

The act appropriating \$400,000 per year to equip and provide arms for the militia has become a law, by lapse of time, thus saving the president the trouble of signing it, and saving the country the appropriations in the mean time.

E. W. James foolishly pointed a gun at Mrs. Mary Newton, an aged lady engaged in peddling milk at Albina, a suburb of Portland, and the weapon was discharged, killing her instantly. It was purely carelessness, and the perpetrator will go free after an examination. It is a pity we have no law against such criminal carelessness. It should be considered an assault to point a dangerous weapon in a direction in which it is possible to harm any one, since there are so many occurrences of the kind resulting in death.

Gov. Penoyer's veto of the Portland bridge bill did not amount to much, as the legislature promptly passed it over his veto. He gave as a reason for his adverse action that it would spoil the harbor frontage, the government engineers bearing him out in this. Upon the whole, his action was doubtless for the best interests. If the navigable waters of Oregon surrender any of their advantages to railroads or railroad bridges, the people will suffer. Navigation is the natural heritage of the people, and they should hold it against all comers.

We call attention of our readers to an advertisement of the Chicago Cottage Organ Company in another column, and we take pleasure in recommending to the general public a company whose Organs have attained a popular reputation for their superior musical qualities, artistic beauty and general excellence. This company ranks among the largest and best in the United States, having a capacity for manufacturing 800 Organs per month, and its organs are shipped into nearly every inhabitable portion of the globe. The members composing the firm of the Chicago Cottage Organ Company are men of experience, integrity, skilled in their line, conduct their business on an equitable basis, and their future is destined to be a bright one.

A rare treat was in store for the people of this town Friday evening, and judging from the number crowded into our little church and at hearing distance outside near the door, it would seem they knew and appreciated it. We refer to the lecture of Mr. John A. Gray, of Marshfield, on Joan d'Arc. To say that he did the subject justice—if words are possible in its portrayal—is but justice to the speaker. His denunciation of men who hold to the old idea of woman's inferiority—that "she can't be trusted with a secret" that she is weak, etc.—was well timed and opportune. Space forbids, or we should like to give our readers a synopsis of the speech.

Just before the address, the school children sang their little pieces, many which, even in the little ones, showed rare training. Some of the older ones and teachers recited and declaimed some good pieces in good style.

The bill, by Crook, asking for an appropriation of \$20,000 to aid Curry county in building a wagon road from Port Orford to Clatco, was voted on in the house on the 15th, but failed to pass. This is to be deplored, for the road is of the utmost importance. It is not only a local necessity, but should be opened for the state at large. It is necessary now for travel and commerce for the northern part of California to Coos county, of which there is a great deal of each, to go first to San Francisco before a start can be made. This road would obviate the necessity of this. It would cause much unclaimed land to be settled, and fill up the country with a healthy immigration that would reimburse the state in two or three years. The paltry sum of \$20,000 would, in this case, have proved "bread cast upon the water," except in that it would not be very many days till its return.

Washington Letter.

(From our Regular Correspondent.)

The forty-ninth congress has only about three weeks more in which to complete its record. From the progress legislation is making his fact seems to be realized in both the senate and house. Very little time has been wasted this winter by either. Indeed, the present session has been an exceptionally industrious one.

In looking over the work of the past week it will be found that some appropriation bills were disposed of—the railroad attorneys bill got through the senate—about a hundred pensions bills were passed, (some of which are of the kind that the president will veto,) and there were debates on such subjects as congressional funerals at public expense, clerks for congressmen at public expense, civil service reform under the present administration, ships, guns, coast defenses, and on other questions.

A good deal of curiosity is manifested to know what the president will do with the case of the colored man from Albany whom he has twice appointed to be recorder of deeds, and whom the senate has twice rejected. The official notification of Mr. Mathews' rejection has not yet been sent to the white house and, of course, the president will take no action in the matter until he is so informed. The commission issued to Mr. Mathews by the president after the adjournment of the last session of congress is operative until the end of the present session unless the president should nominate some one else to succeed him. Therefore Mr. Mathews may continue on duty until the fourth of March.

If the president so desires he can then appoint him again, and issue a commission similar to that under which he now serves which will be valid until the end of the next session of congress, provided he is neither confirmed or superseded. There is nothing to prevent the president from keeping Mr. Mathews in office this way until the close of his administration if he so desires, but whether it would be policy for him to defy the senate's opposition to such extent, is quite another question.

