

Our Brewster valley correspondent, too, attests that it has been impossible to get paper mail over the Coos bay route, when he admits that the mail carrier comes in on time. Then how can the letter mail be brought? Explain.

There is quite an ill feeling against Coquille City on account of the complaint of some person here which brought about the tie-up of the little Beaver slough steamer. If the person making the complaint has any decency about him, he will shoulder the responsibility.

A correspondent of the Coast Mail writing from Empire, seems to think the school meeting there a week ago yesterday was illegally held—the law saying a quorum must be present, when in that case only one was present. Our meeting would be illegal if this were the case, but we believe the power lies with the people, who could proceed if all the directors were dead or in Europe.

President Cleveland is opposed to the river and harbor bill on account of the Panama clause and it is thought by some he will veto it, but this we doubt, though it was announced several days ago that he had given it the "pocket veto." Yesterday, if we remember correctly, was the last day for his consideration of the bill and it may be several days before we learn of its fate; yet we live in hope. —LATER. Vetoed.

Tom Coke takes us to task for scolding the contractor on the Coos bay road for not getting the mail through. We do not expect impossibilities, but, for a fact, we know that the mail could have been brought through when it failed on some occasions. The paper mail could be brought every time the letter mail comes, provided enough carriers were employed, unless, as our Dora correspondent, Rover, sarcastically remarks, the letter carrier pulls the hole in after him. Our mail service, many years ago, when we had one trip a week down Middle fork, was better than this grand daily line this winter. Give us our mail, or throw up the job.

Brewster Valley Items.

Ed. HERALD:—As I am neither stroyed nor stolen, but being in Brewster Valley, will pen you a few items.

Mail carriers on time. Quite a party of us have been at work the last two days putting in a horse bridge two miles above Laird's. John and Jake Fouts were the engineers in falling a large tree five feet through, which we construed into a fine horse bridge, and no accidents except J. Laird fell in the river. But for the speedy help of the mail contractor and others, he might have passed down over a swift rapids. A pack train will start to-morrow for the paper mail that is delayed, it being impossible heretofore to get it through. The contractor says he will give ye editor a free ride if he will go out to Roseburg, so he can see the beautiful snow-capped mountains and the many land slides and washouts. It is worth your time, Ed. HERALD, to see land slides, such as don't often happen. One mile and a half above Laird's there was a land slide and it was a wonderful sight. It filled the road for about 70 yards and cut a channel about 25 or 30 feet wide and several feet deep. We got a passway around at last and across the washout. A person cannot comprehend the condition the road is in, without going over it. I was surprised.

J. Laird says he has lost 30 head of cattle since the snow storm, but by the kindness of M. Simpson a few head were saved.

J. Laird has the finest apples and also the finest girls on the Coos Bay road.

Tell it, Sam Wright has got a new pair of boots. So They Say.

A Summary of the Work of the Representatives from Coos and Curry in the Late Legislature.

BILLS INTRODUCED BY MR. SIGLIN. S. B. No. 57. To authorize county courts to expend money in constructing county roads; passed the house under suspension of the rules, asked for by Mr. Roberts. Signed by the speaker and president on Feb. 18th.

S. B. No. 90. Amending Marshfield charter; passed the house Feb. 10th, under suspension of the rules asked for by Mr. Roberts. Signed by the speaker Feb. 15, and by the governor Feb. 17.

S. B. No. 155. Amending an act authorizing a dike across Isthmus slough; passed the house in its regular order Feb. 18. Signed by the speaker and president Feb. 18.

S. B. No. 108. To amend Sec. 1003, title 1, chapter 18, civil code; failed to pass the house.

S. B. No. —. To exempt home-steads from execution; failed to pass the senate.

BILLS INTRODUCED BY MR. ROBERTS. H. B. No. 19. To incorporate Myrtle Point; passed the house Jan. 20, and became a law about the first of February. This was the first bill to pass either house.

H. B. No. 46. To provide for a bounty on certain wild animals, and to repeal an act approved Feb. 18, 1885; passed the house Jan. 25, passed the senate in its regular order Feb. 17, and is now a law.

H. B. No. 51. To change the name of "Averill" to Bandon; passed the house Feb. 3.

H. B. No. 50. To appropriate money to assist the counties of Coos and Douglas to construct a wagon road; passed the house Feb. 15. Was not called up in the senate.

H. B. No. 55. To declare forfeited to the state certain swamp and overflowed lands. Mr. Roberts said: "I move the postponement of this bill, because I consider the senate bill on the same subject, now before this house, a better one."

