

A. L. Barnard
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Coquille City Herald.

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COQUILLE CITY, OREGON, TUESDAY, SEPTEMBER 29, 1885.

NO. 7.

BUSINESS CARDS.

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COQUILLE CITY, OREGON.
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Perfect maps of all surveyed and entered lands furnished on short notice.

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Special attention given to diseases of women and children, and all chronic forms of disease. Cases of obstetrics \$10; teeth extracted for 50 cents each. Special treatment for Rheumatism and Neuritis by the medicated vapor bath.
Office at residence in Coquille City.

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

REUBEN KNOTT AND HIS SWEETHEART.

Says Reuben Knott unto his fair,
In language burning hot:
"Matilda, do you love me dear?"
Says she: "I love you, Knott."
"Oh, say not so," again he cried:
"Oh, share with me my lot!
Oh, say that you will be my bride!"
She says: "I'll wed you, Knott."
Oh, cruel fair, to serve me so!
I love you well, you wot!"
"I could not wed you, Reub, says she,
"For then I should be Knott."
A light broke in on Reuben's mind
As in his arms she got;
She looks demurely in his face
And says: "Pray kiss me, Knott!"

TO THE HON. SENATE AND HOUSE OF REPRESENTATIVES IN CONGRESS ASSEMBLED.

The memorial of the undersigned inhabitants of Coos and Curry counties humbly sheweth,—That a few years since congress ordered a survey of the mouth of the Coquille river, with a view to its improvement; that the survey was made by Major Bolton of the engineers, who recommended that the sum of \$164,200 be expended thereon, which sum he estimated would effectually open, and keep open, the mouth of the Coquille. That of this amount congress has granted three successive yearly grants of \$10,000, making in the aggregate \$30,000, which sum has been expended. That notwithstanding the smallness of the expenditure, the improvements effected have been considerable. The Coquille which formerly ran out to sea through a tortuous channel, underlaid with rocks, now runs out through a straight one underlaid with sand, and the depth of water has been increased by some feet. That we estimate that for one hundred thousand dollars the south wall, already completed for some distance, can be continued out to smooth water, where there is a depth of twenty feet at low water, and which will be sufficient for our requirements, as well as rendering the present improvements durable. The improvements which have been already made have fulfilled our most sanguine anticipations. The sand spit on the northern side has been transferred to the southern, and that dangerous channel through which the ill-fated "Precursor" was drawn and hopelessly wrecked, is now dry land, and the current which ran through it now runs to the northern side, from which however it goes south again and doubling the head of the present wall runs for the off shore rocks as previously which the continuation of the wall as now sought for would effectually prevent. Previous to the commencement of the jetty we have known vessels to be detained here upwards of two months, and since, we have known them to come down the river and go out to sea on the same tide. Freights have become much lower, also insurance. The saw mills have increased their output. We have now several ships coming into our river for the one we had before, and some of them have even gone out to sea from Port Bandon at night, a feat at one time none of us ever anticipated. We have several salmon fisheries, which is a new industry, also ship-building—one of the vessels built here has a carrying capacity of 400 tons—also the shipment of butter, wool and beef which up to a few years since was never attempted. Our river is navigable for sea-going vessels for a distance of thirty miles. We have an abundance of the best coal that has yet been found in the state. We have numerous black sand gold mines that are now attracting considerable attention. We have immense quantities of white cedar, fir, spruce, and on the river banks and its tributaries, maple, ash, myrtle, and other kinds of valuable hard wood. Our climate is probably the most equable in the United States, our mean winter temperature being 46 degrees and our summer 59. Our tillable land—nearly all bottom—is computed at 150,000 acres, and are amongst the most fertile to be

found anywhere, and back of these are excellent grazing lands for tens of thousands of sheep and cattle. Our trade has much increased, although the fiscal year ending June 30, 1885 showed a decrease in our lumber shipments—owing to the very low price of lumber—yet there were shipped through the mouth of the Coquille for that year 4,550,000 feet of lumber, and besides this there were locally consumed about 2,000,000 feet in addition, mainly to meet the requirements of the numerous immigrants who have settled here of late. There were also shipped 450 tons of canned and barreled salmon, butter, wool and beef. Our imports consisted of 1248 tons of the ordinary requirements of a civilized community. Before the first pile was driven in our jetty, our exports and imports of merchandise to and from San Francisco, came and went via Coos bay, through a very rough country, and through almost impassable sloughs, at a cost varying upwards from \$13.50 per ton. Now we can export and import the same goods through our river mouth for \$5.00. We formerly paid \$11.00 per thousand for shipping lumber to "Frisco," now we can do the same for \$5.00. Thus you will perceive that the saving effected on merchandise and lumber alone—even in the last year—amounts to no less than \$41,733, that is, we have saved as much in this year,—although a poor one—as repaid the appropriations granted in the three years by the government, and nearly forty per cent. in addition. We therefore confidently expect that congress will grant us the \$100,000 so urgently required, and memorialists as in duty bound will ever pray.

