

Coquille City Herald.

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NO. 1.

BUSINESS CARDS.

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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 Wednesday. Visiting comrades, in good standing, cordially invited.
Walter Sinclair, Commander.

Cupid Takes a Rest.

You said to give that love a rest, so here are my hand, and my song and promise.
The harp string with Appollo's golden hair,
I'll hang upon the willows' swaying bough,
And as its music dies upon the air,
I'll bid you each a lingering adieu.
I promise you to-day the subject down,
And if I chance to meet you o'er the way,
I hope you will not greet me with a frown,
But ask me to be present on the day.
Henceforth my pen shall lay beneath the rose;
In earth I could not find a fairer theme;
I'll give the subject one long, sweet repose,
Within oblivion's stony vale of dreams.
The queen of night rolls on her silent way,
Attendant the dimpled dome of ivory blue;
Her pale light upon the pansies plays,
And four-leaved clover tells the tale anew.
In sweet security the story tell,
Nor dwell upon the unpassioned career;
Unless awakened by the wedding bells,
My pen is silent for a thousand years.
Then here within the kingdom of the dead,
My misty shawl falls for vapory sail,
While pretty little Cupid goes to rest
Upon a bed of flowers in Sharon's vale.

Methods of Operating Cheese Factories.

As there are many new cheese factory enterprises starting all through the West, and the patrons of many of them have but a vague knowledge of how the business part of them is managed, we give below the following:

There are two general ways of conducting cheese factories and paying the patrons for their milk: One makes the milk into cheese, sells it to the best advantage, deducts the price for making from the sum received, which part belongs to the manufacturer, and the balance left is divided pro rata among the milk producers according to the weight of the milk of each, that was put into the cheese sold. For instance, if 1,000 pounds of cheese were sold at ten cents per pound, and it was found that it took 10,000 pounds of milk to make the 1,000 pounds of cheese, and the making was at the rate of \$1.50 per 100 pounds, then the patrons would have \$85, and the man who furnished say 2,000 pounds of the milk, would get \$17. So, of any other price obtained for the cheese. But if the milk was made in the spring, or in the heat of summer, the yield of cheese from common native cows would be less than one pound for ten of milk, and there would be a corresponding reduction in the value of the milk. In the fall, when the milk is richer, the cheese would overrun a pound for ten of milk, and the patron would get the increase. By this plan the patron gets just what the yield and the sales make the dividend, and every one of the patrons is interested in having all his neighbors deliver honest and pure milk, and the maker is also interested in having milk good, so that more pounds can be made.

The chances for dissatisfaction under this plan are that some may think the maker will not watch and detect those who may skim or water their milk, because it is chiefly the loss of the patrons, and also it is sometimes urged that if the maker was more skillful, he would make the milk yield more cheese. These causes for dissatisfaction, in some places, get so loud that it is difficult to run a factory on that plan. Indeed, it can not be done smoothly, unless there is great confidence in the cheese-maker, and strict honesty among the patrons, and no simply malicious fault-finders.

The other plan assumes to be true what many long years of trial have shown to be true on the average, with average good milk, that ten pounds of milk for the fall season, will make one pound of cured cheddar cheese. This throws all the responsibility for the yield on the maker, and relieves all the patrons from the apprehension that his neighbors may be delivering poor milk. By it the maker loses the shrinkage on that portion of the season in which the milk will not make ten pounds to the 100 pounds of milk, and makes it up in the fall when it overruns. It will readily be seen by this plan, that the patron could not stop delivery of milk, in the midst of

the season, unless through the agreement with the maker, for if he takes the money when the milk is poor, he must not stop delivery when it is rich, in the fall. If he has really good cause—for instance, sells out or moves away—then settlement must be made by the first plan—only have pay for so many pounds of cheese as his milk has made, which the cheese-maker can always show from his books, if he keeps them right. The maker also loses the shrinkage in weight, if he keeps the cheese unsold after it is cured. It also gives the maker the chance, when the factory is small, or at the beginning and end of the season when the supply of milk is light, to make smaller cheese if there is a good demand for them. These will shrink far more in weight, and cost more, for boxes and bandages than the large cheese; but this will be at the expense of the maker, and the patron gets his pound of cheddar cheese for ten of milk, or the price of it, at every sale.

New and small factories are thus run, which do perfect justice to the farmers, that could not be run at all if the maker did not put in his time a little more on the small cheese. Some factories start on this plan, and do not change. Others run that way till there is a large patronage of milk, and then change to the first plan described. If asked which I like best as a manufacturer, I should choose the pound for ten plan, for a new and small factory; for the reason that it relieves me from all blame on the yield, and it gives the patron knowledge, at once, of the price his milk will be paid for, when he hears the price the cheese sold for. That is, if sold for eight cents—as it is sometimes—then he knows he will get only 65 cents per 100. If sold for 12 cents—as it most always is in the fall—then he will get \$1.50. So of any other prices.

