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Coquille City Herald.

VOL. 13. COQUILLE CITY, OREGON, TUESDAY, OCTOBER 16, 1894. NO. 11.

WALTER CULIN, M. D.,
PHYSICIAN AND SURGEON.
OFFICE AND RESIDENCE,
Coquille City, Or.

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Surgeon Dentist,
office
MARSHFIELD, OREGON.
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Attorney at Law,
Marshfield, - - - Oregon.

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I. O. G. T.—Neal Dow Lodge, No. 25, Meets in Coquille City every Tuesday evening. All members in good standing cordially invited. J. T. THORNTON, C. T.
C. Wilkins, Secretary.

F. A. & I. U.

COQUILLE F. A. & I. U. meets every second and fourth Thursday nights in each month in Coquille City, Coos county, Oregon.
MRS. LENA JOHNSON, Sec.

Bandon F. A. and I. U.
Meets every second and fourth Friday nights in each month at Bandon, Coos county, Or. E. G. GROVER, S. c.

Sumner F. A. and I. U.
Meets at Alliance hall on the second and fourth Saturday evenings of each month.
WM. RAGOR, Sec.

RIVERTON F. A. & I. U. meets in its new hall at Riverton every first and third Saturday evenings of each month.
O. A. KELLY, Sec.

SOUTH FORK F. A. & I. U., No. 230. Meets every second Saturday at 2 p m. Brothers of other lodges in good standing are invited to a tend with us.
B. E. HAMPTON, secretary.

I. O. O. F.
Coquille Lodge No. 53
Meets at Coquille City every Saturday evening. Visiting brethren in good standing cordially invited.
C. W. WHITE, N. G.
J. S. LAWRENCE, R. S.

Coquille Encampment.
No. 25 I. O. O. F.
Meets first and third Thursdays in each month at Odd Fellows' hall. Cordial invitation to visiting patriarchs in good standing. C. W. WHITE, C. P.
W. PERRY, Scribe.

Chadwick Lodge, No. 68.
A. F. and A. M.,
Meets at their hall on Saturday evening on or before full moon in each month. Visiting brethren cordially invited.
W. SINCLAIR, W. M.
T. R. Willard, Sec.

G. A. R.
Gen. Lytle Post No. 27.
Meets at Coquille City, on every first Wednesday. Visiting comrads, in good standing, cordially invited.
G. W. NORTON, Commander.
H. H. NICHOLS, Adjutant.

Coquille Fishermans' UNION
Randolph Oregon,
Will meet every fourth Saturday in each month till further notice. All members in good standing cordially invited to attend.

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Union Labor Column.

DEVOTED TO THE INTERESTS OF THE LABORER

PEOPLE'S PARTY.

The following compose the County Central Committee of the People's Party of Coos county, Oregon:

Dist. No. 1—Wm. Phillips, Empire City.
" " 2—A. M. Collver, Marshfield.
" " 3—O. A. Kelly, Riverton.
" " 4—I. T. Weekly, Gravel Ford.
" " 5—J. H. Matheny, Myrtle Point.
" " 6—Jas. West, Bandon.

JAS. WEST, Chairman, Bandon.
W. PHILLIPS, Secretary, Empire City.

Before the law was written down with parchment or with pen;
Before the law made citizens, the moral law made men.
Law stands for human rights, but when it fails those rights to give,
Then let law die, my brother, but let human beings live.
—Rev. Miller Hageman.

CORPORATE POWER AND GREED.

The Examiner on "The Southern Pacific's Fight"—Still Anarchistic.

Says the Examiner of October 4: The first steps taken to put into operation the plans for the San Joaquin Valley railroad bring the men who have charge of the enterprise against the obstacles raised by the Southern Pacific Company. The San Joaquin Valley road threatens directly the control of the most profitable piece of the Southern Pacific's property, and threatens indirectly and by its example the absolute rule that the company has exercised over the commerce of California. The Southern Pacific is ready to fight, and it has begun its contest from ambush. With a traffic that brings it $8,000,000 a year in jeopardy, it may be expected to use every effort to kill the rival road before it is fairly alive.

The corporation has opened its silent warfare by using its power with banks, capitalists and merchants to prevent subscriptions to the San Joaquin Valley road. The influence that the Southern Pacific can wield among these classes is great. The merchants are reached by the railroad's power over freights. The day of discriminations in rates and difference in the treatment of shipments is not over. Banks and capitalists are reached by their interest in Southern Pacific securities.

The banks of San Francisco are large holders of bonds and stocks of the subordinate corporations of the Southern Pacific as collateral for loans. The Southern Pacific is a large borrower. Its managers have discounted the future of the roads to secure an immediate profit for themselves. The company has thus been loaded with obligations that it has to struggle to meet. It is a borrower for current expenses. It borrows ever to pay its interest. And to get money it has pledged securities till the banks hold them up to the limit of safety.