H. B. No. 122. An act to extend the duties of state superintendent of public instruction. In moving the postponement of this bill Mr. Roberts said: "The senate bill now before this is an exact duplicate of mine, and having the advantage of having passed the senate, I therefore make this motion."

H. B. No. 127. To provide county uniformity in text books, and the manner of selecting the same; failed to pass.

H. C. R. No. 18. Authorizing purchase of Vol. 13—Oregon reports; adopted by both houses.

H. B. No. 25. To authorize Coos County Transportation company to construct locks and tide gates on Beaver slough. This bill was on its third reading, when Mr. Crook received a remonstrance against its passage. Mr. Roberts (without waiting for its presentation to the house) immediately moved to withdraw the bill from the house. And it was so ordered.

BILLS INTRODUCED BY MR. CROOK. H. B. No. 256. To permit gates on county roads; failed to pass.

H. B. No. 231. To reimburse Coos and Curry counties expense of registration; failed to pass.

H. B. No. 56. To amend an act, approved Nov. 25, 1885, relating to sheriffs' fees so as to include Coos and Curry counties; this became a law.

H. B. No. 129. Appropriating \$15000 to aid Curry county to construct a wagon road; failed to pass.

H. B. No. 119. Requiring county school superintendents to apportion the sum of two hundred dollars to each school district in his county that has reported according to law; failed to pass.

REMARKS.

According to a joint rule, no bills can be introduced in either house the last two days of the session; therefore the house occupies the time named in considering senate bills, and the senate house bills; and it is but fair to state that the house after fairly considering and passing upon senate bills of merit, had about one hour and ten minutes of its time to spare, while the senate, through dilatory motion-making and wrangling over some

unimportant bills, let die some local measures, and in some instances neglected to call up measures that would have materially benefited sections of the country, and the laboring class therein. This waste of time on the part of the senate accounts for the senate getting more bills passed than the house. The house considers and passes many good senate bills the last two days of the session, while the senate neglects many good house bills the two last days of the session. Again, if your readers could see the last house calendar, (Feb. 18), they would find that more bills were passed and signed on that date than there were during any ten days of any other part of the session.

Justice.

Washington Letter.

(From our Regular Correspondent.)

Washington, Feb. 23, 1887

The sensation of the week at the capital was the attempt and failure in the house of representatives to pass the department pension bill over the president's veto. Crowds of spectators filled the galleries, and the debate, which was quite interesting, at times became exciting by interruptions, personalities and stinging retorts. There was much noise and confusion, and the scenes upon the floor were such as have not, within a long while, been witnessed there.

Three hundred members were present at the time the vote was taken, and 200 affirmative votes were therefore necessary to pass the bill over the veto. But the final vote was 175 yeas to 125 nays, which showed that 29 democrats changed their votes since the bill originally passed.

To what extent this veto by the president and the support given him by the house will enter as elements into the great political campaigns of the coming year cannot be clearly predicted, but that these points will be worked for all they are worth by the leaders of the republican party, admits of little doubt.

It was a right courageous act on the part of the president to veto this bill, knowing the hostile sentiment that it would arouse against him throughout the country. It is conceded that the democrats also who first voted for the measure and then determined to sustain the president, exhibited a good deal of courage, although it will be charged in the case of some of the Northern members who changed their votes that their motives were not wholly disinterested.

Hon. S. S. Cox, the New York congressman, who has been quite ill ever since New Year, left his room for the first time to be driven to the capital so that he might vote to sustain the president's veto.

He looked wan and worn and required the aid of a strong cane in moving about the floor. He entered the hall quietly and almost unnoticed, so that when his name was announced in the roll-call and his voice responded "no," everybody looked up in surprise. In a moment he was surrounded by his colleagues who were disposed to subject him to a more vigorous handshaking than his weak condition justified.

President Cleveland was the first to learn that the pension bill had been defeated. Before the roll-call had been completed Speaker Carlisle handed a small piece of paper to his clerk who was waiting, and who rushed immediately for the telegraph office in the corridor. Immediately the instrument was ticking, and before the reading clerk had finished the list, and before the vote had been announced in the house, the president in the executive mansion knew that his veto had been sustained.

Work is accumulating with great rapidity upon the president's hands as the congressional session draws to a close. He remains at his desk long into the night examining bills and transacting other business. His determination last year not to go to the capital during the last hours to hurriedly sign bills which he had not been permitted to examine, gave great satisfaction then and he will doubt-

less adhere to the same course at the approaching adjournment. The best men in congress of both sides thoroughly approved of his resolve not to make laws by affixing his name to measures which he had had no chance to learn anything about.

