness. To place more stone at end under a new appropriation would necessitate practically rebuilding tramway two miles, present tramway being old and decayed. Cost of rebuilding tramway alone forty thousand dollars merely to raise crest few hundred feet sea end of jetty considered out of proportion to any benefit resulting. Depth of bar called for by project obtained in eighteen-ninety-five maintained since with very rare exceptions and no reason apparent why should not continue for several years at least.  
HARTS,  
Engineers.

THE STEAMER  
**ARCATA.**  
H. C. NELSON, Master.  
Will Make Regular Trips  
—BETWEEN—  
**COOS BAY**  
—AND—  
**SAN FRANCISCO,**  
—CARRYING—  
**PASSENGERS AND FREIGHT**  
—AT—  
**—LOWEST RATES.**  
Oregon Coal & Navigation Co.,  
Proprietors.  
E. G. Finnagan, Agent, Marshfield  
S. O. Company, Agent, Empire City.

Fast and  
Commodious  
Steamship  
**ALLIANCE,**  
**HARDWICK,**  
Master  
Makes regular trips between  
San Francisco and Portland via  
Humboldt and Coos Bay, calling  
at above ports each way.  
The ALLIANCE is a first  
class passenger boat, and has  
all the modern conveniences  
and is one of the fastest  
Steamers of her class.  
For  
Freight  
and Passenger  
Rates or Sailing Dates,  
Apply  
to  
**H. SENGSTACKEN,**  
Agent,  
MARSHFIELD, Oregon

Bright's Disease  
The largest sum ever paid for a prescription, changed hands at San Francisco, Aug. 30, 1901. The transfer involved in coin and stock \$112,500.00 and was paid by a party of business men for a specific for Bright's Disease and Diabetes, hitherto incurable diseases.  
They commenced the serious investigation of the specific Nov. 15, 1900. They interviewed scores of the cured and tried it out on its merits by putting over three dozen cases on the treatment and watching them. They also got physicians to name chronic, incurable cases, and administered it with the physicians for judges. Up to Aug. 25, eighty seven per cent of the test cases were either well or progressing favorably.  
There being only thirteen per cent of failures, the parties were satisfied and closed the transaction. The proceedings of the investigating committee and the clinical reports of the test cases were published and will be mailed free on application. Address: JOHN J. FULTON COMPANY, 420 Mont gomery St., San Francisco, Cal.

VISIT DR. JORDAN'S GREAT  
**MUSEUM OF ANATOMY**  
1081 MARKET ST., SAN FRANCISCO, CAL.  
The Largest Anatomical Museum in the World. Weakness of any contracted disease positively cured by the oldest specialist on the Coast. Est. 35 years.  
**DR. JORDAN—DISEASES OF MEN**  
SYPHILIS thoroughly eradicated from system without the use of Mercury. Testicles fixed by an Expert. Medical and surgical cure for Piles, Hemorrhoids and Fistulae, by Dr. Jordan's special painless methods.  
Consultation free and strictly private. Treatment personally or by letter. A Positive Cure in every case undertaken. Write for Book, "DISEASES OF MEN" FREE. MAIL ORDER FORMS (A valuable book for men.) Call or write.  
**DR. JORDAN & CO., 1081 Market St., S. F.**

Coos Bay Wholesale Liquor  
House.  
HEADQUARTERS FOR HIGH  
GRADE LIQUORS  
CHOICE WINES AND PURE  
BRANDIES.  
LEADING BRANDS OF BOTTLED BEER  
Family Orders Solicited.  
SOLE AGENT FOR THE CELE-  
BRATED  
**Ranier Beer.**  
Family orders for Pops, pints and  
quarts, delivered by the case.  
**Robert Marsden.**

The  
Old  
Reliable  
Firm,  
**E. B. Dean & Co.**  
C. H. MERCHANT, RECEIVER  
Is constantly adding to its  
stock of General Merchandise,  
already the largest in  
Marshfield. When you buy  
at the Mill Store you know  
the goods are first class and  
the price is all right.  
All kinds of lumber and  
building material,  
feed and supplies  
at wholesale and retail.

**RETAIL Wholesale.**  
Table Fruit, tin, 10c.  
Catsup, pt 25c size 11c.  
Oysters 3 tins 25c.  
Cocoanut 2 lbs 25c.  
Tomatoes 3 tins 25c.  
Rolled oats 25 lbs 69c.  
Best sugar 24 lbs \$1.00  
Corn 3 tins 25c.  
Other goods equally.  
5 gross tin matches.....\$1 05  
75 lbs Rolled Wheat.....\$1 00  
25 lb box Coffee.....\$2 57  
5 gal tin Salad Oil.....\$3 25  
5 gal keg pickles.....75  
10 gal California Olives.....\$0 50  
Mason Jars, qts gross.....\$7 57  
Petaluma Dairy Pan doz.....\$2 60  
April price list tells the rest.  
**SMITHS'**  
CASH STORE  
NO. 25 MARKET STREET, S. F.  
Can we price-list you?

**H. Sengstacken.**  
Wholesale and Retail Druggist  
DEALER IN DRUGS AND GENERAL MERCHANDISE  
Marshfield, Oregon.  
Prescription Skillfully Compounded at all hours. Agent for Wells, Fargo & Co.,  
and the leading Fire, Life and Accident Companies.

**Rest and Comfort.**  
These substantial mattresses are sleep inviters. They are comfortable and will retain their "springiness" for years. Made in two pieces or all in one piece. These huck mattresses, with cotton face are equal to all-hair and cost a great deal less money.  
**CHRISTENSEN & JOHNSON**

**DO YOU KNOW** THAT we use no injurious chemicals and only the very best of soap and we guarantee our work. We use perfected modern machinery and we DON'T WEAR OUT THE CLOTHES. Laundry work can be returned in 12 hours after receipt. Remember, we employ white labor only. Following are some of our agents: George Lorenz, Bandon; N. Lorenz, Coquille; E. A. Dodge, Myrtle Point; Sig. Hanson, North Bend; J. Morgan, Empire.  
**COOS BAY STEAM LAUNDRY**  
**R. C. AMSTEIN,**  
Prop.