

Coquille City Herald.

VOL. 2.

COQUILLE CITY, OREGON, TUESDAY, SEPT. 11, 1883.

NO. 1.

Business Cards.

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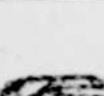
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property, houses and lots, timber, farms,
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I. O. O. F.

Coquille Lodge No. 53
Meets at Coquille City every Saturday evening
on or before the full moon in each
month. Visiting brethren in good standing,
cordially invited.

A. F. and A. M.

Chadwick Lodge, No. 68.
Meets at Coquille City on Saturday evening
on or before the full moon in each
month.

C. W. Olive,
W. M.

J. F. HALL,

Surveyor,
For Coos County. Office at residence on
Isthmus Slough two miles south of Marsh-
field. Maps of all surveyed and entered
lands furnished on short notice.

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Attorney and Counselor at Law.
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A Poor Man's Wealth.

A poor man! Yes! I must confess:
No pastures fine, with grazing kine,
Nor fields of waving grain, are mine;
No foot of fat or fallow land
Where rightfully my feet may stand.
The while I tell it as my own—
By deed and title mine alone.

Ah, poor indeed, perhaps you say—
But spare me your compassion, pray!
When I can't ride, with you, I walk
In Nature's company, and talk
With one who will not slight or slur
The child forever dear to her—
And one who answers back, be sure,
With smile for smile, though I am poor.

And while confounding this, I count
An inner wealth of large account—
The wealth of honest purpose, blent
With Fenwick's environment—
The wealth of owing naught to-day
But debts that I would gladly pay,
And wealth of thanks still unexpressed,
With cumulative interest.

A wealth of patience and content—
For all my ways unimpeded;
A faith still fondly exercised—
For all my plans unclouded;
A wealth of comrades that still
How'er I fall, hope to fill;
A wealth of charity for those
Who pity me my rags and clothes.

A poor man! Yes, I must confess:
No wealth of gold do I possess;
No pastures fine, with grazing kine,
Nor fields of waving grain, are mine—
But ah, my friend, I've wealth no end!
And millions might be induced
To lead the love and envy me
This opulence of poverty.

—ALAN WHITCOMB RUM.

COOS BAY COAL TRADES.— The Railroad.

A very important change has just taken place in the ownership and management of the coal mines on the bay. Last week it was announced that Holt & Hawley had purchased Judge Mann's interest in the Newport mine, and Mr. Flanagan went to the city with the view of arranging matters with the new owners in the business. Since the arrival of the Arcata last Saturday, Mr. Phillips superintendent of the Eastport mine, received instructions from L. L. Pool, the owner of the mine, to deliver the property to Capt. Holt, and put in an appearance at headquarters as soon as convenient. It appears that after arriving at San Francisco, Mr. Flanagan and the purchasers of Judge Mann's interest had no difficulty in coming to an understanding as to future proceedings, and immediately put their heads together with a view to control Coos bay coal in the San Francisco market, so as to keep the price of coal at a living figure. With this view they purchased the Eastport mine and leased the Southport for a term of three years, with the privilege of purchasing at a stated figure. This will give them the control they anticipate for the present at least. Other mines, it is true, have been opened on the bay, with what success can easily be seen, but the only paying ones are located on the high ridge extending from Newport in the direction of the Coquille, and all that portion in the ridge or belt of coal, which must naturally find its way to market through the Newport Slough lands, owned by Flanagan & Co., is now in the control of these parties. It is the intention of the new firm to do business on a large scale, to ship in large quantities and sell as low as possible and ship only the best quality. This place is much the nearest to San Francisco of any coal field on the coast, the coal (to say the least of it) is equal to any in the market, and many disinterested parties, who ought to know, say it is a superior article. In this particular, however, it speaks for itself, from the fact that it always has sold from 50cts to \$1.50 per ton more than other coals in San Francisco, whenever the petty opposition between the mines of the bay did not interfere. The difficulty, heretofore, rested wholly in the shipping facilities; parties in San Francisco who preferred it could not depend on being able to get what they needed at convenient times and arranged

the furnaces of their machinery to burn other coal, and the sale of the coal depended on the demand for it for domestic purposes. When the road now being built to the Newport mine is completed, two large steamers will make regular trips between this place and San Francisco, besides several sailing vessels, the new firm owning controlling interests in some eight or ten, the mines will be kept steadily busy, and business, generally of the bay will be greatly benefited.

RAILROAD MATTERS.