The president has said in the last few days that he did not see any special necessity for calling an extra session of the fiftieth congress, though it is possible he may ask the senate, which is a permanently organized body to remain in session beyond the fourth of March. There are some important nominations which he wants to submit but which he is not sure he will have time to decide upon before the end of this session. Among them are the interstate commerce nominations and those for secretary of the treasury and United States treasurer.

The question has arisen as to the president's power to appoint the interstate commerce commissioners after the adjournment of the senate. Some of the senators argue that the constitution does not empower the executive to appoint, during vacation, to a newly created office which is to be filled by and with the advice and consent of the senate. Others hold that there is no difference between filling a new office and a vacancy that may occur during a vacation of the senate, and that there are decisions by attorney generals covering the point.

Gradually the lesson will be learned that to keep livestock of any kind safely, it is necessary to provide feed for them, at least enough for two months. Experience is a dear teacher but a good one. One may go into these hills and make a start at stockraising. Everything goes along smoothly for a number of years until a considerable number of animals have been acquired and then like this season, a couple of feet of snow falls, the ground keeps covered for a month or two, the animals die and the fruits of years of labor is lost.

When a heavy loss of sheep and cattle occurs and becomes chronic it will appear to outsiders as if this was a hazardous country in which to engage in stockraising, yet such is not really the case. It is the old loose system that is to blame more than the climate. Different methods must be learned and practiced. Feed and shelter are two indispensable things for stock when the snow comes, and those who do not provide it will semi-occasionally have cause to rue it.—Gazette.

(Coos Bay News.)

E. M. Garrison, county assessor, commenced business Monday morning.

Preparations are being made to commence work at the Caladonia mine on Isthmus slough. It is the intention to run with a small crew of men.

Strikes are generally productive of thumps and bumps; but the strike at the Newport coal mine is accompanied with mumps and consequent lumps.

Trout fishing was reported good on Coos river last week, but it is probable that the late rains have rendered the water too muddy for fly fishing at present.

At the annual meeting of school dist. No. 6, Empire City, A. P. Owen and J. J. Lamb were elected directors; Chas E. Getty, clerk, and a tax of three mills was voted for school purposes.

The tug Columbia arrived on Friday in charge of Capt. Magee. The crew that brought her down left for Astoria next day, and she is now manned principally by the crew of the Escort. Geo. Roberts is engineer, and Mike Lilp is deck hand.

Should this fishery business result in a setto between John Bull and his eldest son, and should Rear Admiral Lord Charles Beresford of H. M. 120-gun ship the "Thunderer" have the audacity to venture into the mouth of the Coquille, don't be surprised if A. Girondi should lay the "Cumtux" broadside on to her and demand to know in unmistakable terms from the British Rear Admiral, if he wanted any beef.—Legem, in Coos Bay News.

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.

Geo. McEwan has a number of the celebrated White Improved sewing machines—the best in the world.

FOR SALE.—80 acres of good bottom land two miles from Coquille City. A fine house on the premises. Price, \$1100; the best bargain ever offered on the river. Call on W. L. Laird.

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.

THE NEW AND COMMODIOUS 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 "CERES" for Myrtle Point. Through fare on both boats, 50c.

GRAND BALL! IN Red Cross Hall, AT New Lake, To Be Given On MARCH 17th, 1887. The Best of Music Will be in attendance and a general good time is insured. TICKETS, ONE DOLLAR. Meals and accommodations in the lower story of HALL at reasonable rates.

R. Logan, T. J. Wooden, P. Nelson, Managers.

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-hours steamer 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. M. J. McDONALD, PROP., San Francisco.

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 Liqueurs of the best quality. Prescriptions carefully compounded. LIVE and LET LIVE.

Ed G town Th John town Th Mr. T spent Th Capt. down on Mr. D Myrtle Thursday Sheriff pleasant again, L G. W bay is at San Mr. B afflicted liver, an The sailed Francis Mr. I Loggie, from th Mrs. her sis were h Pers ey on will do The nesday of some boys. The towed Thursd Captai Mr. inspect week, this pl H. V was in much for hit Mr. Califo of Wil quille The C togeth man a Wn Myrtl this p beach time i Tea must quart See t Mars Th of G give party wom tend thin T by t pris ple as l with war V cha Qu the ted, or a n th th W we kn M re wi Ed ed Al sa al se E of d g o t