

COOS BAY EDITION DAILY CAPITAL JOURNAL

PUBLISHED BY MARSHFIELD AND NORTH BEND CHAMBERS OF COMMERCE DURING OREGON STATE FAIR, SEPTEMBER 14-19, 1908.

IMMENSE TIMBER FARMS, DAIRY, FRUIT, GREAT COAL WEALTH

THREEFOLD SOURCE OF RICHES IN COOS BAY

Carl Smith writes in the Portland Journal of August 30 as follows of Coos Bay Coal:

A man with 18,750 cords of wood stacked up on an acre of his ground no doubt consider himself rich. If those 18,750 cords should suddenly be converted into an equal amount of fine domestic coal he would shake hands with himself several times. Here in Coos county there are estimated to be 400 square miles where the land bears this quantity of coal. Of course, the coal is under the ground, and can only be seen as the stack of cordwood could, but it is there. That is the reason so many persons believe in the future of Coos Bay as a port and manufacturing center, independent of its other splendid resources.

production of 2,000 tons per day, is about \$1 per ton.

Here is an analysis of Coos Bay coal by W. S. Chandler, an expert who has furnished much of the data for government reports: Fixed carbon, 50.21 per cent; volatile matter, 32.60; moisture, 14.48; ash, 2.35. The large moisture element causes a sort of slacking process if the coal is left too long exposed to the rays of the sun. It will be seen that the ash percentage is very small.

That there will ultimately be a great system of mines in Coos, largely engaged in furnishing coal for the coastwise trade and for the manufacturing interests that seem sure to come to the land of cheap fuel, is

and coal begin with the same, and they will no doubt be more and more closely associated together as the extent and value of the coal become known. Here is the only bed of coal in Oregon or California, placed by nature on a harbor with small cost can be made that the commerce of the world, already accommodates lines of steaming steamers. This is an advantage that is looked upon by the world as a factor of the highest importance in its bearing on the future of this bay.

To emphasize this fact, a plank of the warm-giving material required four men to handle it in a front window of the Chamber of Commerce during the recent meeting of the Oregon & Idaho movement congress, and several caucuses are on display at the fair this week. These specimens come from the Beaver Hill mine, owned by the Southern Pacific. At this and other mines of the county the output is now nearly 200 tons per day. The Libby mine, recently owned, turns out an immense tonnage. Although the timber interests are now foremost in the mind of the people, there is an abundance of fuel-bearing land in independent hands, and if the timber monopoly can be prevented there will be golden opportunity here for competitive capital.

The coal of Coos is of lignite character, excellent for domestic consumption and a good grade of setam

Extensive shipments are made to San Francisco and some is sent to Portland. At present there is a large quantity of the mines, but a briquette plant proposes to utilize the by-product and turn out a quantity of any quantity of carbon

Vast Coal Area.

The estimate of 400 square miles of the coal area was made in a geological survey report in 1896. Since then there have been new discoveries. The big split near the harbor on the north is said to be unworked, and discoveries have been made near the headwaters of the Coos river, a beautiful stream that flows through Coos county and is bounded by a low divide from the Coos river valley. Coal cropplings at the surface many places, and the farmers dig fuel from their land with a pick.

Although the price has been advanced several times in the last few years, coal is still very cheap and the cost of mining is comparatively small. At retail in Marshfield, delivered, the price is now \$2.50 and per ton. Not long ago it was \$1.50. The cost of mining, based on a

What J. W. Bennett Says of the Future of Coos Bay

The big interests that are contending for promotion on Coos Bay are coal mining, and the manufacture of briquettes, electric roads, dredging the bay and deepening the harbor, a railroad connection with the outside, more large sawmill plants and furniture factories.

One of the most successful pioneers in the Coos Bay country is Hon. J. W. Bennett, banker, attorney, townsite owner and dealer in real estate. Asked to name the big assets that constitute the imperial future of Coos Bay, Mr. Bennett gave a Journal representative the following:

"THE COAL THAT IS TRIBUTARY TO COOS BAY COVERS 400 SQUARE MILES, OUT OF 1500 SQUARE MILES IN COOS COUNTY, AND BESIDES THERE IS GREAT QUANTITIES OF COAL IN ADJOINING COUNTIES.

"THE TIMBER TRIBUTARY TO COOS BAY CONSISTS OF MERCHANTABLE FIR, SPRUCE, HEMLOCK, WHITE AND RED CEDAR, ESTIMATED AT SIXTY BILLION FEET.

"IN ADDITION WE HAVE DAIRY AND FARM PRODUCTS, CANNERY PRODUCTS AND GOLD MINING.

"WE HAVE 24 FEET OF WATER ON THE BAR AT LOW TIDE IN THE SHALLOWEST PLACE BETWEEN THE DIP OF THE SEA AND THE CREST OF THE BAR.