While it is true that this change in the coal properties came unexpectedly to Capt. Besse & company, it can in no way interfere with their original plans, as the purchase of the mines was at first suggested when Capt. Besse visited the bay, and had to be considered by his eastern friends who are associated with him. Had the Captain been able to return to San Francisco by July 1st, as he anticipated, he could now be the owner of these properties, and it is unfortunate for him that he was compelled to remain so long in arranging matters. However, the proposed railroad would tap this same belt of coal south of the present company's land, and Capt. Besse's plans for developing the timber resources of the county and offering an outlet with the road to the fertile valleys of Southern Oregon have not yet been interfered with, and the captain is expected on the bay next week to give the matter his personal attention. One strange feature of the affair is the fact that two more gentlemen (Messrs. Foster and Dow) who are interested in the enterprise, have come for the sole purpose of ascertaining if there is timber in Coos county, on account of the representation of parties interested on the bay that there were no timber lands in the county. There is nothing strange in their coming to investigate, more than that we should suppose the report of those who already have been here would be sufficient, but it is decidedly strange that parties who should be respectable, and owning property in the county, would be so narrow minded as to deem it necessary for their own business success to so grossly misrepresent this section, and attempt by falsifying to interfere with the development of the vast resources of this locality.

News.

Good Times Coming.

There never has been a time in the history of the past, that there existed such flattering prospects of future prosperity for the people of the Coquille country as exists now. Capital seems to be shaping itself for investment here and every part begins to acknowledge our great natural wealth and facilities for getting it to a good market.

That ever wide-awake paper, the Portland Standard, is giving our part an extended notice, showing Portland capitalists where they are missing a great thing, by allowing Coos county's wealth to be carried off by the people of California. The paper speaks whereof it knows, as its editor gave this part a personal inspection once.

Capital from many parts seem to be directed this way, and will find paying investment in our timber and coal. We have waited long and patiently for it, and are soon to meet our reward. The most important object to every human being on this river and country adjacent to it, is the begun improvement on the Coquille bar. It is paramount to every other question that concerns our people. The proposed railroad, of course, would be a great acquisition to our blooming or rather budding prosperity; but even this would not compare with a good entrance at the mouth of our river in point of importance to us. We must use every possible effort to secure another appropriation for

our bar, at the next session of congress. There is hardly a person on the river who does not wish to see prosperity here, and there is no way of securing it as surely, as by an appropriation for our bar. If we all work together, and work faithfully, we can get the appropriation easily. We can now see the result of last year's appropriation and must acknowledge that it has been a power of good to the people of the entire county. Times have been much better since the improved condition of our bar, but has been little in comparison to what it would have been had we been prepared to utilize it as we should, had we known what the result was going to be. The vessels that have went out empty would have found cargoes had it been known a year ago that vessels could come in and go out at will this season. We are fully assured of the erection of three mills on the river just as soon as they can be constructed, if an appropriation is secured. The parties have great faith in the bar improvement, and are willing to invest their money before the expenditure of another appropriation, only they want to be sure it is forthcoming. The present condition of the bar is good, but everybody who knows anything about such things says that, without extending the present seawall further out, the heavy, southwest, winter winds will cause it to fill up to some extent. This conforms to the engineers reports. We must not stop with what has been done, but keep working till it has become good for any part of the season.

The railroad is now an acknowledged certainty, and the time of active operations will be settled at a meeting soon to be held at Portland. The road, according to latest advices, will not terminate at Roseburg as some people have expected. The following San Francisco telegram, of Aug. 31st, may be of interest:

Capt. W. H. Besse, of New Bedford, Massachusetts, prominently connected with the Southern Oregon improvements, arrived from the East yesterday. He stated that important developments are contemplated by his company in carrying out the general plan already noticed. The construction of a railroad from Coos bay to Roseburg would be merely prefatory to its extension to Boise City, Idaho, though no definite plan has yet been decided upon. The company had already acquired valuable properties of Oregon, and is negotiating for others. These include coal and timber lands, which are to be developed and the product shipped to this city. Personally he has great faith in the future of Oregon as the center of a flourishing commerce, and believes that the southern portion of the state offers important advantages. Preliminary surveys of the railroad, made some time ago, will be followed by a final survey, but these and other matters remain to be passed upon by the directors at a meeting to be held in Portland, at which the statement is to be submitted that the steam vessels contracted for recently will be ready for delivery next spring. They are of wood, and especially constructed for the wants of the company, being light draft, having compound Scott engines, being fitted up for passengers, and having appliances for speedily loading coal and lumber. Captain Besse sails for Portland Sunday.

Communicated.

I notice a remarkable essay in your paper of the 28th ult., signed, John Barleycorn. As we all have a right to give our opinion on the merits and demerits of such essays that court public attention, mine is, with reference to the essay above

mentioned, that it is a combination of irony and gross exaggeration. It has not the least particle of philosophy to sustain it. It should be classed among writings that are venomous and impractical. Evidently, the writer has an object in view, but whatever that object is, he has arrived at a lame and impotent conclusion. There may be rascals of the lowest order who are about to establish themselves in the liquor business in Coquille City, yet, it is not flattering to the intelligence of the average Coquille citizen that he and his wife and sister can be led astray, demoralized and utterly ruined by the said rascals. If the law is above the citizen and according to the law, he may legally engage in the liquor traffic, it follows that no other citizen has a legal right to interfere with him or obstruct his business. John Stuart Mill, when speaking from the hustings, was questioned by some one connected with the temperance movement, and requested to state whether he would sell whiskey to a drunken man or not? It was a curious question to put to a refined scholar, but his answer is worthy of the attention of "John Barleycorn." He said: "I violate no privileges."