Secretary Manning will be subjected to some very severe criticism in the house of representatives because of his reply to the resolution of inquiry sent him by the silver men, but he will not be impeached, as threatened, for his party in the house would not allow the matter to go that far. The authors of the resolution were much nettled at the secretary's attempt to show them that they did not know what a greenback was; that they did not know the difference between a treasury note, which is now almost a thing of the past, and a greenback, which is known to the law as a United States note. This allegation of the shallowness of their knowledge displeased them, and they also consider Mr. Manning censurable for previous official acts. Consequently, at the capitol, there has been some consulting of books relating to impeachment, what it means, to whom it applies, the proper occasions for impeachment, and how to do it.

The Western men resent what they call the arrogance of the New Yorkers in assuming that outside of the Empire state, nobody knows aught of finance. Said one of them, "these treasury officials look upon the members of the house as a lot of boobies." He said he would take occasion to remind them that the financial system under which we were at present working was originated and framed by Secretary Chase of Ohio, and that it was under another Ohio man—Secretary Sherman—that specie payment was resumed.

These are the hardest weeks of the year for the president. The measures that are being sent to him by congress demand much careful attention, and the drafts upon his time, politically and socially, are very pressing. The most prominent social event of the week at the white house was the diplomatic dinner, at which the representatives of twenty-three of the thirty

friendly nations usually represented here were present.

With her customary good taste, Mrs. Cleveland surmounted the difficulty which presented itself in the wine to be served to the foreigners. Her temperance proclivities on the one hand, and the courtesy due the guests of state on the other might have seemed antagonistic to a person of less tact, but she reconciled the two claims upon her by distinguishing between her capacity as mistress of the white house and her character as an individual. In the former she served the usual wines, and in the latter she confined her own potatoes to water.

The Coast Storm.

San Pedro, Feb. 15.—A storm raged with great severity throughout Monday. Vessels at anchor off Deadman's Island were tossed about like chips. Two hauled in their anchors and went to sea during the night. Two others slipped anchors and were wrecked. The wrecks were complete, but fortunately no lives were lost. About 10 p. m. signals of distress were seen. Citizens repaired to the shore, but such a gale was blowing from the southeast and the rain was falling in torrents, so it would have been suicidal to have launched a boat. This morning men were seen

CLINGING TO THE RIGGING. Of a ship that was foundered in thirty-five feet of water two or three hundred yards off Deadman's Island. She was the American ship Kennebec, of 2,000 tons burden, laden with coal from Liverpool. Her forecastle only is showing above the water. Captain Von Holmes, of the Pacific Coast Steamship company's steamer Los Angeles, ordered a boat lowered and soon rescued the men.

THE OTHER ONE. The other wreck is the barkentine St. Louis, from Coos bay, with a cargo of lumber. She slipped her anchor and drifted on a reef near Point Firman. The officers and crew succeeded in getting ashore. At daylight this morning she was pounding on the rocks apparently intact, but before noon she had gone to pieces and the shore is now strewn with her wreckage.

LOS ANGELES FLOOD. Los Angeles, Feb. 15.—A severe rain storm has prevailed for the last twenty-four hours. The rainfall was 3.57 inches last night. It came down in torrents, accompanied by heavy thunder and sharp lightning. The river rose rapidly and tore away approaches to several of the East Los Angeles bridges. The bridges themselves were not seriously damaged. Part of the Downey bridge was carried away, also the approaches to both the Southern Pacific and the First street bridge. The streets near the river are submerged, and people are alarmed and have retreated to other parts of the city. All through trains on the Southern Pacific and California Southern railways are delayed. None have arrived or departed to-day. Many washouts are reported on the Southern Pacific between the Tehachapi mountains and Colton. None are very serious, though.

GREAT SNOW BLOCKADE. Sacramento, Feb. 15.—Reports from the northern and eastern parts of the State say last night's storm is still raging in nearly all localities. About Montague, the upper end of the California and Oregon railway, it is unabated. On the Central Pacific snow is falling heavily down as far as Newcastle, and the high wind has caused immense drifts, as the efforts of the company to keep the road open are fruitless. A snow plow was

THROWN OFF THE TRACK. In Blue Canyon, and by the time it was replaced the snow had accumulated to a depth of four feet. A plow with four locomotives pushing it worked its way to China ranch and stuck, so it could neither advance nor retreat. A force of 250 shovelers are at work digging it out. The snow has stopped falling, and it is believed the track will be clear to-night. It is the worst blockade in several years. The overland train is expected through

to-night. The river at this point is 17 feet 5 inches above low-water mark.