Under both plans it is well for all patrons to understand the law as to the title to their property, and the law is, it is their milk when delivered, their cheese on the shelves, and their money when the cheese is sold, and the maker, and salesman, and treasurer and secretary are only agents entrusted to do the work and business, and are criminally liable for any misuse or misappropriation of the money of others, the same as a town treasurer would be if he embezzled town funds. Being the property of the patrons, if it burns uninsured, or a cyclone blows it into the lake, the maker can not be held for the loss. For this reason the cheese should be insured in behalf of the patrons, and charge the little expense pro rata to each man according to the amount of his milk. Then if burning takes place no one loses.

In regard to whey, each man is entitled to his pro rata share. In regard to carting cheese to the place of shipment, the buyer of the cheese dictates when it shall be delivered. The rule of all factories is that the patrons must deliver the cheese to the place of shipment; and are called on to take a load in the order they commenced to deliver the milk. The patrons choose their salesman and treasurer, and the secretary gives checks for the money as soon after each sale as the dividend is made out.—Cedarburg (Wis.) News.

Raising Hogs.

From the frantic manner in which some of the Eastern writers pitch into the Western pork raisers the public would infer that the men who furnish the pork for the world are a set of idiots, who have not sense enough to feed a hog.

While we may not know as much about providing peas, roots and garden truck for pigs in the pen, and do not lay in store apples, buckwheat, bran, rye, artichokes

and potatoes to winter hogs on, yet we have that which is far better and less expensive. We have the best of blue grass, clover, timothy and orchard grass, with an abundance of corn and oats, to be supplemented with the by-products of our grist mills and oil factories. In the Miami valley we have produced more and better hogs during the last fifty years to the square mile than any other region on the face of the earth. Nor is this due to the superior intelligence of the farmers of this favored region, but rather to the genial climate, varied products of grass, grains and corn, with shade and pure water on every farm.

Grasses are found on every farm, and the most successful swine breeders have long since recognized the hog as a grazing animal, and have always supplied their herds with grass as the chief feed for brood sows and stock hogs.

The corn was abundant to fit the stock for market.

Those who have made the greatest success in breeding swine for the Western and foreign buyers have learned that to the corn and the grass they can profitably add the bran and middlings of the mills, to increase the bone and milk for the sucklers, and oat meal as a condition feed for old and young.

Not only have the refuse of the mills furnished a pleasant variety in the feed, but it has furnished the bone and milk making material, in which corn alone is deficient. But more, the theory of returning our land as much as possible of the nitrates and phosphates is embodied in the improved practice of adding middlings, bran and oil meal to our pig rations.

Cheap pork and handsome hogs can be made from corn and grass alone, but experience and science both teach that after a few generations of high feeding on corn and grass only the stock will show lack of bone and vigor. The wise breeder looks to perpetuation of stamina, vigor and constitution, as well as to quick growth and early maturity, two essentials in stock growing. Physiology and experience have taught us that swine fed mainly on corn will lack the bone and tissue which give firmness and strength.

The law of growth of tissue in the hog is similar to that in the horse. Every horseman knows that he can not have endurance and strength, in the highest degree, when he feeds his horse on corn and grass, green or dried. He does secure, however, the desired end by feeding less corn and more oats. He feeds more bone and muscle-forming feed and less fat-formers. Good observers among our western swine-breeders, who even have no scientific knowledge, and never saw a work on chemistry or physiology, have taken the hint, and have long since ceased to grow hogs on corn alone.

The Kansas farmer who insists he can make better and cheaper pork on corn and grass diet is only as far along in the art of swine-raising as some others who passed him twenty years ago. It is true we have long fed our young pigs soaked corn, while allowing them to run on pasture to eat grass at will, and made great improvement over the methods of the past.

It is also true that we have proven, by our own experience, and that of our neighbors, that it pays better not to confine the pigs to soaked corn and grass, but to feed less corn, or even no corn, and more of oats and the refuse of the mills. It not only produces pigs of better bone, more vigor and more symmetrical growth, but it costs less when corn is worth from 40 to 50 cents a bushel and mill feed is \$15 a ton, and oats 30 cents a bushel and oil meal \$23 a ton. The day is past for one man to

assert, because we can make cheap pork and fat pigs by beginning to feed at four weeks old on soaked corn, with grass as its corrective, that this is the best of all ways. Good pigs have been raised that way, and we have done it, but we can raise better pigs at less risk, with less corn and more mill feed during the first six months. After the bone and muscles, or framework, is made, it is an easy thing to make a pig fat on corn.

But fat and pork are not the only thing desired in the herd. We wish to secure that harmonious development of bone and tissue which not only gives symmetry and fullness of outline, but we wish to secure that high degree of vigor which will be the surest protection against endemic forms of disease.

