Coquille City Herald.

VOL 18. COQUILLE CITY, OREGON, TUESDAY, MAY 7, 1901. NO. 44

J. W. STRANGE,
Dentist,
Coquille City, Or.

Wil visit Bandon first six days of January, March, May, July, September and November, and Myrtle Point the first six days of February, April, June, August, October and December.

A. J. SHERWOOD,
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Coquille City, Oregon.

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COQUILLE COUNCIL, NO. 398 OF THE Fraternal Aid Association meets the 2d Tuesday evening of each month.
MRS. EDITH BALCH,
Mrs. Alice Tuttle, Sec.

LYCURGUS LODGE, No. 72, K. OF P. meets every Tuesday evening at Masonic Hall. Brothers in good standing in sister lodges are cordially invited to visit us.
A. G. BALCH, C. C.
R. H. MAST, K. of R. & S.

COURT COQUILLE, NO. 18, FORESTers of America, meets every second and fourth Thursday evening, at Masonic Hall Coquille City, Oregon.
GEO. O. LEACH, C. R.
H. N. LORENZ, R. S.

MYRTLE CAMP, NO. 197, WOODMEN of the World, meets at Hersey Hall, 1st and 3d Saturday nights of each month.
J. W. LENEVE, Consul.
J. G. Simmons, Clerk.

EVENING TIDE CIRCLE, NO. 214, W. of W., meets in Hersey's Hall on 2d and 4th Saturday nights in each month.
ORAX. MAURY,
Guardian Neighbor.
Jesse C. Simmons, Clerk.

CHADWICK LODGE, NO. 68, A. F. and A. M., meets on Saturday evening on or before each full moon. Visiting brethren cordially invited.
C. ROMANDER, W. M.
J. J. Lamb, Sec.

BUELAH CHAPTER, NO. 6, O. E. S., meets Friday evening on or before each full moon at 8 o'clock from April 1st to October 31st, and thereafter at 7:30; and each Friday afternoon two weeks thereafter at 2 o'clock.
MISS EMMA LORENZ, W. M.
Mrs. Jennie L. Rose, Sec.

COQUILLE LODGE, NO. 53, I. O. O. F., meets every Saturday evening. Visiting brethren in good standing cordially invited.
E. L. FITCH, N. G.
J. S. Lawrence, R. S.

MAMIE REBEKAH LODGE, NO. 20, I. O. O. F., meets every 2d and 4th Wednesdays in each month, at Odd Fellows' hall.
IMA LUKENS, N. G.
Anna McDonald, Sec.

COQUILLE ENCAMPMENT, NO. 25, I. O. O. F., meets every first and third Thursdays in each month at Odd Fellows' hall. Cordial invitation extended to all visiting patriarchs in good standing.
B. F. LAWRENCE C. P.
J. J. Stanley, Scribe.

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Morgan Buys Great Trans-Atlantic Line.

London, April 29.—The first step in the direction of the consolidation of some of the biggest trans-Atlantic shipping interests has been accomplished by the purchase by J. Pierpont Morgan & Co. of the Leyland line of steamers. A deposit on the purchase money has been paid.

The official of the Leyland Line, in confirming the sale, told a representative of the Associated Press that an official statement will be issued from the head office of the line at Liverpool tomorrow. It is understood that the shareholders of the company will receive £14 10s for each £10 share.

The Leyland Line, whose fleet will thus pass into the control of Americans, is one of Great Britain' greatest slipping institutions far exceeding the Peninsular & Orintal Steam Navigation Company in tonnage and importance, When some months ago it was suggested that the line was likely to pass into the hands of the Atlantic Transportation Company, much comment followed in regard to the effect it would have on other British lines, as it was generally felt in speculative circles that such a wide-reaching shipping amalgamation, in close touch with American railroads, would have serious consequences for lines outside the combination.

Coquille, May 7th, 1901

MR. EDITOR: "Common Sense" demonstrated in the HERALD'S last issue that the shortening of the road from Coquille City to Marshfield to the extent of half-a-mile and at the point designated would entail an expenditure of nearly $3,000.

Next in importance to cost is public utility. Indeed, have we not about roads enough leading in and out of Coquille City? Far more urgent than the building of new roads is the keeping of old ones in repair, and this can be done at a less cost than the making of new ones which do not last for eternity.

It is urged by the projector of the short cut to Coquille that, that section of the old road which it affects needs repairs—a fact that none dispute—and, furthermore, that the time is opportune and propitious to agitate among tax-payers the construction of a two mile road to lessen distance half-a-mile between Coquille and Marshfield. The elements of geometry teach us that a straight line is the shortest between any two points—this, certainly, none will gainsay, and should find favor with the general public if straight lines were not sometimes a drain on the county treasury and more expensive than curved ones.

