

Coquille City Herald.

VOL. 5.

COQUILLE CITY, OREGON, TUESDAY, MARCH 1, 1887.

NO. 29.

BUSINESS CARDS.

M. M. MURPHY, M. D.
Physician and Surgeon.
Office over Dr. Leneve's Drugstore.
COQUILLE CITY, OREGON.

S. N. A. DOWNING, M. D.
Physician and Surgeon.
COQUILLE CITY, OREGON.
Calls—day or night—Promptly attended.

J. P. EASTER, M. D.
PHYSICIAN, SURGEON AND OBSTETRICIAN.
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 Neuralgia by the medicinal vapor bath.
Office at residence on Cunningham creek.

D. L. STEELE, M. D.
Dentist.
Marshfield, Oregon.
Office in Holland building, opposite Bienco Hotel. Laughing gas and other anesthetics administered for the painless extraction of teeth. v411

J. M. VOLKMAR, M. D.
Physician and Surgeon.
BANDON, OREGON.

O. E. SMITH,
Surgeon Dentist,
office
MARSHFIELD, OREGON.
v411.

L. F. LANE, JOHN LANE
LANE & LANE,
Attorneys and Counselors at Law.
Land Cases a Speciality.
Office on Main Street, opposite Cosmopolitan Hotel.

Roseburg, Oregon.
J. M. SIGLIN, JOHN A. GRAY.
Siglin & Gray,
Attorneys and Counselors at Law,
Marshfield, Coos county, Oregon.
Office—Holland building, opposite Bienco Hotel. v2629

W. SINCLAIR,
Attorney at Law,
General Insurance and Real Estate Agent,
COQUILLE CITY, OREGON.

T. G. OWEN.
Attorney and Counselor at Law,
MARSHFIELD, OOR.

S. H. HAZARD.
Attorney and Counselor at Law.
EMPIRE CITY, OOR.

J. W. BENNETT.
Attorney at Law,
MARSHFIELD, OREGON.

D. L. WATSON.
Attorney and Counselor at Law
EMPIRE CITY, OREGON.

J. H. NOSLER.
Notary Public
COQUILLE CITY, OOR.

McMILLAN BROS.
Photographers,
Marshfield, Oregon.
Gallery opposite Stengstacken's drugstore.
v416

A. H. Wright,
WATCH-MAKER AND JEWELER,
Coquille City, Ogn.
Work of all descriptions done at short notice and extremely low prices. v418

Gen. WALLACE CAMP,
No. 2, S. of V.
Meets at Coquille City every first and third Friday of each month. Members in good standing are cordially invited to attend.
Levi Snyder, H. J. Clinton,
Capt. First Sergeant.

I. O. G. T.
Morning Star Lodge
No. 464.
Meets at Coquille City every Thursday evening. Visiting brethren, in good standing, cordially invited.

I. O. O. F.
Coquille Lodge No. 53
Meets at Coquille City every Saturday evening. Visiting brethren, in good standing, cordially invited.
S. P. C. Johnson, N. G.

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.
Geo. McEwan,
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.
A. H. Wright, Commander.

Coquille City Command
No. 1, O. R. C.,
Meets in this place every first and third Tuesday in each month. All members in good standing are cordially invited.
A. T. Lillie, Commander.

The Slanderers on the Sex.

I have a pretty sweetheart—
Or rather she has me—
Her laugh is light and merry,
And sparkling is her eye.
She has a way of making
My cares and trouble seem
But little more substantial
Than an unpleasant dream.
She gives me hope and courage;
My strength doth she renew;
She's patient, gentle, loving,
She's pure and frank and true.
So when I hear my fellows
Of women lightly speak,
Implying they are faithless,
Deceptive, vain or weak,
My blood grows hot and hotter
Until I make reply,
By heaven, you do not know them,
Or if you do—you lie!
—New York Mail and Express.

Speech of Hon. B. Hermann On Inter-State Commerce.

