

Coquille City Herald.

TUESDAY, JAN. 27, 1885.

The necessity of reform.

Senator Van Wyck, of Nebraska, in addressing the senate said that, Senators and Representatives purchased railroad shares on a basis of one to three. Stocks and bonds according to this evidence are owned in this chamber, and at the other end of the capital, on that basis—that is you put down one dollar and take up three."

There can be no reasonable doubt but that a member of congress has as much right to invest money in railroads as other people; but, when one dollar produces two hundred per cent over and above what others receive, then, it is plain that the member is a bought tool; a low dog who barks in the interest of his master when honest men are striving for the rights of the public; a scoundrel that should bear the mark of Cain—spotted and held up to the gaze of that portion of his countrymen who despise a slave. It cannot be doubted that we have such chattels in the persons of members of both houses of congress. The evidence comes from one of their own body. Three dollars in value for one invested in railroad stock, not only makes a despicable slave of a congressman, but, for such large profits, he is willing to enslave his fellow countrymen without even asking their consent.

According to Poor's Manual, \$4,000,000,000 in fictitious watered stock is represented in the stocks and bonds of railroads. A magnificent fund from which to draw for the purchase of legislation, or to obstruct just laws. Will the people ever awake to the consideration of this enormity? Is there to be no cessation to this villainy? To quote the language of Senator Hoar, of Massachusetts, "Are we only to be known and notorious in distant lands as offering a premium for dishonesty." We are drifting from safe anchorage. The lessons taught by the vicissitudes and trials of the Revolutionary Fathers have been set aside, and the vain glory, pomp and tinsel of a mushroom aristocracy fills the land with sham and debasement. Where formerly there was but one millionaire, there is now one hundred. It would be the height of absurdity to even think that ninety per cent of them made their money honestly. The more millions for the minority, the more poverty for the majority.

Prosperity in the future and glory in the abstract is the continual cry of those who, resting on the upper stratum of society, can not be credited with much sympathy for the hewers of wood and drawers of water. No sign of prosperity can be drawn from a picture where we behold servile slaves legislating for a free people. To talk of a prosperous people when millions of them are out of employment, and thousands in want, is a farce—it is mocking sorrow—throwing a stone instead of bread—a willful, despicable and transparent lie. Reform in legislation and in the men elected is a paramount necessity. The farmers of this country have had the screws of monopoly applied to them so severely that they now realize the situation. If there is to be a peaceful solution of this mercenary legislation, it is to the farmers that we must look, in a great measure, for reform. They have not had fair representation, and as for protection, well, the farmers that are burning their corn for fuel, must laugh in derision when they hear the word used. If the farmers combine we may see a decided improvement; if, not then, we may witness a violent revolution.

A passenger train on the Queen and Crescent railroad ran into an obstruction placed on the track near Purvis, Mississippi, and was derailed. The engineer was killed and a number of passengers injured. A detective traced the deed to a merchant of Purvis, named Jordan. Jordan lost some cattle, which had been run over, and failing to get damages, took this method for revenge. He was arrested, but, afterwards, was freed by the engineer.

Port Orford.

There are rumors and other indications which lead us to expect an early commencement of the breakwater at Port Orford. One hundred and fifty thousand dollars were appropriated for this work some time ago, and that amount has lain idle in the treasury, awaiting the time when the Secretary of War might deem it advisable to proceed with this much needed and advantageous harbor of refuge.

Port Orford is situated about midway between the straits of Fuca and San Francisco, and about eight miles to the southward of Cape Blanco, the most westerly point of that coast embraced by California, Oregon and Washington Territory. South of the Cape, the land trends to the southeast, and north of it to the northeast, therefore, it would offer shelter to vessels south of it in southerly gales, and who were too close to crawl off from a lee shore trending north and west of their position; while those who were to the northward could crawl off with ease.

Being protected on three sides east, north and west, the bay or cove is as smooth in summer, when the northwest wind prevails, as a mill-pond. The southerly gales of winter reverse the picture—causing a heavy sea to roll in, making it dangerous for vessels. With a breakwater of sufficient length to meet and counteract the effect of the sea in the winter gales, Port Orford can be made a perfectly safe harbor throughout both winter and summer.

The undeveloped yet immense resources of the country adjacent is now awaiting the time when a coast railway will transport it to a market by that route. A radius of from sixty to one hundred miles from the port, embraces immense beds of coal and forests of valuable timber, white cedar, fir, etc. Copper, gold and other minerals abound in the fastnesses of the mountains in the Coast Range.

Port Orford offers a delightful and a healthy site for a town. Its westerly projection seems to be in its favor—riding it of the ever prevalent fogs that infect other portions of the coast. The water for drinking purposes cannot be excelled anywhere. We predict that the long buried prospects of Port Orford will yet see the light, and that it will assume its legitimate position as the depot of a thriving trade.