That sentence is a sermon sufficient for all upright citizens. There are legitimate methods by which the traffic in liquor may be impeded, but the "John Barleycorn" method is not one of them. Nothing is gained by such horrible pictures of imaginary imbecility. It indicates nothing more remarkable than that the writer is a man of brains, and surrounded by a community of idiots. No people are more alive to their own interest than this too utterly good sort.

Beneath to them a saloon complete in all its appurtenances, and if they would not carry on the business, they would realize what it would bring in filthy lucre. The world is turning with loud mouthed apostles and blatant liberty loving patriots, yet, when many of them are brought to the test, like John Mitchell, the celebrated Irish patriot, they are willing to invest in the slavery of others. That was his case in Virginia. To conclude, in civility and kindly feeling I would advise friend "Barleycorn" whilst fighting the Devil, not to assume his character, and to draw it mild.

The J. G. North is on the Bay, short of provisions and water. She was from San Pedro, and bound to Puget sound, and was thirty days out. She leaves to-morrow, Sept. 1st. In fact the charter is compulsory, or she would load here.

LE GARCION.

Hall's Prairie School.

Mr. Editor:—At your request I send you the following report of Hall's Prairie school: We closed Saturday, with a review of the years work; and in justice to the pupils I will say that in an experience of ten years, as a teacher, I have never been so well satisfied with the progress and general behavior of any school as with this. Be sure that I shall ever hold the pupils of Hall's prairie school in grateful remembrance. Quite a number of visitors were with us at closing.

The following recd. 100 per cent for attendance: Willie and Walter Schroeder, Lucy and Minnie McClosky, Millie Bullard, Clara, Ella and Alice Schroeder, Ida Kronenberg, Alsie Thelin, Emma Coleman, Etta and Louisa Danielson. Those receiving 95 per cent, and over, George, Frank and Albert Schroeder, Alonzo Thelin, Perry Robinson, Oscar Ohman, Flora McClosky, Rachel Kronenberg, Jennie Thelin, Maggie Ohman and Maria Aasen.

The dance in the evening given by the pupils was one of the most agreeable I have attended for a

long time. The large hall was filled with as merry a crowd of dancers, old folk and young, as ever tripped the "light fantastic."

A fine, bountiful lunch was disposed of at midnight.

Prof. Williamson's burlesque on the Dutchman hunting his lost wife at the centennial was—well I needn't tell you how it was.

Another very pleasant feature was the song—"Look me in the eye Johnie," by Mrs. Autson. It was nicely executed.

Dancing was kept up till morning, and everybody went home feeling they had had a good time.

W. A. Welsh.

The Hand Writing of Halls Prairie School.

The children of Halls Prairie school, at the commencement of their school last spring, gave their teacher specimens of their hand writing, and at the close of the school they gave him other specimens showing the improvement they had made. These have been handed us.

Willie Schroeder deserves great praise for the progress made. His writing is not equaled by one-third of the teachers. Miss Emma Chlemens is one of the finest writers in the county. She made very great progress. Ella Schroeder's writing is superior and we must class her's among the best. Lucinda McClosky made great progress and her writing shows much care. Millie Bullard has made great advancement and is a fine writer and, we should judge, a rapid one. Lou Robinson is a pretty fair writer and has made great improvement. Rachel Kronenberg is one of the best writers in the county, uses much care and has a steady hand. Ida Kronenberg is a good writer and improved rapidly. Clara Schroeder is an exceptionally fine writer and seems to improve with each line. Jennie Thelin is a splendid little writer, and uses the greatest care. She will be one of the neatest writers to be found, after a little practice. Many of these scholars we are not acquainted with, and have mentioned nothing of their ages, which, with their fine writing is, of itself, commendable in many instances.

We are informed that Mrs. M. J. Pendleton, of Fat Elk, has cleared 10 acres of land this summer and burned the brush and rubbish off 100 acres more, raised and threshed several hundred pounds of grass seed which she proposes to sow on the ground cleared, bought a hundred head of sheep and keeps a band of cattle. She does all the work herself and has, in a very short time gained enough to equal what would cause even man—statist—man—to feel proud. Is this not pretty good for a widow?

A S. E. dispatch of the 1st says: The gentleman who bought the Jenkins farm below Beaver slough is said to be the greatest worker on the river. The place has been thoroughly renovated, and generally overhauled. He has most all the stumps out and will soon have one of the snugest farms in the county. We are truly proud of such men and are made doubly so since a great many of those coming here are not worth the powder it would take to blow them out of existence.

Schooner Ashore.

The schooner Laura May started for sea yesterday, and in beating through the heads went ashore just below Lime Point, where she remained hard and fast until a late hour last evening. The tug Alert took hold and remained by her, pulling for several hours, when the revenue cutter Richard Rush came to her assistance and also took hold, but their united efforts failed to move her. The Laura May was bound to Coos bay, and is owned by E. B. Dean & Co. The vessel is insured.