Now, is the outlay of $3000 of the public moneys justified by the results it imports? Who are they that are benefitted by the scheme? First, foremost and painfully lonely is the promoter himself; secondly an half a score of ranchers, some of whom would see with pleasure a shorter route to haul wood and hay to market. As it affects the traveling public they are contented with the existing and up to date facilities of travel by rail, and precious little do they care about the urgency of a wagon road reduced from 20 miles to 19 more or less in its distance.

Aside from an economical aspect it has also a moral aspect. Have the advocates of the scheme ever reflected that a score of settlers located on the road to be condemned have built their habitations in good faith with its permanence, and, wanting which, their realties incurr depreciation. That any prominent citizen should be benefitted, through official authority, at the county's expense and the spoliation of individuals, is contrary to the spirit of universal justice.

It is nevertheless a fact, that the petition to the Honorable County Court in favor of the projected road is numerously signed. This freak of good nature should surprise no one. Any persistent talker possessed of a good backing of animal magnetism will find it easy in Coquille City to secure signers if these are handled with expert ability.

Several signers of the petition have admitted to the writer of this article, that they have signed without any personal knowledge of the nature of the document; others, that they have been misled by overwrought representations; and, many more signed because of the moral conviction that failure was a foregone conclusion and that their signing could do harm Such obliging persons as have signed the petition through a misunderstanding are not morally debarred from signing the remonstrance also. They will be in good company.

Now, Mr. Editor, I have done. I leave the last word to "Practical" if he have ought else to say.

Thanking you for your impartial kindness. I sign myself
"COMMON SENSE."

The least in quanity and most in quality describes DeWitt's Little Early Risers, the famous pills for constipation, and liver complaints. R. S Knowlton.

Why am I a Dairyman.

We all should have some good reason for following the business which engages our attention. Only the man who works at everything in a haphazard way would engage in the noble occupation of dairying without a satisfactory reason for his action.

My reasons for the faith that is in me may be briefly stated as follows, and in giving them, I believe I am presenting arguments which will appeal to every dairyman.

First.—I never have as yet discovered any way of keeping my farm in a state of fertility as well as by keeping cows. The day has gone by when we can depend upon unaided nature to supply the elements taken by man from the soil from year to year. We have been unmerciful in our robbery of the land with which we have been intrusted, relying upon nature in some mysterious way to make up to the soil the fertility we have taken away; and she has been more than kind to us in this respect; but now at last she has drawn the line and says to us that we must give back something of the much we have stolen in years gone by. Dairying enables us to do this mere effectually than we can possibly do in any other way.

Second.—To the ambitious man there are possibilities most alluring in dairying So it is encouraging to note from time to time the advancement we are making in the improvement of our stock, in the amount of milk, butter and cheese produced, and the returns from the various members of our herds. It has well been said that "he is a benefactor who makes two blades of grass grow where there used to be but one." If that be true, surely the man who improves the beauty and usefulness of the cow is doubly a benefactor.

Third.—I find in the returns from my dairy ample proof of the fact that dairying is and must be, when intelligently connected, one of the most remunerative lines of business in which men can engage. Considering the amount of capital invested in the dairy industry in this country, the returns are very satisfactory and the increase per capita from year to year shows that the limit of possibility has not yet been reached.

I am aware that with most men the financial side of this question is the all-absorbing one; but to my mind it does not eclipse the importance of the other considerations I have herein mentioned. It is gratifying to be engaged in a perfession which does so much for the improvement of men, stock and earth. No man can do this without being himself made a butter man. We must make a living, that is true; but it is not wise to left the utilitarian swallow up the humanitarian. If we realized this more thoroughly, we would get more happiness out of our busiuess. We would see brighter and better things in our calling. Is it not worth working for. —E. L. Vincent in Pacific Homestead.

Newspaper Duns—We presume that some people think that newspaper men are persistent duns. Let a farmer place himself in a similar business position and see if he would not do the same.

Suppose that he raise 1500 bushels of wheat and his neighbor should come and buy a bushel, and the price was only one dollar, and the neighbor says, "I will pay you in a few days." As the farmer does not want to be small about the matter, he says all right.

Another comes in the same until the whole of the 1500 bushels of wheat are trusted out to 1500 different persons, and not one of the persons, and not one of the purchasers concerns himself about it, for it is a small amount to the farmer, and of course that would not help him any.

He does'nt realize that the farmer has frittered away his large crop of wheat and that its value is due in 1500 driblets and that he is seriously embarrassed in business because his debters treat it as a little matter. But if all would pay him promptly, which they all could do as well as not it would be a very large amount to the farmer, and enable him to carry on his business without difficulty. The above comparison is too true of the difficulties that the newspaper man has to contend with.

