

would play an integral role in that effort (a section on the Spruce Production Division is located later in this book).

As the loggers moved farther and farther away from the timber stands surrounding Coos Bay and its estuaries and rivers, this rail line provided an efficient method for getting logs from the short-line sidings to the mills at Marshfield. It also hauled lumber from the saw mills in Coquille and Myrtle Point to the export docks on Coos Bay.

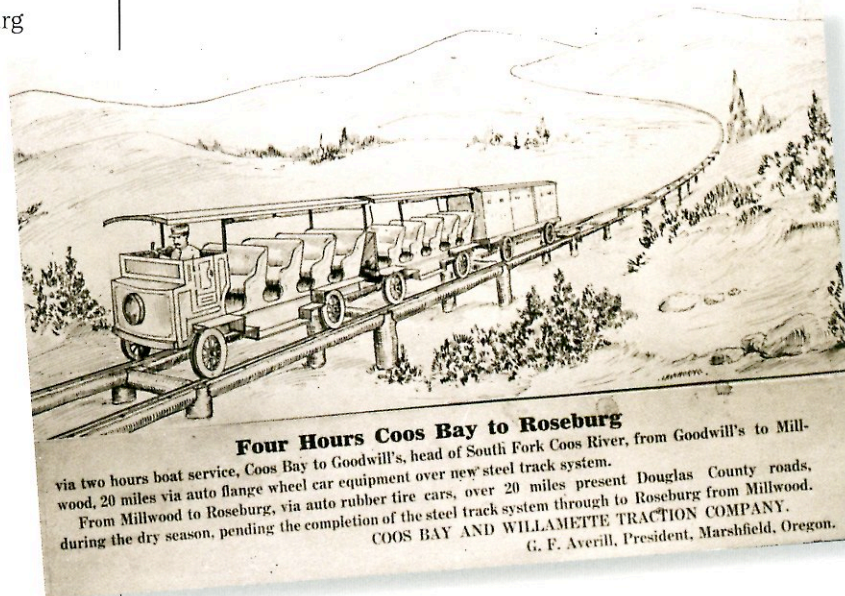
By 1894, however, it was also becoming clear that the dream of a connection between Roseburg and Coos Bay was not going to happen. The proposition to have the local citizenry help fund the project did not work, so along with a sizable amount of his own money Graham borrowed \$500,000 from the Spreckles Company in San Francisco. He also continued to "spout the vision" of building the rail line all the way to Roseburg. As late as 1897 a message was still being reported by representatives of the CBR&ERR&N to the effect that the road would be completed to Roseburg. The *Myrtle Point Herald* quoted Graham on February 13, 1897, saying, "We expect to take up the work of the extension of the road to Roseburg in March and anticipate the line to be completed to that city in one year. We have all the necessary rail for the road on hand and plenty of funds to carry out the work." Investors relied on Graham's promise and, in the interim, relied on the connection to steamships departing Marshfield to earn the expected profits. But the project stalled at Myrtle Point for lack of funding. In 1898, the company along with its Beaver Hill Mine was in serious financial difficulty. Spreckles took over the operation, fired Graham, and brought in a mining engineer named W. S. Chandler. The planned link to Roseburg never occurred.

It is particularly interesting that the CBR&RR&N never did have a rail outlet to the rest of the country – that is, not until the Southern Pacific Company (or more precisely its subsidiary the Willamette Pacific Railroad Company) connected the outside link from Marshfield to Eugene, Oregon, on July 24, 1916.

Until the Eugene line opened, overland access to and from Coos Bay remained difficult, leaving the Pacific Ocean the only route for moving products and people. Before 1916 the major cargo transported on the railroad remained coal (primarily from the Beaver Hill Mine) destined for the bunkers at Coos Bay, logs from the forests between Myrtle Point and Marshfield headed for the local mills, and general inbound freight brought in by ship. Of course, people could now make the twenty-six-mile trip between Myrtle Point and Coos Bay quickly, which was a major benefit of the line, even if not a particularly profitable undertaking.



The real pride and joy of the CBR&ERR&N Company was locomotive No. 4. Douglas County Historical Museum 9487



Four Hours Coos Bay to Roseburg
 via two hours boat service, Coos Bay to Goodwill's, head of South Fork Coos River, from Goodwill's to Millwood, 20 miles via auto flange wheel car equipment over new steel track system.
 From Millwood to Roseburg, via auto rubber tire cars, over 20 miles present Douglas County roads, during the dry season, pending the completion of the steel track system through to Roseburg from Millwood.
 COOS BAY AND WILLAMETTE TRACTION COMPANY.
 G. F. Averill, President, Marshfield, Oregon.

Question? Are you the Marshfield businessmen and tax payers going to remain bottled up for another three years, rather than invest \$100 each payable with a 12-months note, for the use of which you receive 8 per cent interest, payable semi-annually for three years, at which time this Company pays back in cash the par value of each preferred share with accrued interest to date, thereby insuring the success of the R. R. project that is absolutely feasible in attaining the results outlined herein?

Coos Bay and Willamette Traction Company
 By G. F. Averill, President, Marshfield, Oregon

As found on the back of the above post card with the statement to be in operation by July 14, 1911.
 Coos Historical and Maritime Museum,
 Jack Slattery Collection 992-8-0274