

Coquille City Herald.

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BUSINESS CARDS.

L. F. LANE, JOHN LANE,
LANE & LANE,
Attorneys and Counselors at Law.
La. deas Cae Speciality.
Office on Main Street, opposite C. Metropolitan Hotel.

Roseburg, Oregon.
J. M. STOLIN, JOHN A. GRAY,
Signin & Gray,
Attorneys and Counselors at Law.
Marshfield, Coos county, Oregon.
Office—Holland building, opposite Blomso Hotel.

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I. O. G. T.
Morning Star Lodge
No. 464.
Meets at Coquille City every Thursday evening. Visiting members of this order, in good standing, are cordially invited.

I. O. O. F.
Coquille Lodge No. 53
Meets at Coquille City every Saturday evening. 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.
John Goodman,
W. M.

G. A. R.
Gen. Lytle Post, No. 27.
Meets at Coquille City, on every first and third Wednesday. Visiting comrades, in good standing, cordially invited.
Chas. S. True, Commander.

THE AVERAGE WOMAN'S AGE.

I recollect how gr. v. 11 s
When Cousin Amy married;
I thought her very cruel because
For me she had not married.
She gave to my affection green
Encouragement in plenty,
For I was under seventeen,
And she was five-and-twenty.
Fair Amy is a widow now,
Her sorrow fast outgrowing;
'Tis very singular, I vow,
The way the years are going—
With me, at an all-gone rate;
With her, a graceful lentor;
Now I am nearing thirty-eight,
And she is six-and-twenty.
I should be gratified to know
How others, like my cousin,
A twelve-months older only grow
One year in half a dozen.
Oh, Chromos, tell the secret to me,
The power superhuman,
That causes time with man to flee,
But bids it wait with woman!

Some New Books.

HISTORY OF THE PACIFIC STATES OF NORTH AMERICA. By Hubert Howe Bancroft, Vol. XXIII. The Northwest Coast, Vol. II. A. L. Bancroft & Co., San Francisco.

It is just two years since Mr. H. H. Bancroft first gave to the public the first volume of his "History of the Pacific States." Since that time a volume has appeared every three months in chronological order. Two volumes of the history of Central America have been issued, three of Mexico, one of the North Mexican States, and one of California, which have brought the history of these sections down to 1800, and including the volume before us, two on the northwest coast, bring the preliminary history of Oregon, Washington, Idaho and Montana, and British Columbia, down to 1846.

For the people of Oregon and the entire northwest coast, this is the most interesting volume yet issued of the whole series. The materials have been collected with Mr. Bancroft's usual diligence, and sifted with his customary discrimination. The volume is the fruit of more labor than has ever before been expended on the subject—we had almost said of more labor than has been expended upon it by all other writers combined. More than that, the work has been executed with literary judgment and painstaking care. The skill of the author is exhibited in the arrangement and distribution of his matter, and the discrimination with which he has distinguished between leading topics and those of less importance.

The volume next preceding the present one gave a history of northwestern maritime discovery. The present volume is in the main a history of explorations carried on by expeditions across the continent to the Pacific northwest, with an account of the competition with the English for possession of the country and of the foundation of American settlements here. The book opens with a history of the famous expedition of Lewis and Clarke, which is presented in sufficient detail and illustrated with matter derived by Mr. Bancroft from innumerable sources. English exploration of the northwest is treated next, beginning with the expedition of Simon Fraser and John Stuart through British Columbia to the waters of the Pacific ocean, followed by David Thompson and others a little later. The names of Fraser and Thompson are perpetuated in the well-known rivers that bear them. The period covered by these several English expeditions was included between the years 1797 and 1811.

When Lewis and Clarke returned to Washington from their expedition across the continent they took with them a Mandan chief, whom the government had promised to send with an escort back to his home. Twenty hardy Missourians, under the command of Ezekiel Williams, were chosen for this duty. The party set out in the spring of 1807. The Mandan was restored to his people and Williams and his party continued to the Yel-

lowstone to engage in trapping. But the party provoked the hostility of the Indians, and most of its members were killed. Williams himself escaped, and two of his companions, wandering off to the Colorado, fell in with a Mexican caravan which they accompanied to Los Angeles. This is the first record of trapping in the Rocky mountains. In 1808 the Missouri Fur Company was organized at St. Louis, and a trapping expedition in charge of Alexander Henry was sent to the upper Missouri and Yellowstone. Erecting an establishment at the forks of the Missouri, Henry there made his headquarters, but was driven out by the Indians, and passing over the divide, he built a house on the north branch of Snake river. From him the Henry Fork derives its name. His was the first establishment erected in this latitude west of the Rocky mountains.