THIS TELLS WHAT THE FUTURE OF COOS BAY MUST BE."

BIRDSEYE GLANCE AT COOS BAY

ITS CITIES ARE IMPROVING

Take a disinterested glance at Coos Bay and see if we are not right in saying it presents the greatest opportunity for building a great harbor city on the Pacific coast? Midway between San Francisco and Puget Sound, it enters from the southwest and is the only harbor on the coast that is protected from the storms by a large headland extending one and five-eighths miles to sea—Cape Arago. This solid, rocky wall which forms the south side of the harbor mouth, reaches out to sea like a great friendly protecting arm, cutting off the swells and storms that sweep up the coast in winter, and rendering them harm-

and sewer work. The new Marshfield high school will have 18 rooms, and all that part of the city where it is being built is filling up rapidly with houses. The city is creeping up onto the hills in all directions, and extending rapidly across the bay to what is called East Marshfield.

Improvements At North Bend.

This magic little city which has sprung up on Coos Bay in a few years needs only a glance at its water front to see that it is a veritable beehive of industry and the home of enterprise. While Marshfield may become the Chicago of the west coast, North Bend is bound to be its Pittsburg. An electric line is under construction headed by such men as Henry Hewitt, Jr., of Tacoma, Seymour Bell of San Francisco, and L. J. Simpson of North Bend. A mile of track is graded, the long bridge across Pony Slough is built, an 800-horse power engine, eight boilers and all the machinery are on the ground for the lighting and power plant to connect North Bend and Marshfield with an electric line on the water front. A high school building is contracted for 400 pupils, to cost equipped and furnished \$50,000. It will have an assembly hall, three laboratories, manual training and gymnasium, and swimming pool. There are a number of business blocks and many private residences in course of construction. Like Marshfield, North Bend has sawmills and shipyards, a sash and door factory, and veneered furniture factory that ships its product to all parts of the world.

A Region of Opportunity.

Coos Bay is a tidal basin, extending into the main land about 15 miles, and is located on the western coast of Oregon, in 43 deg. and 30 min. north latitude; two hundred and ten miles from the Columbia river, and three hundred and sixty-five miles from the Golden Gate. The area of the bay is over 20 square miles, and it has a wharfing water frontage of over 40 miles. Twenty-two feet of water is maintained at the present time on the bar, at mean low tide, and government engineers have recommended an appropriation of \$2,700,000 for harbor improvement. The expenditure of this sum will make Coos Bay one of the finest harbors on the Pacific coast, and is destined not only to be an important commercial port, but an important naval station as well. Coos Bay is one of the few harbors of the world where vessels may receive coal almost at the mouth of the mines.

The forests of the county directly tributary to Coos Bay have scarcely been touched, and reliable authorities estimate the amount of timber now standing throughout this area at sixty millions feet. The following varieties predominate in the order named: Douglas fir, spruce, Port Orford, or white cedar, hemlock, red cedar, larch, maple, myrtle, alder, madrona, cherry and ash. Estimating the annual cut of the timber tributary to Coos Bay at the billion feet, and taking into consideration the young timber that is constantly maturing, it would require more than a century to convert into lumber the timber of the Coos Bay country.

Thousands of dollars' worth of eggs are shipped into Coos Bay every year, notwithstanding the fact that Coos county is a veritable paradise for the poultry raiser. Chickens sell the year round for from 20 to 25 cents per pound, and eggs from 25 to 50 cents per dozen.

The manufacture of lumber is the principal industry at the present time. There are eight sawmills on the bay, cutting from forty to two hundred and fifty thousand every ten hours. There is in addition a sash and door factory, a veneer and box factory, two foundry and machine shops, a milk condensary, a cold storage plant, a mattress factory, shingle mill, ship yard, etc. There are good opportunities on Coos Bay for a pulp mill, wood-working establishments, and many other industries.

Wm. Douglas, of North Bend, has a grand collection of Coos Bay postal cards, original views, taken by himself.



VIEW OF MARSHFIELD, METROPOLIS OF COOS BAY.

TWELVE REMARKABLE FACTS ABOUT COOS BAY

- Coos Bay is the only harbor in the United States that has its own coal mines.
- Tributary to Coos Bay are immense bodies of the finest timber left standing in the United States.
- Coos Bay has the most equable climate known to the temperate zone.
- Coos Bay is an ideal dairy country—a veritable cow heaven.
- Grass grows green the year round, and stock keeps in good order without feed.
- Large sawmills and factories in operation, and others going up.
- One railroad building; two others prospective.
- Factories have the advantage of coal and wood cheap and close at hand.
- Game in the mountains, fish in the streams for sportsmen; surf bathing and yachting for pleasure-seekers.
- Fruit of finest varieties thrive; strawberries ripen until December; excellent opportunity for truck gardening.
- Good schools, churches and fraternal societies.
- No cyclones or thunder storms.