A LEVEE BROKEN.

Grimes, Colusa Co., Cal., Feb. 15.—The levee broke yesterday two miles below here, at Drownings old break and is nearly fifty feet wide. The water is rushing through another break opposite, 300 feet wide, and thousands of acres are inundated.

STAGE UPSET BY FLOODS.

Merced, Feb. 15.—The Mariposa stage that left here yesterday morning, was upset in a swollen stream near Hornitos, and both horses were drowned. I. H. Patterson, the driver, was taken out nearly dead, but will recover. The passengers all escaped. All streams are swollen, most of them overflowing their banks.

FATAL SNOW SLIDE.

Visalia, Cal., Feb. 15.—Three men in Mineral King mine on the 10th. One of them, George Smith, was carried down the mountain and buried in the snow, but the other two escaped with the loss of their blankets and the packs they were carrying.

Middle Fork Road.

Ed. HERALD:—Perhaps a brief history of (H. B. No. 60.) the Middle fork appropriation bill will be of interest to your readers. I had it first referred to committee on ways and means, Benjamin of Douglas, chairman, supposing that I would certainly get a favorable report, but in this I was disappointed. Learning that they would make an adverse report, I then asked consent of the house to take it out of the hands of said committee, which was granted. I then had it referred to committee on Internal Improvements. This committee made an unfavorable report. I then moved to have the bill re-referred to the committee on Judiciary. This committee reported it constitutional—but without recommendation respecting its merits. All this time the bill was continually losing its place on the calendar by being referred in order to get a favorable report, until today I saw a favorable opportunity, got a suspension of the rules, and by dint of persistent hard work the bill passed the house.

Sen. Siglin has just assured me that he would try hard to get it through the senate. Crook and I are fighting hard to prevent Josephine county being added to Coos and Curry—to constitute a senatorial district under the apportionment bill now pending before the house, and through trickery and trading on the part of some of the members of the senate, we may be defeated.

J. H. Roberts.

More Orientality.

Ed. HERALD:—I will take this method of saying to you that I have been one of your regular subscribers for several years, and now it is my duty to inform you of the irregularity of my paper for the last two or three months; and some times not coming to hand at all. The last two issues of your valuable paper have not yet made their appearance up to date. I also hear of other parties complaining in like wise about their mail from Coos county. Now, Mr. Editor, there is a cause for mail being delayed between Coquille City and Dillard, somewhere, through the careless negligence of some one, who is violating the postal laws of the United States, and I think it is coming high time that this kind of business should be properly investigated by the proper authorities.

Dillard, Or., Feb. 12th, 1887.

Owing to the scarcity and high price of grain and hay, the charges for feeding at R. E. Buck's livery and feed stables this place have been advanced slightly.

Green vs the Coos Bay Wagon road company was decided in the U. S. circuit court last week at Portland and judgement rendered for plaintiff.

Bloch, Openheimer & Co., failed for \$750,000 at Galveston, Texas, a week ago.

East Fork Items.

Ed. HERALD:—Mother Earth has cast off part of her mantle of white, which she has been wrapped in for the past ten days, and stock look pleased and munch on the green grassy glade once again.

I met Capt. Rackliff and Nelson Smith en route for Douglas Co.

Five feet of snow on the Coast range, and mail carriers with the United States mail on their backs. Pretty tough, boys, but snow is a rarity in Coos county. By the way, sheds and barns fell from the effects of snow. We had better cut an extra rafter for snow from this on.

J. Crosby killed a fine elk the other day out on Elk creek.

J. Miller has rented P. Coke's place on Elk creek for five years. I suppose he will supply San Francisco with beef.

G. Wheeler has lost 4 head of cattle. A small band of cattle on the head waters of Elk creek have toughed it through the snow without feed.

A new mail carrier on the Dora and Myrtle Point route.

So They Say.

The Dawn, the little steamer which drifted out of the Columbia and was picked up by the Empire, was abandoned by that steamer after being towed half way to San Francisco. One report says the hawser broke.

CHICAGO COTTAGE ORGAN

Has attained a standard of excellence which admits of no superior. Represents every improvement that inventive genius, skill and money can produce.

OUR AIM IS TO EXCEL. EVERY ORGAN WARRANTED FOR FIVE YEARS.

