

WEEKLY COAST MAIL

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No. 4

WHEAT GOES WILD

Armour Makes a Nice
Clean-up

Dollar Wheat Predict-
ed By Traders

Special to the Mail.

Chicago, Jan. 20.—Wheat opened today at 91 1-2 and advanced to 92 1-4. It was one of the most strenuous days in the wheat pit seen in recent years, and the excitement at the close was terrific.

Armour was long on his line fifteen million bushels and did not appear in the market until the advance was already sharp. The advance netted him nearly \$340,000 profits on today's trading.

Traders predict dollar wheat. The advances today were due to frantic efforts of the shorts to cover.

COOS BAY CHAMBER OF COMMERCE MEET AND ACT

Send Memorial to Congress Asking
For Appropriation for Coos
Bay—Funds Needed

From Wednesday's Daily.

The board of directors of the Coos Bay Chamber of Commerce met Monday evening in regular session. Among other business they concluded to give a concert on February 13, for the purpose of raising funds to continue the good work which it has under way which it will require considerable money to carry through. Much has already been accomplished and the labor, organizing and correspondence which has been entered into are slowly piling up and must be attended to which requires no small amount of clerical work. The fruits of the first year's work are just beginning to materialize and the citizens of Coos Bay are beginning to see the good work and realize that it is not a house that can be built in a day, and will get into the harness and pull for that end.

A fine home entertainment is being arranged and The North Bend band has volunteered its services, assisted by all the available home talent. This will certainly be a grand success.

Among the business of the meeting a memorial to congress was presented and will be forwarded to the proper authorities. It reads as follows:

TO THE HONORABLE SENATORS AND REPRESENTATIVES,
Washington, D. C.

The Coos Bay Chamber of Commerce, Representing the commercial interests of South-western Oregon, represents that,

Whereas, the plan of improvement for the entrance to Coos Bay adopted in 1889, by a Board of U. S. Engineers, provided

for a least depth of 18 feet at mean low tide, at a cost of \$2,466,412.20 (See pp. 2939 to 2965 Report of Chief of Engineers for 1890) and said depth has been obtained by an expenditure, up to June 30, 1902, of \$969,019.88, exclusive of \$213,750.00 expended on the original project which was abandoned in 1879, and said depth of water has been obtained by the construction of north jetty alone, whereas the original project contemplated the construction of north and south jetties, and,

Whereas, although the present depth of water is a great improvement over former natural conditions, the same is inadequate to present commercial needs, owing to the fact that larger vessels are now generally employed on this coast than when the said project for the improvement of Coos Bay was adopted, and that vessels now regularly engaged in the Coos Bay trade are unable to load full cargoes with the present depth of water, and that in order to compete with other harbors in the coal and lumber industries, both of which are important natural resources of this section of country, it is imperative that a greater depth of water be obtained in order to permit the said vessel to carry full cargoes and also that still larger vessels may be employed in the Coos Bay trade; that such improvement is absolutely necessary in order to accommodate and handle the output of the various industries of this section of country which are now being rapidly developed, and particularly the coal and lumber products, the output of both of these being now in process of important and extensive developments; and in connection with our request for improvements at Coos Bay, we wish to call your attention to the fact that Coos Bay is the only harbor on the Oregon Coast, except the Columbia River, where a sufficient harbor can be provided to accommodate vessels of deep draft or those engaged in foreign commerce.

Therefore, we respectfully ask that you urge upon Congress to instruct the Chief of Engineers, through the Secretary of War, to cause to be made a survey and estimate of the cost of securing a depth of not less than 25 feet at mean low tide at the harbor entrance, and a navigable channel of not less than 20 feet at mean low tide from the harbor entrance to the industries at the head of Coos Bay and adopt a project for the same; that sufficient funds be immediately appropriated for this purpose.

And further that the said engineer investigate the feasibility of providing a mean low water depth at the harbor entrance of 30 feet, and a 25 foot mean low tide channel from the harbor entrance to the head of Coos Bay, and estimate the probable cost thereof.

COOS BAY CHAMBER OF COMMERCE.

Signed by the President and Board of Directors.

SAYS SOUTHERN PACIFIC

BEHIND THE SURVEY

Every one on Coos Bay feels great interest in the railroad survey which is being made in such a business-like manner from Drain to the bay, and the following pointer will be of interest. One of the prominent business men of the Bay wrote a few days ago to a friend in Portland, a reliable man, asking for any information he could gather there as to who is behind the survey. The reply says:

"Your letter was duly received. After making inquiries today, I learn from pretty good authority, which I was requested not to give, that the Southern Pacific was behind that survey down the Umpqua to Coos Bay."

RUSSIA KEEPS BUSY

Preparing For Coming
Struggle

Town of Strategic Im-
portance Taken

Body of Troops Sent
Northward

Special to the Mail.

Port Arthur, Jan. 19.—Preparations for war continue. All Russian officials are kept occupied both day and night in an effort to get the garrisons in readiness for active service. Four additional regiments of troops arrived today and will be assigned to duty in the forts until they become acclimated.

Acting, it is believed, under instructions of Admiral Alexiliff, a force of Russian troops today took possession of the town of Hein Mintun, thirty miles from Mukden.

The town is situated so it will form an ideal camping place, and it is probable that a strong force will be retained there. Hein Mintun, situated as it is, not only commands the Lianho river, but will be of great importance from a strategic standpoint, especially as it will not be an open port.

London, Jan. 19.—A dispatch from Port Arthur says that outside evidence of impending hostilities are unimportant.

Four thousand troops are scheduled to start north tomorrow which is the only warlike feature. Newspaper correspondents who applied for passes to accompany the army have been informed that war is not expected and the issue of permits would be premature.

