

Coquille City Herald.

VOL. 6.

COQUILLE CITY, OREGON, TUESDAY, OCT. 18, 1887.

NO. 19.

BUSINESS CARDS.

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No. 2, S. of V.
Meets at Coquille City every first Saturday
after full moon each month. Members
in good standing are cordially invited.
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 members of this order, in
good standing, are cordially invited.

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

A. F. and A. M.
Chadwick Lodge No. 68.
Meets at Coquille City on Saturday even-
ing on or before the full moon in each
month.
Geo. McEwen, 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.
W. Sinclair, Commander.

Coquille Command
No. 1, O. E. 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.

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THE NEW BONNET.
A foolish little maiden bought a foolish little
bonnet.
With a ribbon and a feather and a bit of lace
upon it;
And that the other maidens of the little town
might know it,
She thought she'd go to meeting next Sun-
day just to show it.
But the little bonnet was scarce larger than
a dime.
The getting of it settled proved to be a work
of time;
So when Pans fairly tied and all the bells had
stopped their ringing,
And when she came to meeting, sure enough
the folks were stinging.
So this foolish little maiden stood and wait-
ed at the door;
And she shook her ruffles out behind and
snatched them out before.
"Hallelujah! Hallelujah!" sang the choir
above her head.
"Hardly knew you hardly knew you!" were
the words she thought they said.
This made the little maiden feel so very
very cross,
That she gave her little mouth a twist, her
little head a twist;
For she thought the very hymn they sang
was all about her bonnet,
With the ribbon and the feather and the bit
of lace upon it.
And she would not wait to listen to the ser-
mon or the psalm,
But pattered down the silent street and hur-
ried down the stair
Till she pushed her little bonnet and in a
hurry ran out.
Had hidden, safe from critic's eye, her fool-
ish little bonnet.
Which proves my little maidens, that each
of you will find
In every faithful service but an echo of
your mind;
And the silly little head that's filled with
silly little things,
Will never get a blessing from sermon or
from prayers.

Beet Sugar.
In a speech at the Wayne County
Fair, Lyons, New York, Senator
John Sherman of Ohio, made the
following remarks about beet sug-
ar, and they are commended to
the farmers of Oregon:
"It has been shown within the
present century that sugar is not
necessarily a tropical production,
but is found in a great multitude
of agricultural products, grown
readily in all parts of the United
States, and especially in beets and
sorghum. The only wonder is
that a practical people like ours
have not availed themselves of this
discovery, and, with all their nat-
ural advantages of cheap land, soil
and climate, have not kept pace
with Germany, France, Holland,
Austria and Russia in the produc-
tion of beet sugar. Now, when
most of the products of the farm
are abnormally low, is a good time
for farmers to turn their attention
to supplying the people of the
United States with a purely agri-
cultural production of food in uni-
versal use, now imported and cost-
ing to the domestic consumer as
much as is received for all the
breadstuffs exported from the
United States.
The statistics on this subject
may be familiar to you, but as I
have in my hand a recent and re-
liable statement in respect to the
beet sugar industry, you may be
interested in some figures showing
its enormous growth. The chemi-
cal existence of sugar in the beet
and many farming products has
been known for centuries, but it
was the embargo by Great Britain
upon European commerce during
the Napoleonic wars that compelled
European powers to seek for the
indispensable article of sugar in
other vegetables than the sugar
cane. This led to numerous ex-
periments, supported at first by
bounties and premiums, in the cul-
tivation, improvement and devel-
opment of the sugar beet, until now
the latest returns make the actual
production of beet sugar in Europe
for 1887 2,539,000 tons of 2,219
pounds each. The production of
cane sugar in the commercial world
is estimated at 2,445,000 tons, so
that more sugar is made from
beets than cane. The tables I
have before me show the produc-
tion of each European country,
but while Germany leads in the
sugar extracted, as well as in the
percentage of yield per ton, yet all
the continental countries of Europe
now produce enough sugar for
home consumption, and some of

them have a surplus for exporta-
tion. Lands in Germany are much
more valuable than lands in the
United States, and we have by far
a greater surface of arable land
than all Europe, especially adapted
to the growth of beets. Every agri-
cultural fair in the Northern or
Middle States exhibits beets of an
enormous size, and those beets, if
of the proper kind, will yield more
sugar to the ton than sugar cane,
while the residuum can be fed to
hogs and cattle. It is known that
a root crop is often a most valu-
able rotation for a grain crop.
Even for food for stock alone the
crop is a good one, but when it is
shown, as these tables do, that an
acre will produce ten tons of beets
which will yield 11.33 per cent of
sugar, or about 2,400 pounds of
sugar to the acre, it certainly pre-
sents a tempting chance for the
American farmer to make the
sugar as well as the bread and
meat of our 60,000,000 of consum-
ers. If there is any truth in the
official statement made to us, it is
much easier to produce 2,400
pounds of refined sugar from one
acre of ground planted with sugar
beets, than 1,000 pounds of flour
from wheat grown on the same
acre.

