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BUSINESS CARDS.

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GENERAL AGENCY for the sale of City
property, houses and lots, timber, farms,
ranches, etc. Office in Herald building.

A. H. WRIGHT
WATCH-MAKER & JEWELER,
Coquille City, Oreg.
Work of all descriptions done at short
notice and extremely low prices.

I. O. G. T.
Morning Star Lodge
No. 454,
Meets at Coquille City every Thursday
evening. Visiting members of this order, in
good standing, are cordially invited.

K. of L.
Pioneer Assembly, No.
3070.
Meets at Coquille City every Monday
evening. Visiting members, in good standing,
are cordially invited.

I. O. O. F.
Coquille Lodge No. 53
Meets at Coquille City every Saturday even-
ing. Visiting brethren, in good standing,
cordially invited.

A. F. and A. M.
Chadwick Lodge, No. 68.
Meets at Coquille City on Saturday even-
ing or before the full moon in each
month.

John Goodman,
W. M.

The Fisher's Daughter.

[T. H. Sauter.]
The Fisher's daughter walks the sands,
She shades her brow with nervous hands,
And gazes out beyond the straits,
A wire-like light the pale moon flings;
The pulls have folded up their wings,
The eaves give back resonant dings.
The waves kiss her brown, bare feet;
She waits her father's step to meet,
Was ever face more fair or sweet?
A cabin stands on the nearest height,
Within the window burns a light,
A star upon the brow of night.
What speck is that? A snow-white smill?
It's fishing smock outside the gate,
What cry is that? His welcome hail.
A churning vessel's nose the rear,
The keel glides on the rocky shore—
God's hand has kept him safe once more,
Perhaps because of prayer, you'll say?
He lays his hand upon your head—
You wonder why you feel afraid.
His wife steps on the sloping bank;
It's only he was lost at sea;
There's no one left to him but thee!

Crazy at Times.

[Prof. David Swine.]
The fact that a druggist of this
city has ended a human life by
putting up wrong medicine,
awakens much indignation. He
says many customers were in the
store; he was in a hurry; he put up
morphine instead of some similar
drug. The inquiry arises whether
the clerk is able to fill an order
only when he has no customers in
shop? How empty must the shop
be in order to secure safety? Must
the street in front of the drug-store
also be empty? What if a fire engine
goes by? What if a dog fight occurs
while the druggist is reaching for
quinine? Is he justified in taking down
strychnia? What if his mother-in-law
has come to visit him?

Such questions come up and
properly; but there is another side
to the fact of erring druggists, and
that is, that most persons are crazy
part of the time. Each one is now
and then a fool of the most com-
plete order and species. All the
laws and penalties in the world
will not avail to make a druggist
or anybody else have his full senses
all through his life. Crazy
moments or seconds will come.
A wise man will step backward off
a porch or in a mud-puddle; the
great philosopher will hunt for the
speckles that are in his hand or
on his forehead; a hunter will
sometimes shoot himself or his
dog; a barber will sometimes for-
get his job and slice off a piece of
chin, or an ear, or the nose. A
girl at work at Marshall Field's
had been feeding a great clothing-
knife for ten years. Last week
she watched the knife come down
slowly upon her hand. Too late
she woke out of her stupor with
one hand gone. For a few sec-
onds her mind had failed, and she
sat by her machine, a temporary
lunatic and had watched the knife
approach her own hand.

The man recently murdered on
North Clark street of Chicago, saw
the enemy come up with murder
on his face, saw him draw a revolver,
and, instead of making a
lightning spring at the man, he
stood bewildered and thus fell
dead. His reason had left him in
the second of his greatest need.

One of the distinguished profes-
sors in one of our colleges was
teaching near a canal. Walking
along one evening in summer, he
walked as deliberately into the
canal as he had been walking
along the path a second before.
He was brought to his senses by
the water and mud and the absurd-
ity of the situation. He had on
a new suit of clothes and a new
silk hat, but, though the damage
was thus great, he still laughed
over the adventure.

Our mail collectors find in the
iron boxes along the streets, all
sorts of papers and articles which
have been put in by some hand
from whose motions the mind has
become distracted for a few sec-
onds. A glove, a pair of spectacles,
a deed, a mortgage, a theatre ticket
goes in and on goes the person
holding on to the regular letter
which should have been deposited.
This is called absent-mindedness,
but that is a brief lunacy. A
lunatic is a person whose mind is
habitually out of balance.