Ostensibly Russian sentiment is that she has no desire to interfere in Corea, even should Japan continue to land troops there under the pretense that they are railway guards.

Paris, Jan. 19.—According to a statement of the Japanese minister this morning affairs between Japan and Russia have never been sufficiently critical to warrant meditation of France and England.

ALL CAME OUT AT HARTLEY'S

Thrilling Tale of Adventure on the
Blue Ridge

From Saturday's Daily.

Two boys lost in the mountains and seven men who went to search for them also badly turned around, furnished

ample excitement on Daniels creek, the Blue ridge and the north fork of the Coquille Tuesday and Wednesday. Fortunately the coast—was more in the line of comedy than tragedy.

As the story comes to the MAIL, Ray Norton, son of Wm. Norton and a son of Jack France left Daniels creek logging camp Tuesday morning for a hunt on the Blue ridge.

When they started for home they turned the wrong corner and came out at John Hartley's place on a tributary of the north fork of the Coquille. Mr. Hartly put them on the trail back, but after reaching the top of the divide they again switched off and presently came out at Mr. Hartley's again. They stayed there all night, and in the morning took a fresh start, fortified with their night's rest, and after several hours of travel found themselves again at Hartley's. Then they gave it up and took the other track, down the creek and down the river to Fairview, thence by the Coos Bay wagon road to Sumner and from there over a good plain road over the mountain to Daniels creek.

In the mean time, their non-appearance at home Tuesday evening caused alarm and a party started out to hunt them up but were soon driven in by the darkness. Wednesday morning a party of 7 men, including the fathers of the boys started out on a systematic search, being provided with a compass and all such paraphernalia. They traced the lost ones in regular sleugh-hound style to Hartley's. There they learned that the boys were all right and had already gone toward Fairview, with a plain though long road ahead of them.

The rescuers accordingly started home feeling immensely relieved. They climbed the mountain once more, and starting, as they thought, down this side came out after awhile at Hartley's.

Then they, too, gave it up and took the long road home. One of the party gave out and stopped at Fairview, and two more fell by the wayside at Sumner. The remaining four, including Norton and France made their way home, but what the two last said to their hopeful scions is not recorded.

Horses In Pretoria.

It costs \$10 a week to feed a horse in Pretoria. There is plenty of fertile land in the country, but very little water.

CHANGE IN MAIL ROUTE

A Petition for Mail to Be Carried on
Train Between Coquille
and Marshfield

From Wednesday's Daily.

A petition is being liberally signed asking to allow the present contractor to carry the mail on the train between Coquille and Marshfield.

The petition shows that a daily train runs between Marshfield and Coquille except Sunday. The train leaves Marshfield daily at 8 a. m. arriving at Coquille at 10 a. m. and leaves Coquille every day except Sunday at 11 a. m. reaching Marshfield at —except Sunday.

The petition prays for the mail to leave Marshfield at 7 a. m. to arrive at Coquille at 10 a. m. and return leaving Coquille at 11 a. m. and arrive at Marshfield by the hour of 6 p. m. each day except Sunday. Under the new arrangement Marshfield would get the mail all the way from 12 m. to not to exceed 6 p. m. Everybody should sign the petition as we would certainly have nothing to lose by the new arrangement and everything to gain.

MORE LIKE PEACE

Russia Reported About
to Crawfish
And Yield to Japan's
Demands

Special to the Mail.

London, Jan. 20.—The Berlin correspondent of the Pall Mall Gazette wires that he is assured on absolutely trustworthy authority that Russia has positively decided for peace, and will answer Japan's latest note by complying with all the Japanese important demands. Russia is now hesitating whether she would notify Japan exclusively that she means to have peace, or send general notifications to all the powers. The press here, with the exception of the Times, is optimistic in tone regarding the far Eastern question.

Manchester, Jan. 20.—The Guardian quotes a British official just returned, who says Russia is preparing to withdraw from Manchuria.

FREIGHT RATES ADVANCED

Special to the Mail.

Chicago, Ill., Jan. 19.—Nearly every pound of freight shipped by jobbers

from eastern and middle eastern points to the Pacific Coast is affected by the advance in commodity rates put into effect today by the western railroads and their eastern connections. The lines making the advance are the Southern Pacific, Union Pacific, Great Northern, Burlington, Northern Pacific and Canadian Pacific. The increase averages 17 1/2 per cent.

Merchants and shippers are understood to be much aggrieved because they do not consider that they were granted sufficient opportunity to adjust their business to the changes consequent upon the advance in rates. The first reliable information they had was conveyed in copies of the new tariffs. Some of the

more important commodities affected by the new tariff are machinery, structural iron and steel, sewing machines, stoves, agricultural implements and canned goods.

Coincident with these advances are new regulations for handling live stock. Shippers of poultry hereafter will be required to pay for the transportation of every man sent with shipments and those who accompany cattle shipments will not be granted return transportation.

NORTH BEND WOOLEN MILL

Nearly Ready to Turn Out the First
Woven Fabric

From Thursday's Daily.

The operatives in the Bandon woolen mill are moving to North Bend as fast as accommodations are ready for them, and the new mill will be in full operation very shortly. A supply of wool has been received and has been started well on its way through the processes preliminary to weaving into cloth.

The machinery in the Bandon mill will be brought around on the Chico, if satisfactory arrangements can be made; otherwise it will be brought up the river and over the railroad. So Mr. Clark informed the MAIL yesterday.



NEW LINES, EXTENSIVE VARIETIES, CHOICE VALUES.

.....Magnes & Matson.....