

THE TRIBUNE.

WEDNESDAY, JUNE 6, 1906.
OFFICIAL PAPER OF CURRY COUNTY.

SUBSCRIPTION RATES.
One Copy One Year \$1.50
One Copy Six Months .75
One Copy Three Months .40

Published Every Wednesday, by
FRANK A. & HARDY T. STEWART.

The printed address on your paper
shows the date to which your subscription is paid.

OUR AGENTS:
A. B. SABIN, Bandon, Oregon.

ADVERTISING RATES REASONABLE.

Saloons Suppressed in San Francisco.

The San Francisco Chronicle said not long ago: "San Francisco for the past fortnight has been absolutely free from disorder and virtually free from crimes of violence. There have been no street brawls. No drunken brute has beaten his wife. No gamblers have murdered each other in low resorts. Except for some dealings with sneak thieves, the occupation of the police courts is gone. It is a most impressive object lesson of the value to society of the restriction of the liquor. We are promised a continuance of this peaceful condition for a considerable time to come, save only as drunken men may drift over from Oakland, where the authorities have been so reckless as to allow saloons to open. We may be compelled to renew the quarantine against Oakland."

Old Thoughts in New Clothes.

"There's many a slip twixt the cup and the lip," but the cup gets there too often just the same.

"Masie hath charms to soothe the savage beast"—but we would take to a tree every time from a mad bull.

"It is not sight alone that makes things seem big,—a flea kicking in the ear is about the biggest thing yet."

The "Amende Honorable" is the fashionable retreat from danger, for insults or injuries done to others. Better do right and stand pat.

It is hard to think up a bad that has no good, or a good that has no bad.

Some men have gone through hell to reach the frigid mounts of Fame—like Salamanders hibernating on ice.

Farmers and Shippers' Congress

The Farmers' and Shippers' Congress, held at North Bend on Wednesday and Thursday of last week was a decided success and good results are anticipated therefrom. Representative men from Portland and Willamette Valley points were in attendance, and Coos county people were present in large numbers. The program as published was carried out in a manner to reflect credit on all connected with it. The speakers were most enthusiastic in their discourses; acknowledging the vast resources of this section and predicting a splendid future for Coos county, when transcontinental roads terminate here, and our harbor is improved to accommodate the largest merchant vessels afloat.

The entertainment provided for the visitors, including an excursion to the bar, clam bake, and crab boil, dance in the pavilion, etc., was much enjoyed by everybody, and the North Bend people are to be congratulated on bringing the affair to such a successful termination. Over 100 guests attended the banquet Thursday evening, and some excellent speeches were delivered, which had a tendency to engender better feelings between the northern portion of the state and Coos bay, and which will no doubt result in a better understanding between the two sections. Mayor Simpson was a prominent figure from start to finish, and it may also be said that Marshfield gave decided evidence of cordial support to her sister town.—Coos Bay News.

Madrid, May 31.—An assassin, whose name is unknown, but who is supposed to have been a nihilist sent here for the purpose, hurled a bomb at the carriage of the Grand Duke Vladimir, of Russia, in the wedding cortege of King Alfonso and Queen Victoria, this afternoon. The man escaped. The Grand Duke was unhurt, although many soldiers, horses and guards were killed, also a little child. The attempt was made in Calle Mayor, as the King and Queen were returning from the Church of San Jeronimo El Real after the wedding ceremony. Both Alfonso and Victoria behaved with the greatest calmness, and after the delay proceeded to the palace. Seven persons are said to have been killed and 30 injured. Five persons, including a 14-year-old boy, were arrested, but the actual thrower of the bomb has not been apprehended.—Telegram.

Pendleton, Or., June 1.—The water in the Umatilla River is still falling slowly. At 8 o'clock this morning it was 74 feet above low water mark. There is much surprise at the continued heavy flow. Residents of the west end are now moving back, and all energies are being directed to cleaning up and repairing damages. Reports from the mountains south of Mencliam show a loss of many sheep on account of snow.

Frank Pedro, Joe Bay and George Lafontaine, herders, arrived yesterday afternoon, coming from near Starkey on horseback. Pedro had one hand frozen. They report 14 inches of snow at the summit on this side and suffered much. There is no feed on account of snow covering the ground, and the herders cut down trees to allow the sheep to eat leaves and shrubs.

Reports show that Gus Lafontaine lost 500 or 1000 head, while other herders are J. E. Smith, Pat Doherty, Douglas Belts and the Hemphills. It is not known how serious the latter's losses are.

The present fine weather will relieve the situation, but may raise the rivers again. There is heavy damage to fields, roads and bridges all over the country. Hundreds of bridges are washed out or made unusable. Many alfalfa fields along the streams are ruined. No intelligent estimate of the total loss is possible at the present time, but it is placed at between \$500,000 and \$2,000,000.