Narrow Escape of the U. S. Ship,

St. Mary's, in the Strait of
Le Maire.

Somewhere within the months
of July and August, 1848, the
writer was on board the U. S.
Sloop of war, St. Mary's, bound
from Rio de Janeiro to California.
On the passage south, the ship
was kept well to the westward,
bumping the land with the inten-
tion of passing through the strait
of Le Maire. We made the land
at the mouth of the strait, about
4 o'clock p. m., and a dismal sight
it was. Being the dead of winter
in south latitude, there was nothing
to be seen but ice and snow.
We entered the strait with the
wind on the quarter, but it being
necessary to hug the weather
shore of Terra del Fuogo, sail was
taken in, and the ship braced
sharp up. It now commenced to
blow, and the top-sails were reefed
and set again. All hands were
now called to "splice the main
brace"—the uninitiated will take
notice that, "splicing the main
brace," means an allowance for
grog. By twelve o'clock, it was
blowing a gale, and nothing was
left of the ship's sails which had
been torn into ribbons, excepting
the fore and main-sail and the fore
storm staysail. The night was
dark, and the ship in a narrow
strait—going to leeward fast, yet,
the land was plainly discernible
by the whiteness of its covering.
The ship was now in the breakers;
as, the violence of the storm and
shoalness of the water caused the
sea to break some distance from
shore. It was impossible, on ac-
count of the horrible state of the
weather, to unbend the torn can-
vass, and bend new sails. The
Captain gave her up, and the first
lieutenant proposed to him, that
he (the lieutenant) should take
charge of the deck. To this, the
Captain declined, and said that,
the second lieutenant being the
officer of the watch, he might as
well remain, as the ship would go on
shore anyway. He then retired.
The Captain made a great mistake
in that instance, and the first lieuten-
ant should have claimed his
right, which is, to take the deck
from any, except the Captain.
There was considerable partiality
on the part of the captain, and in
favor of the second officer, but,
the first officer—the ablest man on
board—chose to acquiesce and
await his time, should it ever come,
and it did, the result being the
Captain's discomfiture and melan-
choly death. The prospect was
anything but a cheerful one; as, if
the foresail had been blown away,
the ship would have swung head to
the wind and drifted on shore.
All the anchors in America would
have been useless; she would have
torn herself to pieces or filled
with the heavy sea and gone down
at her anchors. Two hundred and
ten souls were in jeopardy—in
the very jaws of death. The
second lieutenant ordered the
grog-tub to be placed on the quar-
ter-deck, and these were the words
that I heard him say: "We will
drink together, we'll work together
and we'll all go to h—l together."
Dibdin has sung that, "there's a
sweet little cherub sits smiling
aloft, to look out for the life of
poor Jack." That may or may not
have been our case; at any rate we
were not destined to sink in the
pit of waters or the pit of iniquity,
spoken of by the lieutenant. A
strong current must have been
setting to the southward, and that
aided us in clearing the strait,
as by daylight we were past the
western end of Staten Land, and,
consequently out of danger.
From this time up to the end of
the passage, there was always
something disagreeable taking
place between the Captain and
first lieutenant. Finally, it ended
in a court martial on board of the
U. S. ship, Ohio, at San Francisco,
in the year 1849. The result of

this suit was that the Captain was
sentenced to be tried at Washing-
ton for pusillanimity in giving up
the ship, and the third lieutenant
—a first rate man—went crazy.
The Captain died on the passage;
but, the report was circulated that
he committed suicide. He was
considered by the crew, as one of
the best men they had ever sailed
with. Partiality ruined him.
There is hardly anything which
engenders a more deadly hatred
than that caused by partiality.
The injured party never stops to
consider whether the slight is de-
served or not; the rancor is about
the same.

R. S.

A new Shipbuilding Material.

