

BIG REAL ESTATE TRANSACTION

Great Central Land company Makes Investment

SIXTY TWO THOUSAND DOLLARS PAID FOR A PIECE OF LAND FRONTING THE BAY

Belt Line Railroad Buys Land in Empire City -- Indications that Railroad Talk is Not all Wind -- Coos Bay one of the First-Class Harbors

Rumors of a big real estate deal in connection with the Great Central R. R. project have been rife for several days in Marshfield, and it can now be definitely stated that such a deal has been consummated.

Nearly 800 acres of land in one body, with a good water frontage on the bay has been bought by the Great Central Land Co., the corporation through which the Great Central R. R. Co. does its land business.

The purchase includes one hundred and thirty acres lying on the water front between the stove mill and the Porter mill, taking in the old slaughter house property, and situated about a mile from the business part of Marshfield belonging to the Flanagan estate; a string of six forties lying just west of this owned by C. H. Merchant; and a five hundred acre tract joining the Merchant land on the west and extending over to Pony slough, and belonging to the Flanagan estate. The price paid for the Flanagan land is \$50,000 and for the Merchant land \$12,000.

It can be stated positively that this is not a paper deal nor an option proposition, but a bona fide purchase, and indicates that there is something quite different from wind behind this railroad proposition.

Another project, which is not a vital part of the larger scheme, is the Belt Line railroad, to start at Empire City and skirt nearly the entire circumference of the bay. The Belt Line Co. has purchased two blocks in Empire City, taking in the old stove mill and Camman property, with the water frontage, and will go ahead with the construction of a wharf there. This line, as we have said, is distinct from the larger railroad project. If the latter is carried out, the former will undoubtedly materialize, though perhaps not in its entirety at present.

It is understood that the options secured by Mr. Garrigus on land across the bay have not been taken by the railroad people.

The MAIL has been chary of devoting much space to this railroad talk. It had and has no desire to get in and whoop up a paper boom; but, on the other hand, it is glad to chronicle any indications that the big things in the air are likely to materialize.

The expenditure of the tidy sum of \$62,000 for one tract of land is certainly an evidence that there is some thing in this business. As to who is behind the proposition, it is useless to inquire. That is a matter which, for obvious reasons is kept from the public.

Of one thing the editor of the MAIL

can speak from personal acquaintance. Mr. J. W. Cook, president of the Great Central Land Co., who is now here representing that corporation, is a solid business man, not a boomer. For a number of years a resident of Los Angeles, he was chairman of the County Board of Supervisors, and made a record for energy, economy and integrity. Later, business interests in the Bohemia mining district called for his presence there and he pulled a large mining proposition out of the hole that it had got into. Disposing of his interests there, he has since resided in Portland, and he is now here as the representative of President Ross, who in turn represents the Eastern interests that are behind the Great Central R. R. Co. He has charge, as president of the Land Co., of that branch of the Railroad Co's business. Just now, during Major Kinney's absence, he also represents that gentleman, giving him charge of the entire railroad interests here.

It is difficult to write of this matter without making the article read like boom literature, which it is not. A cold statement of the facts in regard to this harbor make it plain that there is nothing unreasonable in the idea that one of the great railroad companies has fixed upon Coos Bay as the terminus of a trans-continental railroad. The simple undeniable fact is that this is the best harbor between San Francisco and Puget sound. Coos Bay has a greater depth of water today than that of the Columbia river, and between the bars otherwise there is no comparison. Any one who has ever crossed the Columbia bar will remember with dread the miles of broken water through which they passed with ugly shoals and breakers on every hand. No amount of money can ever make the mouth of the Columbia a good entrance.

On the other hand, the Coos Bay bar is a short straight shoot. From deep water on the outside to deep water and safety on the inside a vessel passes in a few minutes. Further, the deepening of the channel to any required depth is an easy matter. The construction of the north jetty has given and maintained a depth of about 26 feet. The building of the projected south jetty would doubtless increase this to forty feet.

The harbor inside has ample room and good anchorage. The few shoal places toward the upper bay are simply "hogs-back," easily dredged. The dredging required each year on the Columbia between Portland and the sea would give better water in Coos Bay for twenty years. There is no large river emptying its sediment into the bay. The dredging done by the government several



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years ago has been a permanent improvement. This only touches the matter. These facts are familiar to all our people; so familiar that they form an old story, and we do not fully realize the importance of it. Yet it is a story of vital significance in connection with this railroad matter.