Mr. Speaker, the interests of various portions of this great nation have been ably presented in this discussion, and every virtue, as well as every defect of the measure before us, critically reviewed. Its application to different states has been well illustrated, with its promised benefits or apprehended injuries to the commerce of each. Representing singly, as I do, a state larger in area than New York and Pennsylvania which have a representation on this floor of sixty-one members; with a greater diversity of interests, and with resources more inexhaustible than both of these great states combined, I conceive it my duty impartially and conscientiously to represent these great interests; to understand the relation and effect of the pending bill to the Pacific Northwest; and thus as far as I can to give voice to the sentiments of the people of the great state of Oregon.

Sir, no state in this Union can more cordially welcome this class of legislation than my own state. Her commercial advancement and internal development, in spite of excessive transportation charges and distance from market, has been indeed marvelous. But a few years since and her position was one of comparative isolation, with little external and less internal commerce. With but 52,465 of population in 1860 it has grown to over 300,000 up to the present moment. With but 5 miles of railway in 1862 there are now 1,180 miles. With only a long wagon road, and a rough ocean route to the Atlantic states as late as 1875, we have now a direct and indirect transcontinental communication by the Northern Pacific, Union Pacific, the Canadian Pacific, and the Southern Pacific railroads, with the rapidly approaching completion of the Oregon Pacific road soon to pass through Eastern and Central Oregon, and already receiving and discharging its rich shipments on the Yaquina bay.

In 1859 the total imports and exports of Oregon in her foreign commerce only amounted in value to \$49,512, while in 1882 they had reached the maximum value of over \$11,000,000. This great increase is attributable largely to our wonderful agricultural resources, and the energy with which they have been developed. We shall soon rank among the largest grain-producing states of the Union. The far-famed timber of Oregon, similar to that of Puget Sound, challenges the nation in rivalry. The fishery exports, especially the world-renowned Columbia river salmon, rank among the first in quality and extent. The abundance of coal and iron, gold and silver, copper and cinnabar, and great varieties of valuable stone, already constitute leading industries in the state.

With a soil of enduring fertility, a timely distribution of rainfall, a climate mild and equable, the heat of summer and the cold of winter tempered by the genial warmth of the Japan current, and with a failure of crops and fruits unknown,

these abundant natural riches of the state with her magnificent future possibilities must invite to her shores a population and a capital which will at no remote period place her without an equal in the Union. With such great interests in view it is right and proper, sir, that her people should, as they do, take an anxious, continuous, and intelligent account of the present legislation so far as it may affect them. The greater the development of their manifold resources, the greater the necessity for transportation, state as well as interstate; and hence their well-expressed desire for some radical intervention on the part of the National government restricting the common carrier in interstate commerce within reasonable rates.

The commercial, industrial, and transportation interests of a country are paramount to all others, if, indeed, they do not include all. When happily blended and balanced we should expect to behold a nation great in proportion to the magnitude of its resources. In the political economy of all prosperous society there are three elements so intimately interwoven in their relations that to eliminate one from the other is to impair and often to destroy all. These are production, transportation, and consumption. Depreciate the capacity of either one and all must suffer. Demand regulates supply, and transportation effects both. Each is jealous of the other. There is a constant antagonism between them.

The common carrier with his capital establishes his own compensation, while production, with its labor, demands a reasonable surplus over transportation as its compensation. As the industries of a country increase and multiply these relations become more and more distinct; the transactions become greater and more intricate, and the rights and responsibilities of each more undefined. The more powerful one in the contest at length dominates. When the carrier reaches this superiority he is tempted to dictate, to discriminate, and to command; prices are fixed; wages established; production regulated; and thus both the producer and consumer are injured. The law of the transporter is the law for all, and in fixing his limits he simply asks, What will the traffic bear? The conflict of these antagonisms tends to disarrangements of business and to unsettle prices, while it offers a premium to the unscrupulous speculator and stockholder.

One of the results most complained of is the exaction of a greater charge for a short haul than a long haul under substantially similar circumstances. Another is the practice of pooling, and still another is that of rebates. To correct these inequalities as far as possible is the object of the pending legislation. Without this the advantage in these conflicts is always to organized capital as against unorganized labor and production. To harmonize these conflicts, to remedy these inequalities, and to repress these monopolistic discriminations appears to be the general desire of the American people.

A variety of interpretations have been given the measure before us. Some provisions may be too vague, and should have been omitted, and others more clear and definite substituted.

We can only conjecture how the courts and the commission will construe the phrase "under substantially similar circumstances and conditions."