The Rate Bill.

The passage of the rate bill in the Senate marks the close of one of the most remarkable debates ever witnessed in Congress. Without regard to the various controversies that have arisen as to whose plan was best, the measure finally adopted will be hailed by the American people as a long step toward the solution of one of our greatest economic problems. If the house conferees accept the Senate amendments, as it is generally supposed they will do, only the President's signature will be necessary to place the new law in operation.

To the President belongs the credit for having inaugurated the crusade against the abuses practiced by the railroads in giving rebates, monopolizing certain industries and charging exorbitant local rates.

The House almost unanimously and somewhat hastily passed what they considered a stringent measure. The Senate always deliberate, has subjected to each word to the most careful scrutiny. If ulterior motives have been written into this new law by Senators whose interests are one with those of the railroad, as is claimed by Senator Tillman and others, Congress may be depended upon to apply a remedy when the fact becomes apparent.

That great good will result from the present measure is not doubted. The education of the people through out the country in this, one of the foremost commercial questions of the age, and the general and widespread interest attached to it, will make easy the task of perfecting the measure by a future Congress if imperfections are found in it.—Coquille Sentinel. Cor.

Free Alcohol Finally Passed.

Washington, May, 28.—The denatured alcohol bill with the Senate amendments, was agreed to in the House today on motion of Payne (N. Y.) the author of the bill, and now goes to the President for his signature.

Disease takes no summer vacation.
If you need flesh and strength use
Scott's Emulsion
summer as in winter.

Send for free sample.
SCOTT & BOWNE, Chemists,
409-415 Pearl Street, New York.
Sole and Retailers all druggists.

S. P. Coast Railroad.

E. H. Harriman today gave orders by wire to Portland and San Francisco officials to construct immediately the Coos Bay railroad, 80 miles in length, from Drain on the Mount Shasta route in Oregon, southwesterly to Marshfield.

This road will form the northern portion of a new coast line between San Francisco and Portland. The Harriman interests and President Foster, of the California North western, have in the latter road the southern end of the proposed new line. These same interests are preparing to extend the California Northwestern from Willits to Eureka, while between Eureka and Marshfield, Harriman has had for a couple of months surveyors looking over the ground.

J. P. O'Brien, vice-president and general manager of the O. R. & N. company and S. P. company, this morning stated that he had received word to invite contractors to bid on the construction of the branch from Drain to Marshfield. Specifications for the work are out and the intention is to commence construction without further delay. Surveyors have been in the field for many months and the survey was completed some time ago.

The road will be 80 miles in length and will prove expensive of construction because of running through what railroad builders consider a rough country. For a goodly portion of the distance it will follow the banks of the Umpqua river, but there are also a number of mountainous sections to penetrate. It is estimated that the road will cost \$5,000,000 when completed, and according to the provisions of the specifications, the last spike is to be driven within two years.

TAPS RICH TERRITORY.

This branch means the first railroad into the Coos Bay country and it will tap one of the richest timber sections of the state. The lands in that vicinity are also especially adapted to stock raising and dairying and the lack of proper transportation facilities only has prevented the country from a remarkably rapid development. With the new line completed and direct and quick connection with Portland, the vast Coos Bay district is expected to build up an enormous trade with Portland.

Steamers plying between Portland and California ports have been touching at Coos Bay but they have been unable of late to take care of the increasing traffic, although tonnage has been added continually.

The Drain-Marshfield line forms the initial link of a new coast line railroad to be built from Humboldt Bay, California, to Coos Bay. This line would give another rail route from San Francisco to Portland to do away with the steep grades of the Shasta route.

NEW COAST LINE.

The California Northwestern extends from San Francisco bay to the lumber town of Sheridan, just north of Willits. A strip of road about 100 miles in length would bring the line to the city of Eureka, a place of 12,000 population on Humboldt Bay, and the center of the redwood lumber industry of the coast. The Santa Fe railroad already has a foothold in Humboldt, owning the Eel River railroad.

At Eureka, the Harriman interests, through A. B. Hammond, the millionaire timberman, have secured a foothold, possessing a franchise along the waterfront and a logging road extending from Eureka to Luffenholz, a lumber camp near Trinidad. Rights of way have been secured as far north as Crescent City, and surveys been completed north to Coos Bay.—Journal.

Guaranteed Forest Reserve Scrip for sale in large or small quantities, by Frank E. Alley, upstairs over Land Office, Roseburg, Oregon. Will place same for non resident purchasers.

President Roosevelt on Lying.

The liar is no whit better than the thief.