As the MAIL remarked the other day, however, these people have asked nothing from us. They have come here quietly and gone about their business without asking any bonuses or other favors. They have been spending some money here, which is certainly not a detriment, and now they are investing in a way that looks like business. The MAIL will endeavor to give reliable news as fast as it is available.

A YOUNG LADY'S LIFE SAVED At Panama, Colombia, by Chamberlain's Colic, Cholera and Diarrhoea Remedy

Dr. Chas. H. Utter, a prominent physician, of Panama, Colombia, in a recent letter states: "Last March I had as a patient a young lady sixteen years of age, who had a very bad attack of dysentery. Everything I prescribed for her proved ineffectual and she was growing worse every hour. Her parents were sure she would die. She had become so weak that she could not turn over in bed. What to do at this critical moment was a study for me, but I thought of Chamberlain's Colic, Cholera and Diarrhoea Remedy and as a last resort prescribed it. The most wonderful result was effected. Within eight hours she was feeling much better, inside of three days she was upon her feet and at the end of one week was entirely well." For Sale by Jno Preuss.

A Stroke of Business.

A writer who was very intimate with Frank R. Stockton says that when the Stockton family lived in Bucks county, Pa., Frank and his brother had a dog which they trained solely to hunt cats. The brothers were overhauled one day by a farmer whose cat they were chasing. To placate the farmer they gave him a dollar for a pig, which they took home. By driving away their father's pigs at feeding time they soon made their own the fattest pig in the pen and sold him at a profit of \$7. Frank R. Stockton always considered the deal a tribute to his business acumen.

His Lawyer's Fees.

A London workman, having had a sum of money left him by the death of his father, went to see his solicitor, who had the matter in hand for a final settlement. The bill of costs having been presented to him, the man glanced over the figures and, thinking the charges were excessively heavy, turned to his legal adviser and exclaimed in astonishment: "Ma father left his money to me, not to ye!"—Pearson's Weekly.

THE REVOLUTION IN REPUBLIC OF HAYTI

Mobs Threaten Foreign Consuls--Two American Gunboats on the Scene

Washington, July 29—The navy department today received the following from Commander McCrea, of the gunboat Nashville at Cape Haytien:

"Affairs are very disturbed at Cape Haytien. An unorganized mob is in the city. The foreign consuls have been threatened. I will give them protection on board, and will prevent bombardment without due notice."

The navy department has been advised that the Machias has arrived at Cape Haytien.

New Pacific Steamship Service.

New York, July 28.—The American steamer Tremont, recently completed by the Maryland Shipbuilding Company, left New York today on her maiden deep sea voyage, going through the Straits of Magellan in her journey to the Pacific coast. The Tremont is the pioneer ship of the Boston Steamship Company and is to begin a new service between San Francisco and Honolulu and the Philippines. She is a first class vessel in every respect, 540 feet in length and with a cargo capacity of 12,500 tons.

Canadian Pacific's Good Year.

Ottawa, Ont., July 28—Figures given out by the Canadian Pacific today show that the traffic of the road for the year for the year ended June 30 was far in excess of any previous year. Both in the passenger and freight departments the road has done a phenomenal business. The outlook is equally encouraging. To meet the demands of the great traffic to follow the abundant harvest this year the freight rolling stock is being increased as rapidly as possible, and by the harvest season the road expects to have about 30,000 cars in commission.

Receiver for Oil Companies asked.

Sherman, Texas, July 28.—The application for a receiver for the oil companies which have their lands and wells in the Veach League in the Beaumont oil field was called for hearing today before Judge Bryant in the United States district court. The applicants are Annie Trench and Fredrick Trench of England.

STRIKING COAL MINERS IN SERIOUS RIOTS

Defy Authorities and Stone Houses of Non-unionists--Some Shooting but no Fatalities

Wilkesbarre, Pa., July 29—Serious riots occurred again this morning at Lonsford, in the Sheandoah, where the strikers defied the authorities. They stoned the houses of non-unionists. Many were armed and fired many shots but nobody was injured.

CHANGES RECOMMENDED BY NAVAL BOARD

Would Substitute Spanish for French at Annapolis--More Practice Ships Wanted

Washington, July 29—The board of supervisors of the Annapolis naval academy in their report recommend the curriculum, substituting Spanish. The maximum age of admission is set at eighteen years. The report also urges that additional full rigged practice ships be provided.

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 for judges. Up to August 24, 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. Falton Company, 423 Montgomery St., San Francisco, Cal.

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