The Eastern writers, who taunt the Western men for not raising roots, peas, apples, potatoes and "puss-ly" for their hogs, are doing perhaps the best they know how, when these products and more cheaply made than the clover, blue grass, corn, oats and wheat, which, wisely mixed, make our best and cheapest feed in the West.

When farmers further West begin to place a higher estimate on the manurial value of feeds, then will they be ready to utilize, as we have recommended, the by-products of the grist and oil mills, in feeding not only hogs but cattle, and they, with us of the Central States, will learn that we can make better swine and cattle and better farms by utilizing as much of the refuse of the mills as possible.—Cleveland Plaindealer.

Mart Taylor.

We get the following from the Ferris Enterprise, and give it because of the familiarity of its subject with our readers:

Away back in the days of '50, were two personages noted far and near for their wit, their peculiarities and their genius. From that time to the present, they have been favorites of the people, one becoming famous through the publication of his many literary works, and the other by his writings and connections with several of the leading newspapers of the nation. Mark Twain, and the subject of this sketch, Mart Taylor, are those to whom we refer. We would not regard the latter, who is now among us and who will entertain the people at Roberts Hall on next Tuesday evening, as a struggling, plodding showman, but rather, as one who, though living, is worthy of an eulogy beyond the passing notice of a news item. Mart Taylor is a man of profound intellect. Perhaps no person to-day living has travelled over the vast amount of territory that he has, and his experience, linked with ability, makes him the most entertaining personage we have ever met. Mart Taylor cannot be classed as a showman, but rather, as one struggling with the sterner problem of life, while producing with his pen thoughts that will linger long after his generation shall have passed away and been forgotten. He was once connected with the New York Tribune, and since that time his writings have graced the columns of many noted eastern papers, as well as several of the leading papers on this coast. Florence Percy, who in days gone by wrote that beautiful poem, "Backward turn Backward, O! time in your flight," was once the wife of Mart Taylor. His entertainment on Tuesday evening will be an entirely novel one to our people. His recitations, songs, and anecdotes are purely original, and his programme throughout will be one of intellectual worth. We hope the old veteran Mart, whose name would attract a crowd any place in the east, will be greeted with a large audience. Let our people show their appreciation of genius.

Country Roads.

It has been said that a good farm is as much better on a good road than one equally good on a bad one, as the difference in the facilities of travel and the transportation of commodities. This is worthy of the careful consideration of farmers, even though it touches simply upon the cost of transportation of farm commodities to market. Yet any road may be a good or bad road, relatively, whatever the material used. In many portions of the West the lack of stone or gravel for forming a hard, impervious service is one of the most serious obstacles to this kind of metaling, and from the cost of transporting the material. Nevertheless careful observation would, in a large number of cases, show that this material was available, and at a cost that would warrant its use.

The excellent nature of the road-grading and road-repairing machinery of the present day leaves no excuse for miry, ungraded roads, and those road officers who do not carefully study the subject of roads and road construction have not fully realized their duty, any more than has the farmer his best interests who year after year must wait for exceptionally dry weather before he dares to start to market with more than 1,800 pounds on his wagon.

There is another question connected with roads that is not generally appreciated as it should be. That is the influence good roads exercise upon those traveling through a country. They estimate the value of the agricultural resources of a region by its roads. Rough, muddy roads, dilapidated bridges and weed-overgrown roadsides are always associated with an unfruitful country or of slack farming in the West. Any fertile loam if cast up regularly, with properly-cleaned ditches and well compacted, except during wet spells, will permit the hauling of thirty to forty hundred weight with a good team; so between good and indifferent roads this makes a saving of about one-half in the marketing of products. Here is not a difficult problem for the farmer to solve. If he makes 100 trips to market in the course of a year, and the distance is ten miles, he will have saved 500 miles travel for himself and team, or fifty days labor for man and team. How much labor he may be warranted in spending on roads may thus be easily figured out.—Chicago Tribune.

According to the San Francisco Courier the great glacier of Alaska is moving at the rate of a quarter of a mile per annum. The front presents a wall of ice 500 feet in thickness; its breadth varies from three to ten miles, and its length is about 150 miles. Almost every quarter of an hour hundreds of tons of ice in large blocks fall into the sea, which they agitate in the most violent manner. The waves are said to be such that they toss about the largest vessels which approach the glacier as if they were small boats. The ice is extremely pure and dazzling to the eye, it has tints of the lightest blue as well as of the deepest indigo. The top is very rough and broken, forming small hills, and even claims of mountains in miniature. This immense mass of ice, said to be more than an average of a thousand feet thick, advances daily toward the sea.

It is estimated that in 1882 the number of passengers carried by all the railroads in all parts of the world was 2,400,000,000, or an average of 6,500,000 daily.

A good size whale will produce two tons of whalebone.

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