A writer can seldom draw either a fair or a flattering picture without being accused of mercenary motives therefore, we will give the points upon which we base our opinions with reference to Port Orford. In the first place, we have lived on this coast and both worked upon it and navigated its waters since the fall of 1848, when we arrived in San Francisco. Thirty-three of those years have been passed between San Diego and Yaquina bay. A residence of something over two years warrants us in placing Port Orford in the position of being one of the healthiest spots on the whole of that coast. We have no interest in it nor do we own one square foot of territory in its vicinity, but we wish we did. Some of those who did own land within the confines of Port Orford, and sold it for a mere song, will see the folly of their course before long. If this government ever rises above the penurious standard which it now occupies with reference to improving its harbors on the Pacific coast, Port Orford will become a haven for the shelter of of vessels; a commercial port of great and enduring importance, and a healthy, delightfully situated city. We believe this, and hope to see its fulfillment.

The Legislature.

On Monday the 12th, the Oregon state legislature convened, and after a temporary organization was affected W. P. Keady was elected speaker of the house. W. P. Frush, of Multnomah, chief clerk, and B. Block, of Union, assistant clerk. The senate elected as president, Mr. Waldo, of Marion; J. W. Strange, of Douglas, chief clerk, and F. A. Cook, of Yamhill, Assistant clerk.

Our Answer.

The Coast Mail, an obscure, tattling periodical, printed and published in a blissful bower replete with odors of doubtful fragrance which surround and affect the inmates with an atmosphere redolent of an accumulated miasmata arising from insufficient drainage and the perfume of contiguous garbage, etc., took offence at our paper because we gave our opinion on the breakwater business, and in the interest of fair play. On Jan. 8th, it compared us to an ass. Having taken a rest of two weeks' duration, to recuperate the exhausted faculties of the author of that high-sounding assertion, his brains have again become tainted with the effluvia of his surroundings, and on the 22nd, he favored us with an appreciative and highly flavored compliment by calling us a donkey.

We feel convinced that he has no intention of disturbing our usual sweetness of disposition, therefore, we intend to keep within the bounds of propriety and a correct appreciation of what is due to calm, dignified repartee. On the 13th, we offered a fair explanation of our reasons for wishing to avoid this low business of calling names—we do not wish to offend those who support this paper; but nevertheless, we cannot permit any person to ride over us with impunity. We do not require two weeks, no, not ten minutes to prove to our readers—the proof is self-evident—that the writer in the Coast Mail, who called us an ass and a donkey, is a liar; and in so far as breakwaters are connected with the present matter, he is an ignoramus, who proves nothing wrong with the construction of the works, but asserts everything.

We decline your ears; but, that long tale on jetties makes us laugh. We would not deprive the mammal Mail of its emblematic calf.

Its accomplishments in the sea wall business will not burden it nor enlighten the ignorant. It intends to bang away at that business and we intend to bang away at its debile assertions, showing them to be both false and futile. It says: "The logs and driftwood bang at Littlefield's piles and track." Every time that we drive a nail in the assertions of those "breakwater" critics we intend to clinch it. We assisted Capt. Gunn—the father-in-law of C. H. Merchant, Esq., in stripping the Brig Energy after she was wrecked at Rocky Point, in 1864, and we were engaged on South Slough during the most of that year, principally in boating goods to T. D. Winchester's mill, and J. B. Dully's logging camp, therefore we assert that the swift current from the upper Coos bay, in striking Rocky Point, would be impelled toward the channel of the bar at an angle of forty-five degrees, thus preventing any heavy accumulation of logs on the ledge where the breakwater rests, and but a slight accumulation on the short beach above the Point.

The efforts of ignorance and delirious hate may be projected against that work; but, as they propose to abuse those who differ with them in their "banging" attitude, we intend to continue and stop every blow of the imbeciles, and if our experience will enable us, we will counter every blow. Our experience in such matters is second to none, on Coos bay. Bang away and consider us in.

With this retort we conclude, and will take no further notice of any remarks of that paper in reference to us. Let it disclose all that it knows about breakwaters, and give us a rest.

Under the head of "busted" the Plaiudealer says: The O. & C. R. Co. has been sued by its creditors and the road placed in the hands of a receiver, R. Koehler being appointed as such by the court, who will take charge and operate it. The immediate cause was the failure of the company to pay the interest on its bonds for the past six months. The receiver is required to report to the court once a month the receipts and expenditures of the road, and amount in hand. They are required to give bonds in the sum of \$75,000. The bonded indebtedness of the road amounts to \$9,020,000. The monthly income is about \$100,000, and the operating expenses about \$70,000.

We Appeal.

