

Coquille City Herald.

VOL. 3.

COQUILLE CITY, OREGON, TUESDAY, APRIL 28, 1885.

NO. 37.

BUSINESS CARDS.

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Office: With T. G. Owen, Esq., Marshfield. Perfect maps of all surveyed and entered lands furnished on short notice. VINTAGE.

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 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 Wednesday. Visiting comrades, in good standing, cordially invited.
Chas. S. Frae, Commander.

FURNITURE STORE,
F. Mark, Prop.
MARSHFIELD, OREGON.
Dealer in Furniture, Doors, Glass and Picture Frames, etc., and Agent for White's Sewing Machines. VINTAGE.

THE BIRD.

From the "dusk at my window
The little birds are y singing
In rich, sweet notes
From their tiny throats
They herald the waking spring.
Twittering, chirping, warbling,
Over and over again
They pipe their lay
The livelong day
With never a care or pain.
Pitiful, doubtful, waiting
From inauspicious luck and fate
This merry choir
In feathered robes
Sings a rebuke to me.
"Cold winter with all its sorrow
Is gone beyond reach
Oh, be not sad
When earth is glad
And sunshine beams o'er all."

I envy your sweet rejoicing,
O happy, happy birds,
For in my breast
Is a strange unrest
And a sorrow too deep for words.
From the first faint flush of morning,
Until night-shadows cling,
I think of a grave
Where the grasses wave
And a joy that was mine last spring.

CURRY COUNTY.

The county of Curry lies in the extreme southwestern corner of Oregon, surrounded by Coos, Douglas and Josephine counties, in this State and Del Norte county, in California and having a coast line on the Pacific of more than 100 miles. In its area of 1,500 square miles it embraces hills, valleys, plains and mountains. Some of the elevations are covered with a heavy growth of fir, live oak and cedar, while others are open, supporting a luxuriant growth of grass. Rogue river, whose principal tributary is the Illinois finds its way to the ocean across the central portion of Curry county. The other streams of the county, all of which flow into the ocean, are New Sixes, Pistol, Chetco, Windhuck and Elk rivers, and Floma, Drash and Eucher creeks. On all these streams are tracts of rich alluvial bottom lands, while there is much fine agricultural land in the valleys scattered here and there in the mountains. The grassy hills afford splendid grazing for cattle and sheep. Much land is yet open to settlement, and desirable locations with improvements can be purchased at reasonable rates. The chief products are gold, grain, hay, butter, cheese, timber, cattle, sheep and fish. Clear mining has been carried on for years with good results. The timber of this region, especially the Port Orford cedar, is very superior, and lumbering is the leading industry. Thousands of acres of timber land, advantageously located, can be purchased from the government at \$2.50 per acre, or can be homesteaded. The salmon run in all the rivers is large, and finer locations for canneries do not exist. A cannery at Ellensburg is doing an extensive business, and yet is not able to use all the fish offered it. The shipping points are Ellensburg and Port Orford, the latter needing only a small breakwater to make it accessible for shipping purposes to the largest vessels afloat. Communication is had from these ports with San Francisco by means of sailing vessels, making Curry tributary to that city. In this respect, and in the matter of its resources and industries, it is similar to Coos, its nearest neighbor on the north.

Ellensburg is the county seat, and is situated at the mouth of Rogue river. It contains a salmon cannery two saw mills and a grist mill. The population is about 300. Port Orford, some thirty miles up the coast has two saw mills, and is the shipping and receiving point for the northern end of the county. Chetco near the California line, is the seaport for the farmers on Chetco river and other portions of the southern end of the county. There are a number of quite extensive individual dairies in the county, several of them milking a hundred cows each and many thousand pounds of butter are shipped annually.—West Shore.

IMMIGRATION.

The following letter is being sent to the county commissioners of the various counties in this state. Coos county should give it its immediate attention:

Gentlemen:—As you are aware, our legislature, at its recent session passed H. B. No. 43, appropriating \$10,000 for immigration purposes during the year '85 and '86, and providing for the appointment of a state board of immigration commissioners. Under the appropriation of that bill the board held its first meeting Wednesday, April 1, and effected a permanent organization.

As indicated by the title of this bill, this object of its provisions is to make a prompt and vigorous effort to induce a class of immigration into Oregon which will largely increase our permanent agricultural and industrial population, develop the vast resources of this region, and in the ultimate, add immeasurably to the wealth and general welfare of the state. While the state as a whole has by legislative enactment, appropriated the sum of money mentioned, the commissioners are assured that the best interests of state in this direction will be more subserved, and the end and aims of the organized effort be more promptly attained, by a co-operative action on the part of each county, or locality. The board is not organized, nor is the money appropriated for the purpose of immigrants to settle in any particular locality, but to aid alike every part of the state; recognizing that each home located; every acre reclaimed and made productive, and the new business established, no matter of what part of the state, adds to the individual and collective wealth and general prosperity.