In the early part of 1809, in the office of Abel Winship of Easton, was projected the first attempt to establish a settlement on the Columbia river. Partners in the project were Abel Winship, Jonathan Winship, who had commanded a vessel in the Pacific trade, Nathan Winship and Benjamin P. Homer, one or two others having smaller interests. The ship Albatross was chosen for the adventure, with Nathan Winship as captain, and William Smith as chief mate. Everything necessary for building, planting and trading was included in the outfit, the prominent idea being permanent settlement. With a crew of twenty-two men the vessel was to proceed round Cape Horn to the Columbia and ascend the river some thirty miles, where the captain was to select a site for the settlement. The land was to be purchased from the natives, a large two-story log house or fortress was to be erected, with loop holes for cannon and masonry, and all conveniences for defense. On the second floor were to be placed all the arms and ammunition, and to this part of the building no native was to be admitted. Entrance to the upper story should be by a trap door, and the ladder should always be drawn up after ascending. Land was to be cleared and cultivated under protection of the guns, and not less than half of the men were to be always on guard. The Albatross set sail in July, 1809, and during the several years of her adventures in the Pacific she created quite a commotion. She was seized on the California coast at one time, and was blockaded at another at the Hawaiian islands by a British man-of-war. She entered the Columbia on the 26th of May, 1810, and on the 1st of June, Winship and Smith set out in whale boats in search of a site on which to plant their proposed establishment. They ascended as far as Oak Point, which they thought just the place for their purpose. Ground was cleared, logs hewn, a garden spot prepared and seed sown. But the annual freshet of the Columbia, of which they had no knowledge when they selected the low spot of rich ground, deluged them with water, and they chose a higher spot a short distance below. The natives, however, soon became troublesome, and Captain Winship determined for the present to withdraw. After remaining for a time at Baker's Bay, trading, the Albatross sailed away, leaving upon the bank of the Columbia the relics of its first embryo metropolis. Astor's attempts prevented the Winships from further efforts. To most readers Astor's undertaking has been made sufficiently familiar by the charm of Irving's literary style. Yet Mr. Bancroft's chapter on the founding of Astoria is highly interesting even to those who have run over Irving's pictured page.

It was Astor's idea to establish a line of fur forts across the continent, with headquarters near the mouth of the Columbia—a grand enterprise which would give the controller of them command not only of the fur trade of America, but of the world. From the great mart, seated at the entrance of the mighty river of the west, yielding to none in wealth, magnificence or position, and imposing her terms upon the commerce of the coast and inland territory,—from this vast emporium should sail vessels of every build and burden, making regular voyages to north and south, to Asia, to Europe, to Boston, New York and Philadelphia. Furs could be taken to the China market in one-half the time required from Europe, and supplies could be brought hither by vessel at one-tenth of the cost of carriage overland. It would, indeed, be a smooth, glittering, golden road, furs from Astoria to Canton, teas and silks and rich Asiatic merchandise to New York, then back again to the Columbia with beads and bells and blankets, with guns, knives, tobacco and rum. It was alluring as a South Sea dream, and as little destined to realization.

It does not fall within the scope of this review to give the details of the endeavor of Astor to carry out his idea. We may only say that to those who have read Irving's Astoria with most interest Mr. Bancroft's narrative will also be most attractive and satisfactory. It was arranged that two expeditions should be sent to the mouth of the Columbia simultaneously; one by sea from New York, the other by land from St. Louis. How the maritime first part of the Astor project terminated in the Tonquin disaster is familiar history. The land party arrived at Astoria in February, 1812.

The whole history of these expeditions and of the founding of Astoria is presented by Mr. Bancroft in a more connected and comprehensive form than by any other writer. He makes admirable use of all old materials, and has gathered much that is new. From the failure of Astor's scheme and the transfer of Astoria to British hands the author proceeds with the history of the north-west coast under the union of the Northwest and the Hudson Bay companies down to the controversy between the United States and Great Britain for possession of Oregon. "The Oregon Question" is treated with great fullness of discussion and accuracy of detail. An introductory essay presents a chronological review of the title foundations, showing precisely the grounds on which the claims of each country were based. Incidental to this historical review is an account of that part borne by the early immigrants in erecting and maintaining in Oregon the authority of the United States.

Of the value of this work as a history of the Northwest coast, we cannot speak too highly. Here, especially, it ought to find many readers. No person who desires to possess information concerning the discovery and settlement of the Pacific northwest can afford to pass the great work by. It will take its place at once as the highest of authorities, and that place it is likely to maintain. There is no probability that any other author will attempt to cover so completely this wide field of investigation, or will bring to it so much patient labor, careful search for original materials, or enthusiastic devotion to the single purpose covered by the effort. Of disputed points there is always intelligent discussion, and when Mr. Bancroft differs from others, as he often does, he gives the reasons for his opinions and conclusions in a firm, though modest and perfectly lucid way.

Subscribe for the HERALD.

Hard Times in Dakota.

"I always was a strong anti-monopolist, but since I have caught an inside view of Dakota I am stronger in my anti-monopoly views than ever. During the past three weeks I have been in the best wheat region on the globe, yet I find the farmers in abject poverty, unable to meet payments on their machinery or their land."