OREGON-IDAHO CONGRESS HELD AT COOS BAY

Resolutions Adopted Favoring a State Aided Railroad From Ontario to Marshfield--State Highway From Roseburg to Coos Bay.

The first session of the Oregon and Idaho Development congress was held at Marshfield, August 25-26, and was attended by delegates from all parts of the state and from Idaho and Nevada. Among public officials present to assist in the work of state development were Governor George E. Chamberlain and Railroad Commissioner West, both of whom made able addresses that were very cordially received by the large audiences in attendance at the Marshfield Chamber of Commerce, a large room on the main street, which is filled with fruits and flowers and other products of the Coos Bay country.

The Monday Session.

Hon. I. S. Smith, of Marshfield, presided at the first session.

Secy Walter Lyon, of Marshfield, made a statement of the purpose of the congress.

John H. Scott, of Marion county, was made temporary chairman. He was presented with a gavel of myrtle wood.

He introduced Governor Chamberlain as the first speaker. He was given a very cordial reception of continued applause. After some remarks the governor spoke of his visit to Harriman. He had been charged for going to see Harriman. Why had not Harriman come to see him? He was not sensitive to this criticism. He would travel 10,000 miles if he could get 5 miles of railroad built. Harriman had promised to build roads through central Oregon. The line would be built to Coos Bay within a few years. He tried to get Harriman to come over to Coos Bay and got a partial promise. He was to be given a grand reception at

Portland, and Coos Bay should send a good delegation.

He made a strong plea for a deep sea harbor, for good roads and better transportation facilities. He was heartily applauded for his speech at the conclusion and all the way through.

After some music, Judge Stephen A. Lowell was introduced on "Allen Land Ownership." He complimented the Coos Bay country on its fertile soil and balmy atmosphere. He made a plea for getting together the whole state, of standing for all interests. He asked, why was Oregon in the rear of the procession of northern state?

In years gone by people had gone out and settled up states in advance of railroads. But now no large movement of population was possible in advance of the railroad. The people had the power to compel the use of some of the profits of railroads in Oregon. He was very eulogistic of the Hill system, that he hoped to see build down the coast to San Francisco. He then discussed the railroad and wagon road grants, in all about 5,000,000 acres that should belong to the people.

He advocated exercise of the right of eminent domain to take these lands in the name of the people. The single tax might be resorted to and thus break up the large holdings. Property was not above men and homes and must be made to serve humanity.

The Tuesday Session.

There was another large audience at the second day session of the congress. Continued on next page.

less. Coming into or going out of Coos Bay harbor is an almost unnoticeable event to the mariner, the seas being smoother than at the Golden Gate or, at the mouth of the Columbia. If the farthest extremity of Cape Arago were connected with Baltimore Rock, the harbor would be practically land-locked. One of the wonderful features of the harbor is the far-reaching system of inlets, that penetrates five to ten miles into the interior, and are navigable for ships carrying thousands of tons. These inlets reach to the mouths of the coal mines, and the ships are able to take coal cargoes at the mouth of the mines. Is it any wonder that Harriman and other wizards of finance have invested here millions of dollars in railroads, steamship lines, coal mines, logging camps, and timber and sawmills?

Improvements at Marshfield.

The past two years five new brick blocks have gone up at Marshfield, one five-story hotel being under construction. The Bennett & Flanagan bank building, a picture of which appears in this paper is the finest banking office building in the state outside of Portland. The Coos building and the First Trust and Savings building are also buildings modern in every way. A \$35,000 concrete cold storage plant is under construction; \$65,000 was spent on plank streets last year, and four miles of graded and plank streets are under construction, besides 16 blocks of bituminous rock pavement, costing \$2.35 per square yard. Over 200 persons are employed on street

DAYLIGHT RIDE ON THE OCEAN!

Portland & Coos Bay S.S. Line

Operate the S. S. BREAKWATER between Portland and Coos Bay every week as regular as the clock. Leaves Oak Street Dock, Portland, every Wednesday at 8 p. m., arriving at Coos Bay the next evening. Returning, sails from Marshfield every Saturday, at service of the tide.

QUICKEST - SUREST - SAFEST

Fare, \$10, Including Meals and Berth

Make your reservations through agent, Oak Street Dock, Portland
C. J. MILLIS, Vice Pres. and Gen. Mgr.

... THE HIGH SCHOOLS ...

Now being erected at Marshfield and North Bend are being equipped with W. G. McPherson Co.'s Fan Heating and Ventilating Plants, furnishing 3,000,000 cubic feet air per hour each

W. G. McPHERSON CO.
328 Glisan Street, PORTLAND, ORE.