This is the one least understood and more debated than all the rest. We may illustrate some of the much complained of discriminations between shippers, as well as places of shipment, to which the proposed law must apply. At New Orleans sharp competi-

tion exists by river and from the sea and gulf, and in order to secure this valuable terminal traffic the railway lines from New York via Atlanta to New Orleans, distant about 1,000 miles, charge a rate of 76 cents per hundred pounds, while from New York to Atlanta, on the same line, in the same direction, and about 500 miles shorter, the rate is \$1 per hundred pounds. Does the fact of competition in this instance enter into the conditions, so as to make them substantially dissimilar, and hence not subject to the proposed legislation? From Memphis to New York it costs only 90 cents to transport a bale of cotton, while from Covington to Memphis, only 37 miles, on the same line of road, it costs \$1.15 per bale. What circumstances and conditions exist here to justify this apparently unjust and unreasonable discrimination? Can the proposed law be so construed as under any circumstances to sustain the existing difference?

From the same point one man ships a car-load of valuable quartz rock, and another ships a car-load of building rock. Are these "substantially similar circumstances and conditions?" Can a rebate be allowed the man who ships the cheaper rock? Will it be an unjust discrimination? Will it be an unjust discrimination? From Spokane Falls to Ellensburg the route of the Northern Pacific railroad is comparatively of light grade and economic construction; but between Ellensburg and Tacoma the Cascade range is crossed at an immense cost per mile. Can a greater compensation be charged between these latter named points, this being the short haul, than on the long haul between Tacoma and Spokane Falls? Can a greater rate be charged per mile west of Ellensburg than east to Spokane Falls? Are these under "substantially similar circumstances and conditions?" Can the common carrier in these cases expect from the commission authority to charge less for the longer than the shorter distances? One man is a regular cattle-exporter, and ships thousands of head per year over a railway line, and receives a liberal rebate, or special rate, while another man ships but one load of cattle in the same time over the same road, and to and from the same points. * * * * *

A further most commendable feature, as well as a safeguard, in this entire bill is that found in the provision for a commission which is to hear and examine all complaints and to supervise and adjust every unjust and unreasonable charge complained of. It stands as the arbitrator in the first instance between the shipper and the common carrier. It is impartial between the two. In one sense it may be said to be the poor man's court. When he enters that forum and files his sworn petition with a statement of the facts the offending party—even the lordly Jay Gould—is called to answer the complainant, and if entitled to reparation and none be made he may himself, or it is the duty of the commission to apply to the United States circuit court in a summary way by petition to determine the matter, and counsel fees are provided, and the district attorney prosecutes on behalf of the commission. This produces an equality between the parties litigant, and no one need be deterred from seeking his remedy. It is a notice to the humblest citizen of the land that if his rights are invaded he shall have redress, and without price. * * * * *

Perfect as are these various safeguards, a great defect might still remain were it not for that wise and precautionary prohibition against what is commonly known in railroad operations as "pooling," which is a combination, contract, or agreement between two or more companies or carriers to pool the

freight proceeds of competing lines and to divide the net receipts or earnings of such roads or companies among themselves. It is in one sense a railroad partnership to divide the community profits. It may be defined as a contrivance to suspend competition. In the meanwhile but one rate prevails on all the roads in the pool. The object is also to increase the rate, and then to maintain it. The power to regulate is in the combination, and herein is the greatest danger. Market prices are determined by the carrier—the producer and consumer have no voice. Those great factors in political economy—supply and demand, production and consumption—are subordinate to that artificial and arbitrary limitation; and whenever this condition exists then indeed you have a complete monopoly.

"Pooling is a violation of the common law, because it is a restraint upon the freedom of trade and a conspiracy against the public welfare." This is the language of the court. * * * * *

UNJUST DISCRIMINATION—ITS PREVENTION.