It is thus not surprising that the banks and capitalists who hold these bonds and stocks as security for advances should hesitate to encourage an enterprise the first effect of which would be to lessen the value of the collateral. Banks and capitalists understand fully that the capitalization of the Southern Pacific properties is enormously beyond their value, if this value is judged either by the original cost of construction or the present cost of building parallel lines. The capitalization of the Southern Pacific properties as given in the company's returns to the Railroad Commission in 1892 was as follows:

Central Pacific	$156,999,680
Southern Pacific	112,510,300
Northern Railway	22,815,000
California Pacific	18,825,500
South Pacific Coast	11,500,000
Northern California	2,224,000
	$326,874,480

Besides this great total the Central Pacific owes $34,703,290 to the government in unpaid interest on bonds, a sum not included in the above, making a total debt against the companies of about $360,000,000.

This stupendous debt—a debt more than half that owed by the government of the United States—is vastly greater than the value of the property behind it. The Central Pacific, capitalized for $156,999,680, is declared by a railroad organ to be worth for foreclosure only $18,000,000. The Pacific Railway Commission estimated that it could be duplicated for $35,000,000. The actual value of all the properties, on the basis of cost of building, would probably be little if any above $100,000,000.

The only way in which the capitalization of $360,000,000 can be carried is to have a clear monopoly of the carrying trade, by which the road can charge any rates it pleases. If competing lines are built and freight rates are forced down to the basis of the cost of service, the Southern Pacific securities will be worth only from 25 to 50 per cent of their face. These facts doubtless induence bankers to keep hands off the San Joaquin Valley enterprise, but they should be of more influence in leading the bank commissioners to warn the banks holding large amounts of these securities that their valuation is inflated; that it must inevitably in the future come down, and that a wide margin for safety should be demanded on all such loans.

But there is another side to the San Joaquin Valley enterprise that banks and capitalists should consider. The struggle of the Southern Pacific to carry its immense capitalization has put a crushing tax on the industries and lands of the state. It has cut down the returns of industry until hundreds of merchants and producers have been driven out of business and development has been checked. It has taken the profits from the farmers and fruit-growers until the value of farming lands throughout the state has fallen to a disastrous extent. The capitalists and banks who loaned money on country lands on an apparently safe margin a few years ago may thank the Southern Pacific company for the difficulties in which they find themselves today. With fair freight rates the owners would be prosperous, the interest would be paid and the lands would be ample security for the amounts due.

The moneyed men of the community should not hold back from the San Joaquin enterprise to save embarrassment to the Southern Pacific. The continued rule of that corporation will bankrupt the state, and the bankruptcy of the people of the state is something more serious than the bankruptcy of the Southern Pacific. Commercial freedom means prosperity to California and to every interest in it. And the first step in sight to commercial freedom is the building of the San Joaquin Valley railroad.

Worth Thinking About, for They Are Coming.

We clip the following from the People's Advocate, which asks its readers to study the measures proposed:

The Initiative, which gives the people the power to compel the legislature to put in form all such laws as they may initiate or demand by a preliminary vote to be referred back to them for adoption or rejection; also,

The Referendum, which permits all legislative enactments to be referred to the people for their ratification by vote before they become laws; also,

The Imperative Mandate, which gives the people the right to vote men out of office at any time if they fail to serve the public, and then elect such officers as will be true to the people; also,

Proportional representation, which secures the representation of all parties in proportion to their numerical strength, thereby providing for a true representative government.

Exchange: In Georgia female prisoners are hired out to work on the plantations as men are. The state's lease price for a convict, $12 80 a year, is the same for a woman as for a man. On Capt. Maddox's plantation of 6000 acres a large part of the working force is composed of female convicts. They go to work at sunrise and return at sunset. Each woman has her mule, and they take great pride in keeping them in good condition. They are not shackled, but there is a guard for every ten women. These guards carry pistols, while those for male convicts carry guns. The women plow, dig, hoe, and are expert as the men.

Court began last week at Pendleton. The civil docket, while of ordinary length, contains only one case of much importance, and that is the damage suit of Mrs. Laurena A. McFarran against Umatilla county. The plaintiff drove off a bridge one and one-half miles west of Helix on June 13, 1894, sustaining injuries which she alleges will make her a permanent cripple and for which she asks damages in the sum of $10,000.

Returns were received from the carload of prunes shipped two weeks ago to Peycke Bro's, Omaha, says the Hood River Glacier. The returns, though the best heard of for any fruit shipped east so far this season, were far from satisfactory. The receipts for the carload were $290 34, which just about pays for the boxes and work of picking and packing, with nothing left to pay for the fruit. Mr. Hill of Belmont shipped fifteen boxes of apples in this car, which did not sell for enough to pay freight and commission, leaving him in debt 38 cents.

Oregonian: One of the never-failing features of the cargoes which the San Francisco steamers carry away from the Coos and Curry county ports is poultry. There thrifty farmers and ranchers of the creeks and rivers are always turning off something—grain, wool, hides, butter, eggs, fruit, chickens, ducks, geese, turkeys, hogs. That is the kind of farming that pays, that paid in New England and later in Ohio, Iowa and Illinois.