It puts a premium upon knavery untruthfully to attack an honest man or even with hysterical exaggeration to assail a bad man with untruth.

The men who with stern sobriety and truth assail the many evils of our times are the leaders.

The soul of every cowardly gladdened whenever an honest man is assailed or even when a cowardly is untruthfully assailed.

In the long run the most unpleasant truth is a safer companion than a pleasant falsehood.

You can pardon most anything in a man who will tell the truth, because you know where that man is; you know what he means.

If any one lies, if he has the habit of untruthfulness, you cannot deal with him, because there is nothing to depend on.

Truth-telling is a virtue upon which we should not only insist in the schools and at home, but in business and in politics just as much.

The business man or politician who does not tell the truth, cheats; and for the cheat we should have no use in any walk of life.

We need in our public life, as in our private life, the virtues that every one could practice if he would.

I do not believe in bluff, I feel about a nation as we all say about a man: Let him not say anything that he cannot make good, and having said it, let him make it good.

Nothing can make good citizenship in men who have not got in them courage, hardihood, decency, sanity, the spirit of truth telling and truth seeking.

We must have honest, fearless and able administration—a square deal for every man, great or small, rich or poor.—New York Sun.

Saving Banks Are All Open.

San Francisco, May 23.—At 10 o'clock this morning practically every bank in this city that has been able to secure temporary quarters threw open its doors to the public. An unique feature connected with this general resumption of business after the suspension caused by the recent great calamity was the fact that never in the history of San Francisco was there so much money on hand. For the past week money has been pouring into the various financial institutions from all parts of the world.

Superintendent Lench, of the United States Mint, has received many large transfers from Eastern and European centers, and still the money is coming. What the total is to date, is not known, but some time ago it exceeded \$30,000,000. The last transfers consisted for the greater part of large sums for the savings banks. When their doors opened this morning, they by no means had to depend on the money received from outside sources. Great savings institutions like the Hebernia, the Humboldt and the Mutual had millions in coin and valuable securities in their vaults, which were undisturbed by the fire.

The first named of these banks had intrusted to its care enormous sums. It was reported when business opened today that this bank had back of it \$15,000,000 in United States bonds and \$10,000,000 in other gilt-edged securities, together with millions in coin. In its list of depositors are included a great number of the working classes. Most of these people lost their all in the recent great fire, and at an early hour they began to line up before the bank's doors. By 9 o'clock the lines were over a block long, and the police were summoned to maintain order and be prepared for any possible emergency. Their duties, however, consisted of little more than keeping the patient men and women in line. There was no disorder and not an anxious face in the long line. Features were stamped with expectancy rather than worry, for confidence in the bank's ability to pay in full was questioned by no one. The early lining up simply meant that workmen needed their small savings at this juncture and took the first opportunity to obtain them.

Over the shattered bank building an American flag floated in the sunshine, and when the doors swung open the shuffle of feet in the long line was accompanied by the click of gold. It was music to these men and women who once feared the accumulations of a lifetime had been swept away. The banks paid without limit.—Oregonian.

Spring Medicine

There is no other season when good medicine is so much needed as in the Spring.

The blood is impure, weak and impoverished—a condition indicated by pimples and other eruptions on the face and body, by deficient vitality, loss of appetite, lack of strength, and want of animation.

Hood's Sarsaparilla and Pills

Make the blood pure, vigorous and rich, create appetite, give vitality, strength and animation, and cure all eruptions. Have the whole family begin to take them today.

"Hood's Sarsaparilla has been used in our family for some time, and always with good results. Last spring I was all run down and got a bottle of it, and as usual received great benefit." Miss Deussen, Boston, Mass., U.S.A.

Hood's Sarsaparilla promises to cure and keep the promise.

Parry's Plea for Railroads.

At the Studebaker Hall convention at Chicago, 435 delegates were placed on roll call. D. M. Parry, leader of the delegates, made a speech, in which he said:

"I refuse to believe that the Government rate-making proposition reflects the real sentiment of the great majority of the shippers of this country, for to my mind to believe such a thing is to assert that the shippers have combined their forces for the purpose of tyrannizing over the railroads, and depriving railroad capital from reaping the profits to which, under the free institutions of this country, it is entitled. Rather do I believe that this crusade to endow a political commission with a Czar-like power to fix the transportation rates is what is popularly and very aptly termed a hot air movement, fostered in the main by professional political agitators, and men who have private reasons of their own for fighting the railroads. I believe that, as the shippers come to consider this question, they are more and more inclined to the view that Government rate-making is an impracticable and dangerous scheme and that at least it must be given very earnest consideration before extending it their support."

