

HERMANN ON PORT MATTERS

Former Congressman Gives Out Interview at Roseburg On Projects.

Binger Hermann, who has just returned to his home in Roseburg, gave an extended interview to the Roseburg News relative to prospective work by the government in this section. While in congress from this district, Mr. Hermann secured the appropriations covering practically all the federal expenditures that have been made on Coos Bay, the Coquille and the Umpqua and consequently he is very familiar with the situation along the coast. In part, his interview in the News is as follows:

In answer to a question in reference to Coos Bay and Coquille River, Mr. Hermann stated that the present deficit in the public revenues has seriously crippled our delegation in congress in their endeavors for liberal Oregon appropriations. The Columbia and Willamette rivers, however, are well cared for, as their projects are incomplete and Congress determined that such improvements should be provided for, but that "new projects" such as Coos Bay and Coquille are termed must await the regular session of congress in December next, when generous consideration is probable. The splendid commercial advancement of these two harbors entitle them to most liberal aid, and I think an allowance should be made them now by the War Department from the \$500,000 emergency fund set apart by Congress and to be used "where by reason of emergency the usual depth cannot be maintained." A large appropriation next winter for greater waterways at Coos and Coquille will hasten the construction of the railway between these promising regions and Roseburg.

Mr. Hermann at this juncture introduced an item that will be found of interest to all of the readers of The News. It is the navigation of the Umpqua river.

I should like to see a revival of the long ago agitated subject of river navigation between Roseburg and the sea. Since then our government has made many advances in the economic improvement of navigation; and streams far more impracticable, and so reported then, are now subservient to the purposes of commerce. The difficulty in the Umpqua river are its rapids and strong currents. The U. S. engineers find these impossible to overcome for profitable navigation by the mere removal of shoal and rock obstruction, but which by dam and lock construction can be easily and permanently remedied. One engineer who examined the river in 1870 reported that even when the rocks were removed "navigation during ordinary stages of the river would be practical and good." On his recommendation Congress acted, and the work of removal began on all the rapids from Scottsburg to Roseburg, and was completed. Then it was found that the rapid currents were not diminished, and the engineers reported against further expenditures on those lines. The then very limited population and the slight commerce of this entire valley they also urged did not commend such improvement. A vastly different condition exists today. The increased population and development of over a third of a century has created demands unknown in the pioneer days. Now there are multiplied products to be shipped and the problem of transportation is a live one. Experience has taught us that in the calculation of rates the waterway is the most formidable with the rail, and wherever they touch there is an immediate equality on the basis of the water rates.

The Umpqua river is the largest in Southern Oregon. Its outlet to the high seas is safe and sufficient, and one of the best on the coast. Large ships enter now, and with a jetty work the largest can enter. If this river were in Kentucky, in Michigan, or even Arkansas, steamboats would long ago have been regularly plying over its entire course. Instead it is now almost forgotten that nearly 40 years ago and before any river improvement had been undertaken, a stern-wheel passenger steamboat, "The Swan," 100 feet long, fully manned and equipped, came very unexpectedly up the entire river, and her shrill whistle announced her arrival one early morning to the surprised residents of the then village of Roseburg. The current

was then four feet above the low water stage. Some of the early pioneers may yet recall the hearty greetings we gave the pilot, the captain and the crew, who with so much toil and difficulty had brought their craft from the sounding sea, 120 miles to the little village far away to the inland. The return was safely made to Gardiner, and later on the Swan went out to sea and entered Coos Bay where it was in active service for many years.

Some there were who ridiculed this attempt to demonstrate the practicability of navigating the river by this test, and some may yet ridicule future endeavors to resume the test, but the fact still remains that the river at ordinary stage is ample, if controlled at different rapids by dams and locks, to furnish a continuous, safe and feasible navigation for the average sized river steamers to Roseburg from the breakers of the Pacific ocean.

Make Navigation Practicable.

The Monongahela from Pittsburg to Fairmount, the Fox river in Wisconsin, the Kentucky river in that state, have all had numerous rapids, rocks and shoals which rendered their navigation by river craft impracticable, but by the application of dams and locks and the removal of rock and shoal, they are now daily traversed by numerous steamers, barges and rafts. The Monongahela in West Virginia was far more difficult to control than the Umpqua river. Six or more locks and dams were necessary, which a private company was incorporated and chartered to construct and to control. Down this stream came the coal and other products by steamers and barges from West Virginia into the Ohio river. The government lately acquired control of this navigable waterway and made it free of tolls.