Our Big Drink Bill.

The following is an excerpt from an extended article in the Evening Telegram of the 23d inst:

The temperance people need not be without sufficiently large figures to cite representing the drink bill of the people of the United States, if such figures will do anything to serve their purpose, which is doubtful. The American Grocer, which should be a pretty good authority on the subject, estimates the total expenditure of the people of the United States for beverages of all sorts, during the year 1900, at $1,228,674,925, of which over a billion was spent for alcoholic drinks. The Grocer's detailed estimate is as follows:

Alcoholic drink	$1,059,563,787
Coffee	125,798,530
Tea	37,312,608
Cocoa	6,000,000
Total	$1,228,674,925

Mrs. Nation out.

Witcita, Kas., April 29.—Mrs. Nation yesterday received a telegram that her brother at Louisberg Kas., was dead and she was permitted to go at once without bond. It is said that the cases against her in this county will be dropped.

Whole Corn Silo.

The following explanation in answer to some pointed questions, we take from Hoards Dairyman of April 26th:

Where a farmer is hesitating in building a silo it is due usually to the expense of buying a cutter, elevator and power and there is no doubt that this comparatively large expense has kept many men from the road to success in dairying.

A few brave souls have put the corn in whole and the report from such attempts have not always been encouraging, but it now seems to be pretty well settled that if certain conditions are fulfilled, whole corn can be siloed with a fair degree of success. If it is necessary to be economical, practice it elsewhere than in building the silo. Whatever style of silo is built, besure that it is in tight. The few extra dollars necessary to make the silo tight, will make all the difference between success and failure.

The corn to be siloed should be one of the small flint varieties. Use 10 to 12 quarts of seed corn per acre. In putting the corn in the silo, begin with a small armful in one corner of the silo; bundles of the same size are placed along the wall in a tier; then another tier is formed close up to the first one; being laid in the opposite direction. Successive tiers are formed until the whole bottom of the silo is covered.

A second layer is begun and finished in the same way. All holes and corners must be packed full and no empty spaces left. The corn must be taken out in the same way as put in, and if care is taken there will be but little trouble from the tangling of the stalks. All this means extra work, but if well performed should give a fair article of silage. But as soon as possible obtain a cutter and save labor and time.

That "great moral engine," the San Francisco Examiner, has recently taken to publishing Christian and religious editorials on Sunday. Some of them are really splendid productions and their presence, in such a place, is really commendable; but, when taken in consideration with some of its vile news, slobswash, art and advertisements for fakes, Honduras lotteries and other such stuff, they look like diamonds in rusty tin setting. We should be greatful for the jewels however.—Independent.

The Oregonian.

Takes the market news of San Francisco by wire prints it daily and distributes it in Coos county 24 hours ahead of the Bay City papers. It also serves the arrival and departure of vessels at all Pacific coast ports. For this part of the country its columns "Domestic and Foreign ports," is the best shipping guide. Besides giving the movements of steam vessels between San Francisco, Coquille river, Coos Bay and Portland, it notes the arrival and departure of sailing schooners at and for their ports. The Oregonian is the only Morning Daily coming in here which advertises Coos county abroad. The Weekly Oregonian gives all the news of our state and 64 columns of general telegraphic news of the world each week. It will be sent in connection with the HERALD for only $2 per year Here is your chance for County, State and National News.

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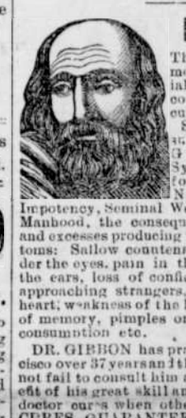
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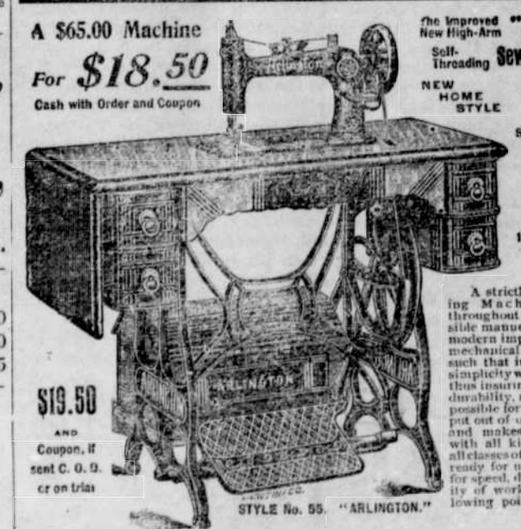

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