These excellent Organs are celebrated for volume, quality of tone, and variety of compass, activity, beauty in finish, perfect construction, making them the most attractive, ornamental and desirable of any for houses, schools, churches, lodges, societies, etc.

ESTABLISHED REPUTATION. UNEQUALLED FACILITIES. SKILLED WORKMEN. BEST MATERIAL. COMBINED, MAKE THIS

THE POPULAR ORGAN

Instruction Books and Piano Stools. Catalogues and Price Lists, on application, FREE. CHICAGO COTTAGE ORGAN CO. 831 BLUE ISLAND AVE., CHICAGO, ILL.

Coming, Coming, Coming!!! COQUILLE CITY! The coming Town of S. W. Oregon!

Few towns possess the natural advantages that Coquille enjoys, and which will, in the near future, cause it to blossom as the rose. It has a beautiful and pleasant site, being situated, for the most part, on a level plateau on the sunny side of the Coquille River, thirty miles from the Pacific ocean, which is reached every day by a four-hour steamship ride. Coquille City is at the center of the converging wagon road system of Coos County, and is at the head of deep water navigation, and in the central part of a vast body of rich, river bottom land, which is the source of all true and enduring prosperity. The country round about is filled with precious metals, minerals and coal to an unparalleled extent, and is covered with a variety of timber that for quantity and quality is not excelled by that of any place on the Coast, if indeed equaled. As a dairy and stock-raising country, and a sanitarium for those seeking health it is bound to come to the front rank. The fishing industry will prove an important factor, while the numerous mills and factories, completed, in course of construction, and contemplated, will make the whole county a buzzing hive of industry and wealth. Coquille City is in the center, is the most eligible and will enjoy all. Its school, church, and society advantages are second to none in the county. Building material is cheaper at this point than at any other in the county. It has the advantage of a corporation and is to soon have a mountain stream of water run through it for protection against fire. Property responsible. J. A. DEAN, AGENT, Coquille City.

MYRTLE DRUG STORE. Myrtle Point, Ogn. W. L. DIXON Proprietor. DEALER IN Drugs, Medicines, Paints, Oils, Candies, Cigars, Tobacco, Fancy Articles, Stationery and the finest quality of School Books. Agent for the leading sewing Machines, Mason & Hamlin organs, &c. Old Wines and Liquors of the best quality. Prescriptions carefully compounded. LIVE and LET LIVE.

Annual meeting of Myrtle Point Racing Association will be held at its office in Myrtle Point, Friday at 1 o'clock p. m., 25th of February, 1887, for election of officers for the ensuing year. G. D. Elgin, President. Myrtle Point, Ore., Jan. 25, 1887.

Laundry Queen IS THE Best Washing Machine, And is preferred above all others. I will call on the people of Coos county, and convince the skeptical of its merits. J. J. Birch, Agent.

OLIVE HOTEL, MRS. A. L. OLIVE, PROP. Coquille City, Oregon. THIS Popular Hotel has recently been put in better order than ever before, and is truly a favorite resort. The tables are supplied with all the delicacies to be had, and in style to suit the most fastidious epicure. Its dining-rooms and sleeping apartments are second to no hotel in Southern Oregon. Mrs. A. L. Olive, Prop.

COAL! COAL! W. B. Foster will deliver stone coal on the bank of the river at his landing for \$2.50 in bulk; in sacks—sacks furnished—\$3 per ton.

THE NEW AND COMMODOUS STEAMER, ANTELOPE, Swift and Sure, Levi Snyder, Captain, Makes the round trip between Bandon and Coquille City every day. Leaves Bandon about 7:30 a. m., arriving at Coquille City about 11:30 a. m. Returning, leaves Coquille City about 12:30 p. m. and arrives at Bandon about 4:30 p. m. This Steamer connects at Coquille City with the "EUREKA" for Myrtle Point. Through fare on both boats, 50c.

THE Fast and Commodious STEAMER Little Annie, CAPT Geo. W. LENEVE, Carrying the U. S. mails, passengers and freight, will run as FOLLOWS: LEAVE Myrtle Point on Mondays, Wednesdays and Fridays for Bandon, calling at Coquille City at 11 a. m. LEAVES Bandon for Myrtle Point on Tuesdays, Thursdays, and Saturdays, calling at Coquille City at noon. Every courtesy shown passengers of this Steamer.