The arrival of the steamer Swan at Roseburg was followed by an act of Congress the same year, with an order from the War department for a survey of the river from Scottsburg to Roseburg. In 1871 Congress appropriated \$22,500 to remove obstructions in the river. When this work was completed the currents were still not slackened and the engineers reported that they were too rapid to be navigated profitably. The steamer "Enterprise," in January, 1871, easily moved over the 12 miles above Scottsburg but failed to get over the "Sawyers Rapids," which after the rock removal were even more rapid than when the Swan successfully passed over the year previous. No examination and no estimates were authorized for lock and dam construction as in other like rivers in the United States. The rapids where work was confined are known as the Sawyers, Harts, Mills, Deloneys, Elkton, Crows, and Claytons rapids. Between these the engineers reported comparatively deep, stiff water. In 1888 and in 1895 Congress directed further surveys of several of these rapids, but such examination resulted in an adverse report. The U. S. engineers did not conceal their belief that the demand did not justify any further expenditure of the public money, and indeed the facts seemed somewhat to confirm that belief then, as they reported to Congress that the entire population of the Umpqua Valley did not contain to exceed 1,500 voters, in an area of 5,000 square miles. Now Roseburg itself will soon contain this number, while the population of the Umpqua Valley will reach 24,000 at least.

Then the engineers reported the Umpqua exports as only 1000 tons and the imports as only 1,300 tons, while now Gardiner alone near the mouth of the river will many times exceed this in the year. Then the government could not afford to enter upon the more costly works of locks and dams, with no commerce and virtually no population to justify, and only consented to remove the shoals with all troublesome rocks from the rapids. This it did. But now after 40 years, we make a showing that Congress cannot disregard. The rich coal deposits along the river with its timber and farm products will alone constitute the basis of a traffic which will seek an outlet to the oceanic highway through the mouth of the Umpqua. Fifty years ago the whole of this country and even a portion of northern California depended upon this entrance for all import shipments, which unladen at Scottsburg were conveyed by land carriage as far south as Yreka in California. The Umpqua entrance to the sea is as safe now as it was then. Let us therefore now insist that Congress authorize a survey by the engineer department and a report of estimates for lock and dam improvements of this river from Scottsburg to Roseburg, and if favorable have the work energetically followed to completion.

GREAT CHANGE IN FEW YEARS

Geo. D. Gray Says Coos Bay's Advancement Is Almost Unbelievable.

"Coos Bay has made remarkable strides since my last visit here eight or ten years ago," remarked Geo. D. Gray, head of the Oregon and California Coast Steamship Company, who is spending a week in this section getting closer in touch with this vicinity and to make arrangements for some extensive projects which his company has under consideration for this section.

"I was really surprised to find the development that Marshfield and North Bend have made," continued Mr. Gray. "Of course, I have been in pretty close touch with it through our office here but as I compare the view I recall of it on my last visit and the view it presents today, the change is almost beyond comprehension."

"No, there is nothing new that can give out at this time. I am going to spend several days here with Mr. Skinner and visit various places in this section."

During the last few years, Mr. Gray has turned over much of the active management of the company to his son Prentiss N. Gray, owing to his advancing years. However, he is still hale and hearty and as jovial as ever, winning new friends as well as renewing and strengthening acquaintances of old on Coos Bay.

Prentiss N. Gray will probably be here shortly. He is arranging to enter his fast motor boat in the Seattle exposition races and will probably stop off here en route between San Francisco and Seattle.

YOUNG BOY TRAVELS ALONE.

Seven-Year-Old From England to Arizona.

NEW YORK June 8.—A sturdy 7-year-old English lad, carrying a big basket full of estates, started from New York for Bisbee, Ariz., on the second and last stage of a lonesome journey from England. Pinned to the boy's coat was a big tag reading: "This boy is going to a loving mother in Arizona. Treat him as you would have your own boy treated. Don't give him any jam."

The boy is Jimmy Holland. Possibly he is about the only boy in the world who would stand for a sign warning people not to give him any jam. He doesn't care. He hates jam.

Jimmy came to New York on the Teutonic. He traveled across the ocean in care of the steward and was the pet of the boat.

One year ago Jimmy's mother, Mrs. E. J. Holland, traveling from England to Arizona, stopped over night at the Star hotel and Mr. Blake, the proprietor, promised her then that he would look out for her son when he came along later.

Mr. Blake got a letter recently telling him that Jimmy was on the way and to meet him at the pier. In the letter, Mrs. Holland was particular in stating that Jimmy must not be given any jam and must not be allowed to get off the train to buy anything.

When Jimmy was questioned about it he said his mother knew he did not like jam and was afraid that it might embarrass people if they offered it to him and he refused it.

AFTER STRANGE VARMINT.

Peculiar Animal Terrorizes New Jersey Community.

ATLANTIC CITY, N. J., June 8.—A tale of the presence of some sort of a "varmint" that screams like a woman and carries off watchdogs set to catch it, reached this city and has aroused sportsmen, who will search the woods back of Pleasantville, where the animal has its present habitation.