Its effect will be, as it is intended, to destroy the power of unjust traffic discrimination. This power has been potent both to persons and places. Some men have been discriminated for and some against; some towns have been destroyed, and others built up at unseasonable places; a price at one place has been lowered and at another place increased. As the country and its commerce increased and extended—becoming the marvel of the world—the power and influence of great corporations became correspondingly profitable, strong, and omnipotent. Arbitrary restrictions—which always follow power—and intolerable exactions on the industry and producing capacity of the country, at last awakened attention, complaints followed from all classes, and the dormant resistance of the combined shipper, producer, and consumer was aroused. The fat went forth from the legislative halls and from the judiciary that changes must be reasonable, and that this power of limitation was reserved to the people. There was music in these words. They had the sound, clear ring of justice. The long and unequal contest at length terminated in the highest court of the land with the memorable sentences:

"The highways of a country are not of private but of public institution and regulation. * * * This is not only its indefeasible right, but it is necessary for the protection of the people against extortion and abuse. * * * Railroads and railroad corporations are in this category." * * * * *

ENCOURAGE THE WATER WAYS.

To this end they receive with gratitude and enthusiasm the generous aid of this congress in the river and harbor acts for the Oregon water ways. With a seacoast of over 300 miles and numerous bold and deep tide-water rivers and bays, ebbing and flowing, connecting the rich inland valleys with the ocean, the policy as well as necessity of removing all obstructions in these natural highways, are at once apparent. There is not a river or bay now being improved in my state which will not, as soon as the works are finished, return each year to the people a saving in freights alone equal to the present annual appropriations. Some have already done this, and others will far exceed it.

The direct and immediate annual increase in the collection of duties on foreign shipments on the Columbia river and Yaquina bay will alone exceed the annual expenditures now made for improvements in navigation. These estimates cannot be gainsaid. Should such conditions not encourage an increased liberality on the part of

the national government? It is to the improvement of the water ways of the nation we can look for the most substantial and most permanent regulation in state as well as interstate commerce. Herein lies the safety and future prosperity of Oregon. Give us deep channels and free and open rivers to the oceanic highways. Give us a boat railway at the Dalles of the Columbia river, which will virtually unlock this second greatest river of the republic to continuous navigation for the commerce of the world from Montana to the sea! Give us the cheap, short, and direct route through the Panama Canal! No pools, no rebates, no long and short hauls need be feared then. The free and flowing waters need no interpretation of courts, and fear no betrayal of man! Well may we be proud of our grand rivers. Already the commerce of the Orient and the Occident meet on the lordly Columbia to discharge their rich and passing cargoes.

The survivors of the brave pioneers of Oregon have not forgotten the prophetic words of old Tom Benton, addressed to them from his seat in the United States senate over forty long years ago: "This spirit still animates me, and will continue to do so while I live, which I hope will be long enough to see an emporium of Asiatic commerce at the mouth of your river, and a stream of Asiatic trade pouring into the valley of the Mississippi through the channel of Oregon."

Gazing into their fires they doubtless smiled upon this hopeful yet dreamy future of the old statesman, little thinking that ere their own suns should set they should behold the reality. May their descendants prize the heritage won by so much self-sacrifice, disinterested patriotism, and untiring devotion of their pioneer ancestry. May the people ever guard with zealous care every encroachment of their popular rights, and thus preserve for themselves and those who shall come after them, a legacy which shall in all the centuries of time bid defiance alike to the blandishments of wealth, the corruption of power, and the betrayal of patriotic duty.

Free Whisky.

The license law failing to pass, Oregon is in for free whisky or so nearly so there is no fun in it. The Portland News discusses the matter thusly: The whisky men who are just now chuckling over their temporary success, may not be aware that the very defeat of this law will gain thousands of votes for prohibition in the coming fall. Many conservative temperance men favor a license law, but when the legislature refuses them a license law they will vote for prohibition when it comes before the people. The people of Oregon will vote for prohibition by a large majority before allowing whisky to be sold without any restriction or regulation, and the defeat of this bill practically permits the unrestricted sale of whisky.

If those members who fought the high license bill in the house imagined that they were aiding the cause of the liquor dealers, they are liable to have a rough awakening in the coming months. Many who are honestly and intelligently opposed to the cause of prohibition upon principle, on discovering no choice between that and an unrestricted liquor traffic, are certain to vote for absolute prohibition. If the saloon men were alive to their own interest instead of fighting the high license bill, they would aid and encourage it as preferable to constitutional prohibition.

The News reports the first of the run of herring in the bay a week ago Friday.