The speaker was Wildman Mills, of Detroit, and he proceeded to give the reason why farmers of Dakota are poor while in the possession of fertile farms: "The reason for this poverty is plain: The country is in the hands of a grasping railroad monopoly, whose rates leave nothing for the farmer. Between Fargo and Duluth the Northern Pacific railroad charges 14 cents a bushel for grain, 3 cents for elevator charges and 5 cents more goes to the handlers—22 cents in all. This is the reason why the farmers get only from 15 to 50 cents for their wheat. But when the farmers wish to buy anything they must pay 30 cents a gallon for kerosene, 13 cents a pound for salt pork, \$20 per 1,000 for poor, common lumber, 2½ cents a pound for flour, \$12 a ton for coal and \$5 a cord for wood."

"Are the railroads alone to blame?" "There is one other cause in the agents of the protected industries of the east, who swarm over the land like locusts did over Egypt, taking up in their flight property qualifications, notes and mortgages at high rates of interest, for in Dakota money brings from 12 to 20 per cent. at national banks. Two machines that those agents sold two years ago—one for \$190 and the other for \$240—I saw sold for \$36 and \$45 respectively, and they were in good order, too. No favor is shown. One must go up or he will go down."

"And what is the outlook?" "Bad. In Dakota under the present doctrine of vested rights and protection to eastern industries, there is want, misery and white slavery such as Michigan with a reasonable crop never has and never can have. There is coming an irrepressible conflict between vested rights and protected industries on the one hand and the farmer and laboring classes on the other. The farmers have become discouraged, and there is a great falling off in the amount of fall plowing for wheat. If they could get their wheat to market at fair rates they could, even at present prices, pull through. But now the rates are more from Fargo to Duluth than from St. Paul to Chicago—double the distance. The rates from Chicago to Liverpool are less than from Fargo to Duluth. This is the trap the railroads are inviting the people to fall into; get them to settle on their lands and then absorb all the profits in freight rates. I saw one grain train of 105 cars, which at 14 cents a bushel brought the road \$8,500. Not more than a third of the wheat raised this year has yet gone to market. The farmers are hoping that during the winter congress will give them relief by restricting the railroads to fair rates. My advice to the farmers of Michigan is, stay away from Dakota until the railroad monopoly is broken.—Detroit News.

According to Vick's Magazine soot from coal is preferable to that from wood, and either kind is not only an excellent manure for any crop, but especially useful for dusting on cabbage, turnip, radish and other vegetables to repel insects.

An application of guncotton is said to have been made in such a manner that it will eventually supersede the use of steam for the purposes of light locomotion and driving small machinery. Details of the invention are withheld until a public exhibition of its utility is made.

Changing the Food of Animals.

As winter approaches and pastures cease to furnish succulent fodder, the food of animals is necessarily changed from green and fresh to that of a dry and less digestible nature. It is important that this change should be gradual. One of the supplies which have been abundant this year, and which may be used to advantage in this gradual change, is second-rate apples, or those which are not smooth and fair enough for market or for the table, but which will be equally good for horses and cattle, sheep and swine. Instead of allowing them to rot under the trees, they may be gathered and stored in heaps and protected till the approach of severe freezing weather with a thick coat of straw. They may be given in moderate quantities at first, and afterwards increased according to the supply. Cows are sometimes choked in their greediness to eat when they first have access to them, but the danger is small after they receive them regularly; but as they are easily sliced or chopped in two, caution would indicate avoiding any danger. Horses are fond of apples, and a moderate ration does them good, as dry fodder takes the place of the more succulent. Turnips and carrots answer nearly the same purpose. Since the introduction of ensilage, animals fed on it suffer less from exclusively dry feed; but as many farmers do not open their silos until December, something to go between grass and ensilage is desirable. The farmer who keeps an eye to the proper feeding of his animals can use safely such materials as he possesses, if he keeps before him the chief necessity of avoiding sudden changes of food.

It is important in this connection to provide comfortable quarters against the approaching cold; to secure stables and other shelters against cold currents of air; to give animals clean, dry places for eating and rest, and to be sure that they have pure water to drink. Provision for all these requisites must be made before winter closes up the opportunity.

In making all these provisions for winter the requirements for spring feeding must not be overlooked. As soon as the first warm weather approaches a gradual supply of succulent food should be given and increased before turning to grass. We have found nothing better than parsnips. The great advantage of this over other root crops is that the roots may be left in the ground all winter, and in fact they are better for it. The crop is easily cultivated, its spreading leaves shade the ground and keep down the weeds, and on rich soils it yields several hundred bushels to the acre. The roots may be plowed and pulled out in the spring as required for feeding at intervals from the time the ground is thawed till the grass is a foot high.—[Country Gentleman.

The members of the Elmira Farmers' Club talked over the merits of peas and corn as food for fattening swine. One member had found peas equal to corn, except as regards the quality of the pork. Meat made from swine fed on peas was more oily than that made from corn, but otherwise was quite as good. Another member spoke very highly of peas as feed for cows in milk. Peas tend to increase the supply and keep it steady.

The Husbandman says: "There is no danger whatever that apples, peaches, pears, or any other useful fruit will be produced in excess of the demand. The truth is that demand keeps pace with the production. People will use a great deal more fruit when it is plentiful, and when they acquire the habit of using they retain it. There is, perhaps, no branch of farming that yields safer or more steady returns than orchard fruit."