If we may reason of the future
by the past, the sugar industry is
sure to become a home industry
sufficient to supply our wants. You
will notice that the people of the
United States have annually paid
for sugar, mainly imported from
Cuba, \$75,000,000, besides paying
into the Treasury over \$50,000,000
in the form of duty, and at least
\$25,000,000 more for transportation,
refining, etc., making \$150,000,000
for a necessary article of food which
can readily be produced by our
farmers in every State of the
Union. Sugar is as much an agri-
cultural product as flour. It is
made in the fields. If sugar was
purely a tropical product, not in-
digenous in our climate, it ought
to be chased with tea and coffee
and only the subject to duty when
the necessities of the Government
demand the revenue.—Portland
Daily News.

Immortalita Fragment.
Yes, yes I was just thinking
(I'm always thinking) how we go
to the graves of our friends on
decoration day, and place little im-
mortalita on the grassy mound, or
hang them on the grave stone, then
we go away and think no more
of it until next year perhaps. Some
one passing by may see a white
marble stone clasped by a faded
feyoon, or wreath, or cross, they
may or they may not, that is all.
But oh what a contrast to the im-
mortalita worn around the heart;
unfading as the cold, white marble,
and bright as the living flowers of
asphodel; beautiful immortalita
springing from loves fountain of
tears; "live on blessed memory,"
whose harp-strings never break.
The dirge be with you on earth,
the song in the golden hereafter.
LOUI.

Moral—Don't Grieve.
Omaha, Oct. 7.—Two men
James Delaney and Dennis O'Shea
were struck dead by an incoming
train on the Union Pacific road
yesterday afternoon and instantly
killed. They were each in a bug-
gy and were running a race on
their return from a funeral.

Subscribe for the HERALD.

Sea Calamity.
After a search of ten years Cap-
tain Gee has discovered the wreck
of the steamer Brother Jonathan,
lost twenty-two years ago. He lo-
cated the wreck last Monday, two
miles south of northeast Seal
Rock, eighteen miles northwest
from Crescent City. She struck
on a rock not located on the chart.
The loss of this steamer carried
grief and mourning into many
homes, and the finding of the ves-
sel revives a period that many
would gladly free the memory
from.
Nearly two hundred passengers
were on board when the Brother
Jonathan sailed for Victoria. She
was owned by the California Steam
Navigation Company and was com-
manded by Captain De Wolf, a
careful, thorough seaman. From
the start the steamer had rough
weather and soon encountered such
a fearful sea that the Captain con-
sidered it prudent to put into
Crescent City until the storm had
abated. She was put about, and
when ten miles off shore on the
20th of July, 1865, she struck a
rock.
The sea was rolling mountains
high at the time, and the passen-
gers seeing that there remained no
hope resigned themselves to their
fate. However, an effort was made
to save the passengers, but most
of the boats were swamped as soon
as launched. One boat of sixteen
persons managed to reach the
shore, and several who clung to
bits of wreck were afterward
picked up.
The steamer sank one hour after
the collision, taking down with her
140 passengers out of 160.
Among the passengers who went
down with the wreck was a young
boy, 17 years of age, Miss North
Shipser, daughter of Mr. and
Mrs. Isadore Shipser, now living
at No. 419 Geary street in this city.
She had just passed a successful
examination previous to school vaca-
tion, and her father who was in
Oregon was so pleased over her ac-
complishments that he wrote for
her to meet him at Victoria. Her
since the vessel went down Mr.
Shipser has been employing much
of his attention toward the discov-
ery of the wreckage. Many others
have occupied themselves as he has.
Among those who were lost were
Major-General George Wright of
the United States Army and his
wife, General A. C. Henry of
Washington Territory, Major E.
W. Edly of the United States Ar-
my, James Nisbet, a pioneer editor
of this city, and other prominent
people.

As much as three-quarters of a
million dollars have been spent
during the past decade in the search
for the wreck.—S. F. Chronicle.