It is well known that vessels
built of thin steel will rust through
rapidly if not kept constantly
painted. This is found to be the
case to a remarkable extent in
such vessels when navigating the
rivers draining the interior of
the African continent, the waters
of which possess the power of
corroding and eating through steel
plates very rapidly. In view of
this it has occurred to Mr. A. Dick,
of 110, Cannon street, London,
the inventor of the new alloy
known as "delta metal," to apply it
to shipbuilding purposes, as it
successfully resists corrosive action.
A steam launch called the
Delta has, therefore, been built en-
tirely of this metal by Messrs.
Yarrow and Co., of Poplar, and is
for the present at the Crystal
Palace International Exhibition.
The length of the launch over all
is 36ft., with a breadth of beam of
5ft. 6in., and a depth from gun-
wale to keel of 3ft., the vessel be-
ing capable of seating 25 persons.
Delta metal, which is an alloy of
copper, zinc, and iron, having been
proved by repeated experiments to
be equal in strength, ductility, and
toughness to mild steel, the plates
and angle pieces are of the same
thickness that they would be if
steel were used—viz., 3/32 of an
inch. The stem, keel, and stern
post are of forged delta metal, and
scrapped together, as is usually
done. The angle frames are of
the same material, and are placed
longitudinally instead of trans-
versely, by which arrangement
greater longitudinal strength is
obtained. The screw propeller is
cast in delta metal, and is four-
bladed, 2ft. 4in. in diameter and
with 3ft. pitch. The engine is of
the usual direct-acting inverted
type, and of sufficient power to
give a speed of from eight to nine
miles an hour. The application of
delta metal to the present purpose
is of interest just now when atten-
tion is being directed to the devel-
opment of the African continent—
[London Times.]

Paper is now used in Germany
instead of wood in the manufac-
ture of lead pencils.

Arkansas Traveler: When er-
ole man does wrong it is generally
a was wrong den er young man
woule do. De ole hoss, when he
kick, kicks a heap harder den do
colt.

The smallest locomotive in
America has been built by a Pen-
sacola firm. The drive-wheels are
only twelve inches in diameter, and
the whole machine is only nine
feet six inches long.

The platform of the National
American Prohibition party, adop-
ted at Chicago, recently, pledges
the party to vote for Woman
Suffrage. The Illinois State Pro-
hibition convention the day before
took similar action.

A child born to a 12-year-old
girl in Morgan Valley, Cal., is a
second Tom Thumb. He meas-
ured when born, five and one-half
inches from head to foot, and
weighed only one and one-quarter
pounds.

Farming Mistakes.

In any country farmers are
liable to make mistakes, and in
most instances even after repeated
losses from the same errors. It is
hard work to break off from accus-
tomed habit and profit from expe-
rience. And thus we see that our
rural friends, notwithstanding re-
peated warnings and annual losses,
continue on in the old custom in
regard to the securing of their hay
crop. Until within the past few
years the farmers of this state
could not get down huge fields of
hay with impunity, and there was
but little, if any, risk, for the expe-
rience of the past had given them
reasonable assurance that there
was no danger in so doing, and it
was confidently expected that they
could let the hay remain as long as
they chose to leave it without harm;
therefore the mower was set to
work and the entire crop was pros-
trated and lay scattered over
the field to await the pleasure
of the owner, and for years
and years no serious damage was
felt; but for several years past
those that have pursued this course
have been sufferers to a greater or
less extent, and this season they
have suffered the greatest loss that
they ever sustained. By reference
to the history of the country, it
will be seen that it is not an un-
usual thing for rain to fall in the
month of June, although the amount
precipitated this June was
considerably greater than the aver-
age, and consequently the damage
to the hay crop was proportionately
larger than in years when the rain-
fall was less. It cannot be denied
that a copious rainfall in the month
of June is of incalculable benefit
to the agricultural interests of the
state, and if there is great loss it is
more the fault of the manner of
conducting the farm operations
than in the climate. The old
adage, "Make hay while the sun
shines," has always been well ob-
served in all the other states of the
Union and in all civilized countries
except here. We have long been so
accustomed to perpetual sunshine
that we have learned to disregard
this adage and have become heed-
less, but the lessons of the past
few years must be heeded, and
hereafter he who is wise will so
manage his hay crop that if an
unusual precipitation of rain
should occur at any time during
the season, his loss, if any, will be
slight. In the first place, there
must be sheds or barns prepared to
store the crop; if any is to be baled
it may be done from the barn as
well as from the pile in the field
(we cannot say "stacked," for the
hay is generally just piled up in
the field awaiting the hay press in
the very worst possible condition
and the one in which a rainstorm
is sure to do the greatest possible
damage to it), and if in the barn,
it is safe and no fear is felt if there
should be any trouble in getting
the balers. The next change in
this matter should be in the man-
ner of cutting. Set the mower to
work and when enough is cut to
keep the force of a hand busy in
hauling to the barn one day, con-
tinue to cut and so regulate the
work that if a rain should occur,
there will be but one day's hauling
in the field to suffer damage, and
of course this loss will be slight,
for it will only be slightly damaged,
and may be stored by itself and
fed to your own stock. Sheds for
your hay cost so little that there is
really no occasion for a person to
be subject to annual loss in his
crop. The damage to hay in the
past few years has been great, and
not confined to hay in the field
unbaled, for thousands of tons
have been greatly damaged and
rendered unsalable by being left
baled in the field. This slovenly
manner of handling hay in this
state should be abandoned and
farmers must make hay while the
sun shines. In regard to the late