Our issue of the 20th contained a comic squib that was not palatable to the refined taste of a certain individual, and he hastened to let us know it. A person that will misconstrue words is not only obstinate but ignorant. A man that cannot discriminate between the moral and the physical—an intellectual attribute and an animal propensity, should keep silent when they are the subject of dispute. We are not going to torture ourselves mentally by caring whether we offend such a person or not. Some people may govern hogs, and persuade others more ignorant than themselves that they are clever; but, they are proceeding entirely out of the path of rectitude and reason when attempting to dominate the columns of a news paper on no other grounds, but un-founded and misconstrued definitions. It would be folly to try a case before a narrow bigot, who was stuffed with an undue amount of self importance; therefore, we appeal to that liberal intelligence that is able to construe words fairly and honestly.

Representative J. H. Roberts has introduced a bill in the House, to prevent persons from carrying concealed weapons without a license. The bill merits the approval of all who consider the danger that arises from carrying deadly weapons. Cowards and murderers are rarely seen without pistols in their hip pockets, and every man caught with one in violation of law should be treated as a public enemy. We hope that the bill will pass and become law, and that it may possess safeguards that will insure its execution. A bill was passed at the last session, but it proved to be an abortion. Allow no legislative nonsense this time. It is a waste of time passing laws that should be enforced. We have heard so much sarcasm poured out on what are called the "Representative men of Oregon," that we hope that the present legislature may rise above it.

The Postmaster at Portland in response to an item which appeared in the Herald of the 13th inst., entitled "Postoffice Integrity," says: "If you were familiar with the mail service, you would know that your papers addressed to Astoria, are not handled at this office at all." We might infer from that erudite assertion that our papers never get into the Portland office. We made no complaint about the Portland office. What we said is this: "That which is directed to the Astoria postoffice, seems to remain in the office at that place." Dye mind, at that place—Astoria. What kind of a mugwump have we in that postoffice in Astoria? We cannot get a paper through it, and we'll bombard it until a remedy is applied.

"What are the prospects of your river?" writes a subscriber. The prospect is brightening. Gradually, that element is investing money that intends realizing from the investment. There are people who grow up with a place, and while they realize a competence, are satisfied to let the wheels of progress roll along in the same old groove. They are, generally, good citizens—the pioneers but not the magicians of development. High wages or low wages, the success of a section depends on the possibility of employment for all. Coos bay, particularly, has suffered from a regime of men who were, like the Simpson Brothers, of North Bend, proverbially poor, but, on acquiring means, their efforts were put forth with a view to retard the development of the bay. This ancient incubus is fast declining; the despot nurtured in a soil which he defiles is giving way to men of large financial capacity; men who take in the broader aspect—that which while realizing a profit, affords employment to the multitude and develops the resources of the country.

Great excitement prevails in Tillamook over the recent discovery of a very rich silver mine on the Trask river.

GENERAL NEWS.

The House committee voted down the bill to retire Grant by a vote of eight to two.

The telegraph office at Lakeville was robbed during the temporary absence of the operator.

Two petrified bodies, a man and a woman, were found in a gypsum quarry, Point Sal, California.

The steamship Oregon has again lowered the record across the Atlantic—six days, six hours and fifty minutes between New York and Queenstown.

Syracuse, New York, farmers can "smell" a tramp. One of the latter gentry roosted Thanksgiving in one of the farmer's haystacks and was shot for a skunk.

Forty families were burned out in a fire at Jefferson hall, Cincinnati, the 17th inst. The confusion was great, but while there were many narrow escapes, there was no loss of life.

Hon. James Monroe, a pioneer of Lane County, died in Colusa, California. The deceased served in both branches of the Oregon legislature. He met death through an accident to a team that he was loading.

A train over three-quarters of a mile long, consisting of 110 cars, loaded with wheat and drawn by one engine, recently pulled into Fargo, in the Northern Pacific road. The train carried 60,500 bushels of wheat, weighing 3,630,000 pounds.

The charters for 658 national banks, or nearly one-fourth of the entire number, will expire in the six months between January 1st and June 1st. It is estimated three-fourths of the number will renew their charters, but it is thought they will reduce their circulation.

A dispatch from Fort Smith, Arkansas, says that Lewis Lucas sheriff of the county invited Squirrel Hoyt into his house, and after eating supper shot and killed him. The sheriff committed the murder in the presence of his own family. He was arrested. The penalty of his crime is death by shooting.

A desperado by the name of Gracey was killed at a dance in Athens, Texas, by a bevy of young men whom he drew his pistol on. Gracey was literally riddled with bullets. A young man by the name of Browning, who headed the crowd, was seriously, though not necessarily fatally wounded by Gracey. The community feel relieved that he is dead.

Cincinnati, Jan. 21.—Secret Service Officers found on Friday \$30,000 and yesterday \$35,000 in counterfeit money, together with dies, tools and paper used in printing them. The notes are \$10 bills on the Third National Bank of this city, and \$20 certificates. They are a part of the work of Miles Ogle of Memphis, who has been under arrest since Christmas.