(The foregoing is a copy of a memorial we have printed and sent out to the various towns. Call and sign one.)

Poor old Jumbo.

Buffalo, Sept. 18.—R. Haight, representing Barnum, arrived here yesterday. He gives the following particulars of the death of the elephant Jumbo, at St. Thomas, Ontario. After the show the driver started down the track with Jumbo and the baby elephant Tom Thumb, to where a Grand Trunk freight train was standing. There are a great many tracks at that point, used in switching cars on the Grand Trunk Air Line, which there joins the main road. On one side of the track was a train, and on the other a steep embankment. As the train came around a curve the keeper tried to induce Jumbo to go down the embankment, but he would not. The reason at first was not apparent. The baby elephant was in the rear, and as the train approached Jumbo began to bellow and swing his trunk. The little elephant seemed dazed, but did not get out of the way. As the engine was almost upon them Jumbo raised on his hind legs, as though to protect the baby, and then quick as thought dropped down and grabbed him in his trunk and hurled him with great force over all the tracks and against a freight car twenty rods away, where he dropped down, whining like a puppy with a sore foot.

Jumbo, in saving the life of his protegee, entirely neglected his own chance to escape. The locomotive struck him with full force in the side, crowding him against some cars on the siding nearest him and fairly squeezing the life out of him.

When they came to the end of the switch the engine left the track with five freight cars that stood on the siding. Then there was a scene never to be forgotten by those who witnessed it. The mangled beast roared with pain, and the little elephant roared as loudly as he could, in sympathy. The crush was too heavy to leave any chance of recovery, and the bystanders could only wait for Jumbo's death. It was not long delayed. In three minutes he turned over on his back, dead. It was found that the baby elephant had sustained a broken leg, and as there was no help for him, orders were given that he be put out of his misery, which order was carried into effect yesterday afternoon.

BANDON.

Port Bandon, and what was known in pre-historic times as Lewis' ferry, has its name changed by the present owners into Bandon City. This is situated at the angle formed by the Coquille, a river navigable for sea-going vessels for upwards of thirty miles from its mouth, and by that portion of the coast extending at least to Denmark, which is situated about fourteen miles to the south. It is also the port of import and export for all the extensive country of both sides of the Coquille, with its forks and tributaries, and the extensive country lying east of our coast range for many miles, north as well as south. And now that our black sand mines are coming prominently to the front, we count on an influx of dollars that is not exceeded on the entire coast from Portland to San Francisco. This valuable property has lately been purchased from John Lewis by Messrs. Albersen & Averill. John, who was always a hard working self-denying man, and who has made more money within the last five years than any half a dozen storekeepers in this or any of the adjoining counties, can now afford to go East and take it easy for the balance of his days. His successors are men of intelligence and enterprise. They are getting the place surveyed into town lots, which they will dispose of at reasonable figures, and from the enquiries already made we have every reason to anticipate, that a city of considerable population and extent, will occupy the site of the quondam ferry, before long. The new owners state that they will sell store goods at reasonable rates. They know that every man now adays takes a newspaper, and he can see therein, what goods can be bought for elsewhere, and if he can get the goods he requires, for less money elsewhere, than he can get them for at home, he'll naturally send there for them.

Many people down here have been asking one another from time to time why is it that there is not a good wagon road from the mouth of the Coquille to Empire City? We, at Bandon, and all along the coast, know nearly as little about Coos bay, as we do about Alaska, or the Caroline islands which belongs to Spain, and which Prussia has lately jumped. From what we can learn, it appears that there is already a very good wagon road as far as Jack Beatty's, where there is excellent accommodation for man and beast, and even on to Pete Johnson's where lumber for house building was lately delivered per wagon from Capt. Parker's mill. From thence to Evans' there is only a horse trail, which is a distance of about ten miles. From Evans' to the light house, is only three miles, and from thence to South slough five miles. If this was bridged over, it would only take five miles more to reach Empire. We are surprised the people in our county city do not take up this matter warmly, and make a move to get their share of the superabundant dollars that may soon be expected to show up at Bandon along the coast. Some time ago we let one of our black sand mines to a couple of Chinamen for \$25. They took out \$1500. According to the new process they would take out \$45,000. From every quarter we learn that the new process is a decided success, and we see no reason, whatsoever, to doubt it. The stone from the Blacklock stone quarries, stands higher in the estimation of experts than ever. It can be trimmed with an axe, sawn by machinery, and tested in a manner not yet successfully accomplished with any other stone known throughout the world. It has been put into a lathe, and turned and carved with all the nicety and accuracy that can be chiselled on a piece of mahogany. The quarries will probably be uncovered this winter, and active operations in quarrying commenced in the early

spring. Now that freight can be successfully shipped at Port Blacklock, is *un fait accompli*, and the last obstacle has been effectually removed.

Legem.

The California and Oregon.