In addition to this financial aid extended by our county, through representative legislation, the people as individuals and as a community are vitally interested in solving this immigration question, as it shall be beneficial to them or their locality. This board, with its appliances and opportunities for communication, forms the proper medium between your people and the immigrant. Effective as it will be a hundred-fold more so, when each county, through official action, shall become its active, earnest, practical auxiliary; an aggressive champion of its own particular locality and resources.

Recognizing the necessity and the efficiency of its co-operative work, the board suggests that your county, through its commissioners, other officials or private citizens, organize a local immigration society, having for its object the issuance of printed information, the appointment of a local agent to new comers, to whom the secretary of this board can send immigrants, and see that the specimen room of the commissioners is constantly supplied with the products of your county, embracing grain, timber, soil, minerals, fruit in season, and such other things as will impart practical and positive information to the new-comer and aid him in making a satisfactory choice of location. The board thinks it advisable that all pamphlets should be in uniform style, as far as possible, and should not contain more than twenty pages, be about 5x8 inches in size, printed in full faced type, be wholly free from advertisements, and beyond all else be accurate and reliable in all of the statements made. An advertisement on the cover of a pamphlet of this kind cheapens it in the mind of the general reader, and no state in the union is more equal to the application of the truth, the whole truth and nothing but the truth, than Oregon. The Board suggests that the pamphlet should embrace a description of the

facilities for manufacturing offered in your county, and be accompanied by a printed slip showing farms for sale or rent.

Feeling that our state has great and urgent need of an increase of the population that makes new homes, that builds, and develops, and expands our commercial features and relations, that just now we have the advantage of a favorable tide of immigration, and that the co-operation of your people is pregnant with the greatest benefits both to them and to the state, the Commissioners respectfully urge that you will give this important matter immediate and favorable attention. Through the courtesy of Mr. R. Koehler of the Oregon and California railway, and Mr. John Muir of the O. R. & N. company, we are enabled to state that the packages containing specimens, exhibits of printed matter for the Board and consigned to its chairman, will be carried over their lines of travel. Hoping that we may hear favorably from your county, we remain,

Yours respectfully,
Chas. H. Dood,
H. W. Corbett,
H. B. Miller,
W. N. Ladue,
L. B. Cox,
Commissioners.

C. B. Carlisle, Secretary.

Against the Chinese.
Ottawa, Ont., April 18.—Hon. J. A. Chapleau, Secretary of State, introduced his bill in the Commons providing for the regulation of Chinese immigration. It provides that all Chinese, with the exception of the diplomatic corps, Government representatives, tourists, merchants, and others specially exempted, shall pay a duty of \$25 per head. Masters of vessels carrying Chinese immigrants will not be permitted to allow any of them to land until a report has been made and permission given. Masters of vessels are to be personally liable for the amount of duty payable by the Chinese on his vessel, and he is to furnish the customs authorities with all such passengers. Vessels bringing Chinese to Canada will not be permitted to carry more than one passenger for every ten tons of registration. The quarantine officers' certificates will have to be given to the effect that no leprosy or any disease existed among the women. Each emigrant who has been duly passed will be required to obtain certificates from the proper office, and a register of such persons so certified will be kept. Chinese entering Canada by land will be obliged to report themselves and to pay the duty of \$25. The duty is prospective, but all Chinese remaining in Canada will be obliged within a year after the passing of the act, to obtain a certificate of residence. Chinese who leave the country with the intention of returning will have to give notice to the proper officer. The willful invasion of the provisions of the act will be a misdemeanor.

The Afghan War.

Notwithstanding the world is thrilling with the news from the recent battle-field in Afghanistan, the attitude of England is still a matter of uncertainty. In the face of the bold and startling preparations for war two weeks ago, when her frontier was simply menaced, this apathy in the presence of actual hostility is surprising. The pledge of war contingent upon extraordinary incidents is unredempted, and in place of the bold defiance we were led to expect, Mr. Gladstone expresses the hope that Russia will be able to afford a satisfactory explanation. This is a letting down in the warlike attitude of England with a vengeance. The facts, however, are becoming evident. As in Egyptian matters the British public has been imposed open by the Ministry to a degree,

that had any other Cabinet in Europe adopted similar tactics, it would have been savagely denounced for charlatanism and duplicity. As humiliating as the confession is, the British Foreign Office will eventually be brought to admit that it has been successfully outwitted by Russian diplomacy. While negotiations were protracted, the Czar has been advancing his troops and making ready for war. In spite of overtures of peace, large bodies of Russian troops were hurried toward the Afghan border from the Caspian and from Tashkent, while great activity prevailed through all the Russian navy yards. The possibility of British demonstrations in the Baltic has been regarded against, and no doubt the intrigues at Constantinople have succeeded in cementing an alliance between the Muscovite and the Turk. All this has been consummated while the British Cabinet fooled to its bent, has been patiently waiting for the Russian reply, to its ultimatum. It would have been easy for England at any time previously to have outbid Russia for the favor of the Porte. Abdal Hamid is not friendly to the Muscovite. But Mr. Gladstone waited too long; Disraeli, with such cards to play, would have made short work of the Russian situation; but England just now appears to have only one first-rate diplomatist, and he is in India. What arrangement Lord Dufferin may have made with the Ameer we have no means of knowing. Fortunately, however, he is now on the spot where his services are most required. He will infuse energy into the Anglo-Indian forces and confirm the sympathy with which the native princes have embraced the cause of their English suzerain against Russia. In the mean time Mr. Gladstone must also be up and doing, or his cause is lost.—Ex.