An Omaha judge who does not like to have his official actions shown to the public has cited an editor to appear before him and show cause why he should not be adjudged in contempt of court.

At the Roseburg election held last week Messrs. Shupe, Strong, Wright, Rice and Rapp were elected trustees; F. W. Carroll, marshal; F. M. Zigler, recorder, and J. Cox treasurer.

"When I was a boy," said Mr. Hasbin Swift, "it was no trick at all for me to handle a horse. I'd take the wildest kind of an animal and run him once around the track, and then he'd be broke." "I suppose you enjoyed that more than the horse did?" "I guess so. But the horse got even. Now he runs around the track once, and when he gets through I'm broke."

Proud father (to friend)—This is my youngest boy. Frank, this is Mr. Jackson. Frank (brightly)—Is that the man of whom mamma said yesterday that he had more money than brains?

"The way to succeed," said the rich philosopher, "is to begin right, my boy." "I suppose you mean that I should have been born rich, as you were when a young man."

I don't believe Mrs. Jenks is Willie's own mother. Mamma—Why not? Well, I was there 15 minutes today and she never said don't to him once.

Agent—Bunker is a social philosopher. Caller—In what respect? Agent—He never kicks when we dun him repeatedly for his rent. He just moves.

A Smuggling Scheme.

Passing through Hudson street with a friend, I chanced to pass the establishment of a firm of "folders and repackers" of dry goods. Before the door were a hundred or more little bales of goods, bearing odd markings, but showing that they were destined for a firm in Texas, doing business in a town near the Mexican line.

"Do you know," asked my companion, "why those goods are put up in such small packages?"

Upon replying in the negative he continued: "They are to be smuggled across the Mexican line. The goods are purchased in their original packages and delivered here. The wooden boxes are discarded, and the goods subjected to hydraulic pressure and baled. Each bale contains about 30 pieces, or half the number of an ordinary dry goods case.

"The goods are then shipped to Texas, and all marks removed. When all is arranged, some night the little bales are slung across the backs of mules, two bales to each animal, and with an armed escort the train proceeds over the border to some distributing point in Mexico, where the goods are sold to Mexican traders at a good profit.

"Smuggling in this manner is quite extensively carried on between this country and Mexico, the United States getting in return for its dry goods, which are the most easily handled, cheap Mexican coffee and cigars."—New York Herald.

America's Only Frostless Belt.

What is supposed to be the only frostless belt in the United States lies between the city of Los Angeles and the Pacific ocean. It traverses the foothills of the Cahuenga range and has an elevation of between 200 and 400 feet. In breadth it is perhaps three miles. The waters of the Pacific are visible from it, and the proximity of the ocean has of course something to do with banishing frosts. During the winter season this tract produces tomatoes, peas, beans and other tender vegetables, and here the lemon flourishes, a tree that is peculiarly susceptible to cold. Tropical trees may be also cultivated with success, and in connection with this fact it is interesting to know that a part of the favored territory has been acquired by Los Angeles for park purposes, and it is only a question of time when the city will have the unique distinction of possessing the only tropical park in the United States. Strange to say, only the midway region of the Cahuenga range is free from frost, the lower part of the valley being occasionally visited. —New York Evening Post.

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PATENTS

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A Peculiar Accident.

A queer accident happened the 2 year-old daughter of County Recorder Watters last week. She and her elder sister played while the latter buttoned her shoes, and by accident the end of the 10-inch buttonhook she used penetrated the little one's eye to the depth of an inch or more and the hook fastened in the tissues of the eyeball. The elder sister tried to disengage it, but failing, screamed for her mother, and when the latter entered the room the younger child was running around trying to pull the hook out. It was several minutes before the instrument was finally disentangled. The eye was poulticed, and after a few days was as well as usual.—Corvalis Times.

News: In the case of Judge Nosler against the railroad company, he got a judgment for the amount he had paid on the subsidy. The R. R. lawyers are confident that the decision will be reversed by the supreme court, and Nosler's lawyers are equally confident that it won't.

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Honorably discharged soldiers and sailors who served ninety days, or over, in the late war are entitled, if now partially or wholly disabled for ordinary manual labor, whether disability was caused by service or not, and regardless of their pecuniary circumstances.
WIDOWS of such soldiers and sailors are entitled (if not remarried) whether soldier's death was due to army service or not, if now dependent upon their own labor for support. Widows not dependent upon their own labor are entitled if the soldier's death was due to service.
CHILDREN are entitled (if under 16 years) in almost all cases where there was no widow, or she has since died or remarried.
PARENTS are entitled if soldier left neither widow nor child, provided soldier died in service, or from effects of service, and they are now dependent upon their own labor for support. It makes no difference whether soldier served or died in late war or in regular army or navy.
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Soldiers and sailors disabled in line of duty in regular army or navy since the war are also entitled, whether discharged for disability or not.
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