

COAST MAIL.

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THE EXAMINER'S IGNORANCE

Usually wise railroad men confess they are considerably mystified regarding the latest projected line from Coos Bay, on the Oregon coast, to Salt Lake. The enterprise involves two Oregon corporations, the Great Central Railway and the Utah Western Railway. The former is to build the line across Oregon, while the other company will continue the road to Salt Lake. The entire distance is 950 miles, and the estimated cost of the road is \$30,000,000.

Neither James J. Hill nor E. H. Harriman is likely to be interested in this project. Harriman certainly would have no use for such a road. Hill might find it useful in case his Burlington line is extended to Salt Lake, with the Clark road as a southern arm to Los Angeles and the Coos Bay project as a northern branch. Coos Bay is an insignificant port, but along the proposed road are valuable coal and timber lands.—S. F. Examiner.

The Examiner is excusable for not knowing any too much about the proposed road, but the ignorance displayed in the last three lines is inexcusable in a journal that professes to know anything about the Pacific coast.

The inspired idiot who wrote those lines should study up his geography a little, and a dip into current literature as it appears in the Associated Press dispatches would not hurt him any. He could find matter in the government reports that would enlighten him wonderfully.

The Examiner ought to know that there is a greater depth of water on the Coos Bay bar today than there is on the Columbia bar, and that the entrance is in every other regard vastly superior. The Examiner ought also to know that the present depth of water has been attained without half the work projected by the government engineers, and that the completion of the work laid would be likely to give us as great a depth as has the bar outside San Francisco harbor itself.

When the Examiner says of the best harbor between San Francisco and Puget sound that it "is an insignificant port," it shows an amazing ignorance of the facts.

If the Examiner had more than the merest glimmering of knowledge on the subject, it would know that the "valuable coal lands" of which it speaks as being "along the proposed road," are all on Coos Bay and in what is known by the government geologists as the "Coos Bay Coal Fields." The timber land also,

of which it writes, is nearly all directly tributary to Coos Bay. The Examiner would better send its young men to school.

MUNICIPAL OWNERSHIP. (Argonaut)

The board of supervisors has begun the actual work of acquiring a street railway by the city. An ordinance has been adopted declaring that public interest demands the construction and operation of a street railway extending from Tenth Avenue and Fulton Street to the intersection of Market and Geary Streets, and Mayor Schmitz has appended his signature to the ordinance. It remains now for the proposition of issuing bonds to be submitted to the voters, and if this is favorably acted upon, there will be no further delay regarding this part of the system. A project to extend the line down Market Street to the ferries will be acted upon as soon as City Attorney Lane advises the supervisors as to the necessary steps to be taken.

Again the railroad knockers are plucking up courage, the departure of J. W. Cook, president of the Great Central Land Co., and Fred K. Hungerford assistant secretary of that organization giving a chance to say that "they are pulling out, one at a time."

It may be well to review the situation briefly, just for the sake of putting the matter before the people here as it really stands. That Mr. Cook has gone is true. It is also true that he stayed longer than he expected when he came here from Portland, and that he has interested there that have been demanding his attention for some time. That Mr. Hungerford is also going is true; further that much of the work he came here to do has been accomplished and that more which he expected to do has been taken off his hands by the disposal of a large block of Bangor property to other parties, who came here to look at the situation and remained to put their money into it and take hold themselves. As work in the Portland office has been crowding, Mr. Hungerford's services are more valuable there and he has been recalled, for a time.

It will probably develop that Major Kinney will not return to the Bay as soon as he expected when he left here. The fact that he is laid up with the grip at a Portland hotel might reasonably be construed as having something to do with this, but it will perhaps be argued that his contracting a hard cold was only part of some scheme of real estate speculation.

It is persistently reported that all the engineers have been discharged from the work, and this in spite of the fact that a full crew of engineers is retained among the 75 men employed. It may surprise some to learn that 75 men are at work, for they are scattered at several different points instead of being rounded at some one point where doubting Thomas could go and take a look at them without inconvenience. In fact, some of them are out slashing brush where one can reach them neither by boat nor by buggy. That the number of men are at work, however, there seems to be no doubt. Neither is there any doubt that notices are posted in several places calling for more men.