Soils for Fruits.

The best soil for the production of the apple, says the Country Home, is a deep, rich, moist loam with a sandy subsoil; although it succeeds moderately well upon any soil not too dry.

The pear delights in a deep, rich, warm loam, with a clay subsoil.

The plum requires a deep, moist soil but there must be no stagnant water in it.

The cherry grows best in a rich, warm, sandy loam. If a mulch of leaves, straw or brush is put around them they will be very much benefited by it.

The quince should be planted in a very moist clayey soil, but free from stagnant water.

The peach produces fruit of a much finer quality when planted upon light, high land with a southern exposure. It is also much more hardy and longer lived than upon a stronger soil and a more northern exposure.

The grape delights in a high, light, rich, stony soil, and produces its sweetest fruit in the driest parts. On very dry soils a mulch of old hay, leaves, brush, etc., during the months of July and August will be found very beneficial, but should be removed in September to allow the vines to more fully mature wood and roots before severe weather.

Currants and gooseberries succeed best in the soil advised for the quince.

Raspberries and blackberries are more hardy if planted upon light, sandy loam, but if large berries are desired, a mulch must be used in July. On more moist land mulching is not needed, but the canes are more liable to be winter-killed.—Farmer.

Professor—"Give me an example of a highly-compressible solid." Scholar—"The female form."

At Belfast, Me., a woman aged 70 has sued a man aged 79 for breach of promise.

Ship Building.

Ninety iron steamers of tonnage ranging between 500 1,000 tons, representing 64,186 tons, were added to the British registry during 1884, while 51 steamers representing 39,519 tons were displaced; and of steamers over 1,000 tons 287 vessels representing 584,616 tons were added to the register, against a loss of 12 vessels representing 161,767 tons, showing a total net increase of 235 vessels, measuring 149,516 tons. Of iron sailing vessels and commencing with those measuring over 250 tons, 90 ships representing 147,084 tons were added to the register, against 51 vessels measuring 48,991 tons removed. But wood ships show a marked falling off. Seventy-eight such vessels of over 250 tons each, representing 60,885 tons, were added to the register, against 282 representing 186,592 tons removed from the same, indicating a decrease of 204 wooden ships measuring 125,717 tons. Taking the iron and wooden sailing ships together we get a total net decrease of 165 ships measuring 27,624 tons. But notwithstanding the remarkable depression of last year and the comparative falling off in the tonnage launched, as compared with 1883, still vessels sailing under the British flag represent an enormous fleet, measuring 6,411,076 tons of steamers of 500 tons and upwards, and 3,489,264 tons sailing vessels of 250 tons and upwards, a total of 9,900,340 tons of shipping.

The policy of the French bounty system was severely tested during the year 1884. The handsome premiums offered by the government for the sailing ships upon long voyages induced many people to invest their capital in the oversea trade, while it also influenced old established companies to put additional vessels upon their lines; and the experience of the Chargeurs Reunis Company goes to prove that the handsome bounty paid by the nation, whereby French ships were placed at a decided advantage compared with American, English and other vessels, was not sufficient to save the company from actual loss. At the annual meeting of the shareholders of this company a report of the operations for the year ending June 30th last, was read. The directors had to announce that, in place of dividends of 15 per cent, as in 1882, and 12 per cent, as in 1883, they were unable to pay anything for 1884. The large dividends for 1882 and 1883 were due to the shipping bounties, for in 1880, the year before the bounty system came into operation, the dividend was only 3 per cent, of which 1 per cent was taken from the reserve. Bounties were earned by the company during 1884, but they were absorbed by the increase in the number of voyages from 54 in 1883 to 80 in 1884. The company purchased, in May, 1883, the fleet of seven steamers belonging to the French Atlantic Postal Company, on account of which its share capital was increased from 8,000,000 francs to 12,500,000 francs. The receipts increased in 1884, through the additional 16 voyages, from 11,551,625 francs to 14,798,654 francs, and the net profits, which had been 1,241,846 francs in 1883, fell to 57,262 francs. Moreover, the premium which is set by the French Government upon ship-building seems insufficient to protect the industry against the present depression. Some of the representative of the British workmen visited the French yards a short time ago, and their report clearly indicates that, notwithstanding the bonus, the position of ship-building and of artisans engaged in the trade is superior in Great Britain to what it is in France.—Ex.

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