The monopoly organs are trying to manufacture a fictitious public opinion against the forfeiture of the California and Oregon land grant. This grant was made twenty years ago, and the time for the construction of the road long since expired. The Central Pacific people were indifferent on the subject before the Northern Pacific was completed, but when that road was opened and began to cut into their business, they determined to go to work and build the road. One of their first aims was to try to resurrect the unearned land grant, and for this purpose the monopoly at the last session of the Legislature got an amendment passed to Monday's resolutions praying for the forfeiture of all unearned grants, exempting the California and Oregon grant from the list. The amendment was carried by the votes of the solid nineteen railway retainers from this city, the Sacramento delegation, the Alameda delegation, and the crowd generally which trained with Parks of Yuba and Dr. May. It has gone to the Interior Department as an indication of California sentiment on the subject, the idea being that Mr. Lamar knows so little of California that he may believe that Dr. May and Parks express public opinion in this state. Next December it will go to Congress, and the Sacramento railway organ, with its minor satellites, are doing a good deal of whooping in order to make it seem that California wants the grant saved for the Southern Pacific of Kentucky. They dwell upon the argument that without the grant the road will not be built; with it, it will.

This is all bosh. For twenty years the monopoly could have got the grant by building the road. They did not do so. Now they are forced to build the road to protect themselves against the Northern Pacific, and they will build it whether the grant is forfeited or not, because they can't help themselves. The only question is whether the lands in Shasta and Siskiyou counties which the building of the road will bring into the market and make valuable shall be reserved for citizens of those counties and new settlers, or whether they shall be given to the Southern Pacific of Kentucky. We are of opinion that the citizens and settlers have the best right to them and that it would be an outrage to steal them for the benefit of a bloated corporation under cover of a dead land grant. We shall therefore see with pleasure the forfeiture of the grant, which will not be long delayed after Congress meets.

Our friends in Shasta and Siskiyou need have no fear about the road not being built. A year ago it was stated at the office of the railroad company that connection would be made with the Oregon and California before June, 1885. When the monopoly's finances became deranged by the troubles in Wall street last May its money gave out and work was stopped, the henchmen and newspaper hirelings of the monopoly being instructed to say that the stoppage was caused by the communist raid upon railway property at the extra session at Sacramento. They have now got some money and work is going on, and will go on until the Southern Pacific of Kentucky can fulfill its threat of carrying goods from Chicago to Portland via the Central Pacific cheaper than the Northern Pacific can carry them direct. The forfeiture of the land grant will involve no delay.—S. F. Chronicle.

WHY?

Why do not our farmers engage in a more diversified system of industry? Wheat of itself is insufficient as a product to insure success to the majority of farmers of this great country. They must raise and market, together with their wheat, some other character of produce. At the present crisis of hard times among farmers of this county our home market is unable to supply the demand for home consumption of various products easily within the power of our farmers to produce and still raise the same amount of cereals. In our own town, with a population of 2000, it is an utter impossibility to purchase an Oregon cured ham, while at the same time Kansas sugar-cured hams are being purchased and consumed by our citizens at 20 cts. per pound, and at the same time farmers are buying bacon and paying from 14 cts. to 18 cts. per pound for that is manufactured in California and other states. Examine the store bills of our farmers for the last year or two and you will find that thousands of pounds of imported bacon have been consumed by them during that time, besides a large amount of butter and eggs. Can our farmers produce bacon? Examine the huge wheat fields after the grain has been threshed and taken off, and see the grain that is left to rot without a hog or stock of any kind to consume it, and the question is completely answered. Examine the statistics and see what the price of wheat has been in this country during the past two years, and the question is again answered. Farmers must, if they ever expect to be free from the clutches of store bills, commence producing all such articles as bacon, eggs, butter and beef for their own use, and if they expect to lay something by for a rainy day they must make an effort to supply our home market with those articles that are in demand every day by our people, instead of having them imported from other states. Time and opportunity are afforded, our soil is the richest and most productive, and this vast drain upon our portion of the state had better be stopped and the money remain with our own people.—Pendleton Tribune.

More Transcontinental Lines.

Chicago, Sept. 19.—The prospect of Burlington and Northwestern building to Salt Lake is attracting general attention. The Northwestern a long time since had a line surveyed. It is expected that it will be built next summer. While both roads are going to Utah, it is not learned how they will reach the Pacific coast. It is learned that neither of the roads is allied with the Central Pacific, but a new route will be built. It is said that the Colorado & California Improvement company has been reorganized and also has surveyed a line from Salt Lake to San Francisco, and expected to connect with the Northwestern.

A Stray Balloon.

Monmouth, Ill., Sept. 17.—The spectacle of an enormous balloon swaying above the city a few hundred feet drew the people from their stores and houses this afternoon, till the streets were crowded. The excitement became intense when the air ship swooped down and impaled itself on the spire of the Catholic church, near the public square. The balloon at once collapsed, and a hundred citizens helped to drag the concern to the ground. The basket was empty, barring a torn shirt sleeve, a cuff and some branches of oak, indicating a collision with tree tops somewhere, and the possible death of an aeronaut. All efforts to discover whence the balloon came and the name and fate of its occupants have as yet been unavailing.