The Rev. Ferdinand Baron Von Ruppelin, a Roman Catholic priest, committed suicide by taking strychnine in St. Louis, Mo. The deceased was ordained at Buffalo, N. Y., Dec. 17, 1870, by Bishop Stephen Vincent Ryan. One of his letters read: "I committed suicide on account of poverty and an incurable disease. I had no shelter, no bread, no means, and may God help me."

NOTICE FOR PUBLICATION.

Land Office at Roseburg, Oregon, January 10, 1885. NOTICE is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the Clerk of Coos county, at Empire City, Oregon, on Friday, February 27th 1885, viz: Casimir J. Steimon, pre-emption D. S. No. 3170 for the W 1/2 of NW 1/4 section 14, township 27 S R 12 west. He names the following witnesses to prove his continuous residence upon, and cultivation of, said land, viz: Thomas Norris, G. W. Norris, H. Bettys, J. L. Barker, all of Fairview Oregon, Wm. F. Benjamin, Register.

City Brewery,

G. MEHL, Prop.

Coquille City, Oregon.

Orders promptly filled. Please return kegs promptly after being emptied.

FEED AND LIVERY STABLE

R. E. Buck, Prop.

Coquille City, Oga.

Hauling Done at Reasonable Rates. v111f

NOTICE!

Anyone wishing good, red cedar shingles, fence-posts, pickets, clapboards or shakes will do well to call on S. B. Barrows, one mile east of Coquille City.

All orders left at this office or with J. T. Moulton will receive prompt attention. v212f

The EXCHANGE!

Front St., Marshfield, Or.

N. P. Hansen, prop.

Agent for Gibson's fine whiskeys, an AAA whisky. Also agent for the CELEBRATED CHICAGO BEER and POTTER at wholesale and retail. The celebrated BOCA beer on draught and in bottles. v319

Notice.

We have the selling of a farm of 100 acres with a splendid orchard, good water, a good house. The farm yielded 50 tons of timothy hay last season. The farm will be sold cheap, and the following go with the place: 70 head of sheep, a lot of hogs 1 yoke of cattle, etc., a lot of cows, yearlings and the household furniture which is new and good.

FURNITURE STORE,

F. Mark, Prop.

Marshfield, Oon.

Dealer in Furniture, Doors, Glass and Picture Frames, etc., and Agent for White's Sewing Machines. v111f

NEW HACK LINE!

Connecting—

With Steamers "Ceres" and "Little Annie" at the terminus of their upper river route, carrying passengers and freight to and from Myrtle Point.

G. A. BROWN,

Proprietor.

NOTICE OF DISSOLUTION.

Notice is hereby given that the co-partnership heretofore existing between A. L. Nosler and J. H. Hunt, is this day, by mutual consent, dissolved. Mr. Nosler resumes control of the business, and all bills due the late firm are payable to him. Dated at Coquille City, J. H. Hunt, Oregon Dec. 16, 1884.

Coquille City Market

A. L. Nosler Prop.

Main St. Coquille City, Oregon.

—O—

Fresh and choice meats of all kinds constantly on hand.

ALSO

Groceries, vegetables and provisions, etc., etc. n50

Land Hunters HO!

Persons wishing to buy farms, wild land or town lots, improved or unimproved, will do well to call on O. C. Huntington, "City Boot & Shoe store," Coquille City, before purchasing elsewhere, as he has in his hands for sale a large variety of real estate, and can furnish buyers with lands any in quantity, from a quarter section ranch, down to a half lot in town, consisting in part of the following:

290 acres, good, large dwelling, commodious barn, fine young orchard, good out houses, 30 acres under fence, 15 in grass and 15 plow land. There are upwards of fifteen million feet of fir and cedar timber on the land which is of easy access to the river.

160 acres, 100 in the bottom, 25 improved; new frame dwelling, good orchard, barn, fine spring, and 10 head of cattle, 2 hogs, 5 sheep, 1 horse and 10 tons of hay. Fine timber on upland.

37 acres, all bottom, 30 improved; good house, barn and orchard, also good fences, etc., adjoining Coquille City.

21 acres, all bottom, 6 cleared, all good tillable land; house, barn, orchard, etc., orchard etc., 1/2 mile from Coquille City.

One suburban lot, containing 1 1/2 acres, neat cottage, 100 fruit trees 3 years old; very desirable for a family residence, being 1/2 a mile from Coquille City.

POST OFFICE

Store,

C. ANDREWS

PROPRIETOR,

CONSTANTLY

Keeps

An assortment of

Boots and shoes,

Hats and caps,

Stationery, Inks,

Dry goods and

Clothing La-

dies, Gents

and Childrens

General fur-

nishing goods;

also groceries,

Canned goods,

Cigars, tobacco

and candies. He pays the highest price for country produce v123