I am here to reflect the opinion of those shippers who believe in carefully considered action, and who do not believe that every industry, even the railroad industry, is entitled to fair treatment and the enjoyment of those rights of property which are accorded other industries. Mark you, this is not saying that the railroad should not be made deal justly with the public and with other business interests, but it is saying that, as the manufacturers, the stockraisers and other business interests expect to be dealt justly with, so also should they be ready to deal justly with the railroad industry. It is saying that to adopt the Socialistic principle of government interference with the return on railroad capital is but paying the way for the enlargement of the rate principle to cover prices on the products of the farmer and manufacturer. This idea has been pood-hood, but as a matter of fact there is no argument that can be asserted in favor of Government rate-making that cannot be made to apply with equal force to the fixing of prices by the Government on all commodities.

To assert that capital invested in railroads shall be deprived of the right to seek the highest profit obtainable on the market is to concede that the profit on all capital, however it may be invested, may be limited at the will of the Government. Grant the validity of the principle of Government limitation of profits in one branch of industry, and you grant it in all, and you cannot escape the conclusion that, if you favor the Government rate-making, you abandon the principle of individual freedom and private ownership in capital, and align yourself with the Socialists, who would confiscate the returns on capital.

I confidently believe that all fair-minded men, if they give due study to this question, will come to the conclusion that the power to make rates should continue to lodge where it is, and that thereby the general interests of the country will be best served, the right of communities to enjoy the advantages of population, wealth, and geographical location will be respected; the less developed sections will not be at the mercy of the more powerful sections, and rates will on the whole gradually decline, while the service rendered by the carriers will develop in efficiency."

Port Orford, Oregon. **L. P. MATHEWS,** Curry County.
Painting, Paper-hanging and Decorating.
All work Promptly done at Reasonable Rates.



If you contemplate buying a CREAM SEPARATOR, call on or address:
F. T. McMullen,
Langlois, Ore. Agent for the celebrated **Sharpless Separators,** and let him explain the superiority of the SHARPLESS over all other makes of Separators; the SHARPLESS winning first prize over all competitors at the **Lewis and Clark Exposition.**

JOHN R. MILLER,
(Successor to Pacific Furniture & Lumber Co.)
GENERAL MERCHANT.
Port Orford, Or.

Having purchased the General Merchandise business of the P. F. & L. Co. it shall be my aim to merit and receive a fair share of the public patronage by keeping a full and complete stock of general merchandise, of the best quality, by selling at the lowest possible figures, and by fair and honest dealing. I have just received a large stock of

NEW GOODS,
and fresh supplies will be received by every steamer. It shall be my purpose to keep a full stock of everything required by the trade in the line of
GROCERIES and PROVISIONS,
BOOTS and SHOES,
MENS' and BOYS' CLOTHING,
LADIES' DRESS GOODS,
HARDWARE, GRANITE and TINWARE,
CIGARS, TOBACCO, PIPES,
CANDY, NUTS and NOTIONS.
In fact, a supply of everything usually kept in a well stocked General Merchandise Store.
ORDERS TAKEN FOR ANY ARTICLE NOT IN STOCK.
Call and examine goods and get prices.
JOHN R. MILLER.

English Walnuts, Fruit Trees, Shrubs, Plants, Etc.

Oregon is wonderfully adapted to the growing of **ENGLISH WALNUTS**; it is their true home. Large plantings are being made, numerous trees in bearing, producing tremendous crops yearly, in proof. A small grove gives independent income, is the coming great industry. Big profits, small outlay of capital. Write today for Free catalog, a treatise telling conditions and results, also Nursery catalog.

BROOKS & SONS,
Walnut Nursery, Carlton, Oregon.

A. B. SABIN
MANUFACTURER
AND
DEALER IN
All Kinds of Saddlery,
Bandon, Oregon.

To Whom It May Concern.
The undersigned hereby give notice that they are the owners of the South half of Section 16, Township thirty three, South range fourteen West of Willamette meridian, Oregon. All parties are warned not to trespass upon or make any locations, either placer or quartz claims at their peril.
D. KELLAMER
J. H. McAFEE,
Owners.
Portland, Ore.

R. R. DINNIGAN & CO.
312 4th St.,
San Francisco, California
Fine Whiskies and Tonic Wines and Brandies, for medicinal purposes. Enclose Check or Postal Order when ordering.

Trespass Notice.
Notice is hereby given to all whom it may concern, not to enter upon, or trespass in any manner upon the Star Ranch, situated at Langlois, Curry County, Oregon, for the purpose of hunting with guns or dogs, or otherwise trespass in any manner. Any person or persons so entering upon said premises without my consent will be prosecuted to the full extent of the law.
FRANK THOMAS.