Washington Letter.
(From our Regular Correspondent.)
Washington, Oct. 3, 1887.
The sensation of the day in the
Capital last week was the departure
of the President's party for the
West in their palatial train, which
was the cynosure of all eyes and
an object of universal admiration
to all who had the coveted privi-
lege of inspecting the splendid
special, as it stopped at the Baltimore
and Potomac depot awaiting the
arrival of its honored passengers,
who were accompanied thither by
several members of the Cabinet,
while hundreds of citizens had
gathered near to take a farewell
look at the President and his hand-
some wife. The three coaches con-
stituting the train are a marvel of
ornificence and artistic genius,
and cost the princely sum of \$200,
000. Everything that could con-
tribute to the comfort and conven-
ience of the party was provided
and arranged in the most elegant
style, even to lighting the cars
with electricity and heating them
with steam.
And just here, I will make the
pertinent inquiry why the railway
corporations of the country furnish
the President with these safe
guards against a terrible and vi-
olent death, while the general pub-
lic are still exposed to the peril of
being roasted or scalded to death.
It occurs to our correspondent
that here is an object lesson to our
national legislators if they really
wish to regulate railway affairs in
the interest of the people.
A day before leaving the Presi-
dent summoned his council to a
very important State council to
consider the state of the finances,
and to appoint Commissioners to
arbitrate the existing differences
with Canada and New Foundland
in regard to the fisheries question.
There being a diversity of views
as to the expediency of a further
purchase of bonds by the Secretary
of the Treasury, in the event that
the financial exigencies of the country
demand such a course, it was con-
cluded should such an exigency oc-
cur, to refer the matter to the
decision of the Attorney General.
The other matter was disposed
of by the appointment of a Com-
missioner, consisting of Secretary
Bavard, and Messrs. Wm. L. Put-
nam, of Maine, and Jas. B. Angell,
of Michigan, and as all three gen-
tlemen are profoundly versed in
the arts and wills of diplomacy, it
is believed by many that their de-
liberations with the Canadian Com-
missioners will reach a successful
issue.
The Capital is indebted to Civil
Service Commissioner Oberly for
its latest political sensation, which
came about in this way. The Illi-
nois Democratic Association, which,
as its name implies, is a politi-
cal, as well as a semi-social or-
ganization, invited the Commis-
sioner to deliver an address to them,
whereupon that gentleman wrote a
lengthy communication, declining
the proffered honor, and at the
same time informing the Illinoisians
that it is a violation of the civil
service law for Federal employes
in the classified service to belong
to such societies—the offenders be-
ing subject to dismissal, fine, and
imprisonment for such unbecom-
ing conduct. There are about eight
such State associations in this city,
and as you may believe the Oberly
manifest fell like a dynamite bomb
in their ranks, producing, however,
no immediately fatal results. But
the Virginia Association is an ex-
ception, and defies Commissioner
Oberly to do his worst—heaping
multiplied maledictions upon his
devoted head, and among other
dreadful things, charging him with
political treachery of the deepest
dye.
Washington is so rapidly grow-
ing in popular favor in that re-
spect that at no distant day it may
be known as the City of Conven-
tions. The latest body to meet

here was the International Medi-
cal Congress, and the next will be
the American Section of the Evan-
gelical Alliance, composed of 2,000
delegates and constituting one of
the most important and influential
religious organizations in the
world. The Alliance will meet
early in December next, and it is
hoped will be an occasion of spiri-
tual growth and blessing and of
a few weeks 50,000 programmes of
the meeting will be printed and dis-
tributed throughout the United
States.

Senator Stanford on Oregon.
The bright prospects for the fu-
ture of Oregon were most happily
pictured by Senator Stanford, in
his response to the excellent address
of welcome by Gen. Geo. H. Will-
iams, at the reception accorded to
the S. P. R. magnates at Masonic
hall in Portland by the Board of
Trade Saturday evening. Among
other equally as good things Mr.
Stanford said: I have seen but
little comparatively, of Oregon but
what I have seen has impressed me
very favorably. I have made many
inquiries, but now since I have
been here and on other occasions,
to know what were the probable re-
sources of this country, I have
been struck with its beauty and if
the sample of its climate which I
have experienced be as a sample
then people may well come here
to purchase land in order that they
may enjoy the climate and find
agreeable homes. I know of no
country in the world which can
even equal it for the beauty and
variety of its scenery. All this
country seems also to be rich in
agricultural resources. There is
everything to tempt people to come
here, and I feel convinced that it
is only a question of time when we
shall have a population of millions
in California, and you will have
millions here in Oregon. I need
not say what the commercial and
social relations will be between the
two states when these promises
have been redeemed. That they
will be redeemed at an early date
I have scarcely a doubt, probably
sooner than many of us anticipate.
I would not be surprised to see the
population of Oregon and Califor-
nia double in the next five years.
Popular attention is fairly being
turned towards the west. The re-
sources of the country are becoming
better understood than ever be-
fore. In your forests you have
untold wealth, and the forests in-
dicate the richness of the soil in
which they grow. Where these tall
trees grow they speak of what the
soil must be. The tall tree,
thrifty in its nature, never grew
upon poor land, and every where I
have been on this journey I have
seen these magnificent trees.
But you have plenty of land now
open to cultivation, not covered by
these magnificent forests. I hope
you will husband the forests. They
will bring you a splendid
income; perhaps a great deal bet-
ter than wheat. Only a short time
has to elapse before this lumber
must find a market in the east. I
can remember when it was almost
all primeval all the way from the
center of New York to the great
prairies of the west, and now it has
almost disappeared. The popula-
tion there is growing rapidly every
year, and every year there is a
greater demand for lumber. Your
lumber here will rapidly increase
in value, and it will yield an in-
come larger than any wheat fields.
It is only a question of time. I
should like there to be for st laws
here providing that only those trees
which had matured should be cut
and where they were to be cut.
By doing that you will always have
inexhaustible forests, and always a
liberal yield for the market sup-
ply.—West Side.

**Fine four-horse stages used on
valley end of Drain route—8 hours
steaming. Fare to Drains, \$7.00; to
Portland only \$13.10. Best and
cheapest route to to the railroad.**