rain we cannot but hold to the
opinion, notwithstanding some
damage, that it has resulted in gen-
eral benefit. With the exception
of a slight injury to wheat and
barley and a larger damage to the
hay crop, it has benefited the hop
crop immensely, the late grain and
potato crop, the fruit crop, and it
has increased the grape crop im-
mensely. Let it rain as much, or
more, every June, but don't fail to
be prepared for such an event—
S. F. Chronicle.

Communicated.

Ed. Herald:—I concur with
Mr. Wilkins in regard to his theo-
ry respecting quartz in Curry and
Coos, and I am satisfied that the
time is not far distant when these
mineral resources will be opened
up; but, it requires capital which
the poor man has not got, and
capital does not wish to invest
where there is no money in sight,
and one or two men cannot do the
work necessary to strike one of
those lodes two or three hundred
feet below the surface, with only a
sack of flour and a side of bacon.
I have been mining and prospect-
ing in these mountains seven years,
and have assurance of all the cap-
ital necessary whenever I can
make a showing of a rich strike;
but, no capitalist has ever yet
proposed to furnish anything for
me to make this showing with, and
there is the secret of the matter.
Poor men cannot do this, and cap-
ital never goes where there is no
money in sight. I am well satis-
fied of the fact that two or three
persons with the proper outfit, say
for a year or two, so as to work
and prospect understandingly, to
know what they are going to do
and how to do it, and be prepared
to assay and know what kind of
mineral they find; to sink down on
lodes or run tunnels as the case
may be, will, if prepared, in this
way find something either in Coos
or Curry county. Also the advisa-
bility of a state assayer with an
office at some accessible point in
the southern portion of the state;
as these mineral belts are not con-
fined to Coos and Curry alone.
All of the southern portion of the
state is more or less mineral
bearing, as I know from a practi-
cal knowledge and a long resi-
dence on this coast. I believe
that I know or understand the ge-
ological formation of the mineral
portions of both Coos and Curry
counties, and know what I am
talking about, if I cannot get it
off in the latest and most approved
style. Hoping to hear more about
the subject of mining and pros-
pecting in Coos and Curry, I will
close.

Respectfully, S. Hudson.

Novel Use For a Rat.

The telegraph wires in London
have always for the greater part,
been under ground. The main
wires are laid through the big
tunnels, which accommodate also
the gas and sewer pipes. The
sewers are large enough for a man
to walk through easily. Of course
there is no trouble about inspect-
ing the wires or repairing or re-
placing them whenever it becomes
necessary. But the pipe contain-
ing the lateral wires, running off
for two or three miles from the
main line, are small ones. Several
years ago one of these lateral wires
was hauled out to be repaired.
The men doing this work failed to
attach to it a leading line by which
the wire could be drawn through
again. The means employed to
correct the error were very unique.
A large rat, with a fine steel wire,
was put in the pipe. Behind there
was thrust a ferret. The rat ran
from the ferret a short distance
and stopped. It was feared that
he would show fight and be killed.
But he started on again. He ran
through the whole length of the
pipe, and brought out the wire in
good style, though closely pursued
by the ferret.—[Ex.]