Charles Erwin a farmer, reported the presence of the beast after his wife and become hysterical from fear. According to Erwin, the animal leaves tracks like an immense cat, and the belief is that it is a panther, escaped from a circus menagerie. Edwin declares that his bulldog, set to catch the prowler disappeared and left only a few pieces of leather collar and a trail of blood on the edge of the woods near a big swamp.

Men armed with shotguns and rifles will scour the woods in search of the animal.

KNIFE grinders for Mowing Machines at MILNER'S.

SUNDAY WAS GALA DAY FOR SUMNER AND SECTION

Large Crowds Witnessed Fairview's Victory—Other News of Vicinity.

SUMNER, Ore., June 8.—Sunday was a gala day for Sumner and more especially has it been a gala day for Fairview, before whose baseball team the Eastside and Sumner nines went down to defeat on the local diamond. Both are now consoling themselves with the reflection that they have gone against ball players unawares. Sumner, having had a foretaste of what was in store, was not particularly hilarious. Eastside, however, came upon the field smiling and confident (as well they might for they played a strong and pretty game). But Fairview had unleashed her nine picked greyhounds fleet racers every one, and swift of foot, and strong of arm, must be those who stand before them. Your correspondent is unable to report the game by innings, not being versed in baseball parlance, but was informed that the morning's game resulted in a score of six for Eastside to seven for Fairview, while the afternoon gave Sumner nine to Fairview thirteen. The thanks of all are due to Mr. C. C. Russell of Catching Inlet, who umpired both games, the fairness of his decisions being universally commended.

The ball given by the Sumner Hall Company last Saturday night was a success both socially and financially, everyone having had a fine time.

Hay making has begun here and the farmers are rejoicing in the bright weather.

The "Summer Gardens" of which Wm. Farrin is proprietor, are now making regular shipments of strawberries and vegetables. He expects to market a fine lot of berries of different kinds this year.

HOW'S THIS?

We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure. F. J. CHENEY & CO., Toledo, O. We, the undersigned, have known F. J. Cheney for the last 15 years, and believe him perfectly honorable in all business transactions and financially able to carry out all obligations made by him. WALTER KINNAN & MARVIN Wholesale Druggists, Toledo, O. Hall's Catarrh Cure is taken internally, acting directly upon the food and mucous surfaces of the system. Testimonials sent free. Price 75 cents per bottle. Sold by all Druggists. Take Hall's Family Pills for constipation.

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Oil of Wintergreen, Thymol, Glycerine, Etc., Used as a Simple Wash.

It really seems strange that so many people suffer year in and year out with eczema, when it is now no longer a secret that oil of wintergreen mixed with thymol, glycerine, etc., makes a wash that is bound to cure.

Old, obstinate cases, it is true, cannot be cured in a few days, but there is absolutely no sufferer from eczema who ever used this simple wash and did not find immediately that wonderful soothing, calm, cool sensation that comes when the itch is taken away. Instantly upon applying a few drops of the wash the remedy takes effect, the itch is allayed. There is no need of experiment—the patient knows at once.

Instead of trying to compound the oil of wintergreen, thymol, glycerine, etc., in the right proportions ourselves we are using a prescription which is universally found the most effective. It is known as the D. D. D. Prescription, or Oil of Wintergreen Compound. It is made by the D. D. D. Co. of Chicago, and our long experience with this remedy has given us great confidence in its merits.—RED CROSS DRUG STORE, John Preuss, Prop.

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Wedding Cakes to Order a Specialty.

To avoid serious results take Foley's Kidney Remedy at the first sign of kidney or bladder disorder, such as backache, urinary irregularities, exhaustion, and you will soon be well.—RED CROSS PHARMACY, John Preuss, Prop.

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Colds that hang on weaken the constitution and develop into consumption. Foley's Honey and Tar cures persistent coughs that refuse to yield to other treatment. Do not experiment with untried remedies as delay may result in your cold setting on your lungs.—RED CROSS PHARMACY, John Preuss, Prop.

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Everyone would be benefited by taking Foley's Ointment Laxative for constipation, stomach and liver trouble, as it sweetens the stomach and breath, gently stimulates the liver and regulates the bowels and is much superior to pills and ordinary laxatives.—RED CROSS PHARMACY, John Preuss, Prop.

Chicken Pot-Pie at CORTHELL'S DELICATESSEN

DeWitt's Carbollized Witch Hazel Salve is especially good for piles, but it is also recommended nearly everywhere for anything when a salve is needed. It is soothing, cooling and healing. Be sure to get DeWitt's Witch Hazel Salve when you ask for it. We sell and recommend it. Sold by LOCKHART & PARSONS.

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