The movements of Geo. Lyman Moody and C. E. Cook are also in accordance with Major Kinney's recent announcement that the Myrtle Point-Roseburg route had been selected for the road. The fact that Manager Chandler of the C. B. R. & E. R. R. & N. Co., is now in San Francisco, in company with John S. Coke Jr. attorney for that road also lends color to the report that the Great Central Co. will buy the Spreckles road, which, to the outside understanding, would seem a very business-like proposition.

The COAST MAIL is not building any railroads, and doesn't know whether the Great Central will ever be built or not, but it realizes that this is a matter of vital importance to every person on the bay, wishes to place all available reliable news before its readers. Further it is interested in the progress and development of this section, and believes that the people who are now certainly accomplishing something in that line, whether they build a railroad or not, should be accorded decent treatment at least.

G. U. McGuire of Woodburn, is under arrest for shooting his brother-in-law Fred C. Prevost, during an altercation over family troubles. Prevost will recover.

ANGOR EXCHANGE

MADE MONTHLY

The Bangor Exchange has been discontinued as a weekly publication, but the paper will be continued as a monthly. The reason for the change was given to an Oregonian reporter by Major Kinney, as follows:

"The reason I did that is that its editors were making too much of a newspaper of it. That was not my idea of it at all. It had too much the coloring of Bangor, which is not yet a town and will not stand high coloring without taking the appearance of a fake. We must not swell too much about the things that are to be. But there is all that magnificent country between Coos Bay and Salt Lake City that the world knows nothing of. Information about that region should fill the Bangor Exchange for the present—until the time shall come for making a newspaper of it. It should tell the truth about the country that lies in our field. Its mission is to carry that information wide to the people who want new investments. So I have killed the third issue of the weekly. We shall continue the publication as a monthly, however, and hold it to the idea of promoting the industrial development of the country."

NO EARLY RELIEF

AT RIVER ENTRANCE

(Oregonian)

If jetties are to be built at the mouth of the Columbia, construction will not begin for most a year, and the time till then will be taken up with preparatory work. If a dredge is to be stationed at the mouth of the Columbia, it will not be available for six months or a year. It would therefore appear that navigation is up against it for a good while yet, and even if the bar gets worse this winter it will have to be left to do as it pleases.

A bar dredge could be provided for about \$400,000, and the operating expenses for two years would amount to about \$200,000 more. A dredge could be remodeled out of an ocean-going steam vessel in six months, perhaps, or at most 12 months. There are serious doubts whether it would be effective in the heavy swells of the bar and the rough seas which are peculiar to the mouth of the Columbia.

The engineer decline to reveal their opinion about the efficiency of a dredge, and their opinion will not be announced until they have reported to Washington. They will submit the result of their investigations some time next month.

As to whether the present jetty is to be extended or a new one is to be built from Cape Disappointment, the engineers are extremely reticent.

IMMIGRATION INTO OREGON

Rev. Walters Discusses Probable Plans of Great Central and Transportation to Coos.

(Portland Journal)

Rev. J. J. Walters, immigration agent of the Great Central Railroad, was seen by a Journal reporter this morning and in answer to several questions stated:

"I intend to induce only the best classes of people to go down to the Coos Bay country. I wish to get farmers, merchants, physicians, and so on, and not merely speculators. I intend making the trip down to the Coos Bay country with Major L. D. Kinney, our chief engineer, over as much of our proposed lines as possible, so that when I go East to Illinois, Iowa, Kansas and other states where I intend getting immigrants, I shall be able to tell of the vast resources from personal knowledge.

"Oh, yes, I can get all the people I want but I cannot get the transportation. Quite a crowd left for the Coos Bay country last night on the steamer Alliance, in fact the crowd was so large there was no more room for another passenger."

"Towards winter the transportation will necessarily be only by way of the ocean. Several Salt Lake capitalists who went down there spoke of placing all their financial strength into it, as they foresee a great future for Bangor, our intended western terminus.

"We hope to have abundant facilities shortly so as to be able to more readily transfer the crowds intending to settle there."

FOR SALE—One half interest in the Christensen & Johnson furniture establishment. For further particulars address H. Sengstacken Marshfield, Ore. 8-25-tf

Among the many inquiries received by the Man from Eastern people regarding this section some curious things crop out. For instance, a Michigan man writes inquiring about an opening for a grocery store. He also wants a copy of the paper and he encloses a Canadian five-cent piece with a large jagged hole in it. He will get the paper.

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