

Coquille City Herald.

PUBLISHED EVERY TUESDAY

D. F. Dean, Editor and Proprietor
County Official Paper.

Devoted to the material and social progress of the Coquille Valley particularly and of Coos County generally.

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THIS PAPER is kept on file at C. DARRIN, a Notary Public, Agency, 54 and 55 Merchants' Exchange, San Francisco, California, where a certificate of title can be made for it.

The shirt worn by Charles I to the scaffold when he was beheaded by Cromwell, was sold in London last week for \$1,000.

Robert Burns' birthplace at Ayr, Scotland, attracted 7,000 more visitors last year than Shakespeare's at Stratford-on-Avon.

On St. Patrick's Day 7,000 immigrants arrived at the port of New York. This is by far the largest immigration record in one day in the history of the government.

A profitable new business has sprung up in Louisiana where the Mississippi catfish are being caught, shipped to northern cities, colored, flavored and canned under the label of salmon.

A town in England that has very narrow streets has placed prismatic mirrors at street corners to prevent collisions at crossings. By this means drivers can see through brick walls, so to speak, and the experiment has proven successful.

It is an unwritten law at the New York Navy Yard that no salute shall be fired on Sunday. Even after President McKinley died the minute guns were not fired on Sunday—and yet the rule was broken when Prince Henry arrived.

The Northern Securities Co. (the railway merger) is said to have been incorporated in Canada, and thus there is no law of the United States that can reach it, so it appears likely the merger cannot be prevented no matter what the government decision is.

A board of naval officers is in session at the Brooklyn Navy Yard to pass on the merits of 31 different kinds of smoking and chewing tobacco to find which ones are to be used in the navy during the next year. It is understood that the tests are to be practical.

W. H. Moody, of Massachusetts, the newly selected Secretary of the Navy to succeed Secretary Long, will be the youngest member of the cabinet. He is 48 years old. He has always taken an interest in naval affairs, and secured the rider on the naval appropriation bill that gave Dewey the rank of Admiral.

A London publisher has offered Santos Dumont a prize of \$2,000 to make a trip from London to Birmingham 100 miles in his airship, without stopping, and Santos Dumont has had the competition opened to the world, the airship that makes the trip the quickest to take the cash. Now is the time to bring out your airship.

The members of Congress who thought they were wearing Shamrock on St. Patrick's Day were mistaken. They sent a page to the Botanical Gardens for some, but as he was a German and the head gardener a Scotchman, the order got mixed and a number of Senators and Representatives wore water-cress all day without knowing the difference.

The fire department of New York is testing a new explosive, "Jovite," for use as a safe substitute for dynamite. It can be exploded only by a fulminate detonator and no amount of concussion or fire can produce harmful results. It burns with a quiet flame when brought into direct contact with fire, but when exploded under proper condition is very powerful.

A satirist on the Bacon-Shakespeare controversy proves that the latter wrote the psalms in the following ingenious way: In the name "Shakespeare" there are four vowels and six consonants, giving the number "46". In the 46th psalm the 46th word from the beginning is "shake" and the 46th word from the end is "speak". Could anything be plainer.

The Commercial Pacific Cable Co., has let the contract for the first section of a trans-Pacific cable to run from San Francisco to Honolulu. The section from Honolulu to the Philippines will be laid with a relay station at Guam, as the distance, 5,000 miles, is too great to work a continuous submarine cable successfully. The cable will be made and laid by an English firm as there is no American company equipped for work of this character.

An Edinburgh scientist says that colds are purely the result of a germ disease and cites the fact that the cold atmosphere is not responsible for them, based on Nansen's statements that his men had no colds at all while they were in the chill and damp of the far north, but "caught" them as soon as they came back among people. A cold is said to be one of the most contagious diseases and the epidemic is spread throughout households and communities by specific germs.

THOSE NEW COMERS.

"Westward the Star of Empire Takes Its Way."

We note, per Portland papers that new settlers are coming west this spring in larger force than ever. That train load after train load of earnest men who have not bought return tickets, are now seeking new locations and homes in Washington and Oregon, and fully 5,000 more are expected to follow within the next two months.

Now where are we in this deal? Where is Coos? What have we done to bring a portion of these people to our county? Nothing. What are we doing now toward that end; and again we may say "nothing," for it amounts to but little what a few may do, where there is no concert of action.

As a community we have not raised a hand to signal any one to come this way, and as a county we may be as well be located in our Oriental possessions, for all that we are doing to increase the population of Coos. What a few may do counts for but little. What a newspaper may say, though talking to a much larger audience, is to a large extent as a "light hid under a bushel," so long as it does not reach the people who are on the lookout for the right locations. Other localities are wide awake. They are doing something. They are at work. We notice that several new Boards of Trade have been organized in some of the smaller towns of Oregon within the last few months, but as yet, Coquille does nothing in that direction, though we affirm there is not a place in the where such an organization is more needed, or would do more good, than right here at the county seat of Coos. With such an organization, alive and at work, we would have our pointers out directing new comers this way, but as the case stands now, if we get of the inflow of this spring, it will be more by accident than because we have done a thing to show them the advantages of this section.

We should have a Board of Trade. We want it now. The sooner organized, the sooner it will be at work, and the longer it works the better it will be equipped and the more good it can do. It is not the work of a few. It is a work in which every one should be interested—property owners especially—as the more people we have—the more settlers—values advance and nothing one has to sell, becomes a low-priced drug on the market.

With all the facilities this county affords for a rapid and prosperous growth, it's a blooming shame that we stand idly by and let all the multitude of new settlers pass by us because they know us not. We are sometimes inclined to find fault with Portland because she wants the earth. Wants to control in matters of immigration, of politics and of business, whereas, with all her push and activity, she hasn't such harbors as Coos county, and for water communication, is some hundreds of miles farther from the rest of the world than we are. This is no idle talk, and if we would follow her example along the push and audacity lines, it would be the better for us.

There are no better farming lands in Oregon than are found here; no better dairying lands; no better timber, and in this, in some respects we excel them all, while beneath the surface are almost limitless quantities of excellent coal.

And we are doing nothing to advertise these many good qualities to the world. Nothing to invite the settler this way. Nothing to increase our population by immigration, and our wealth by adding to the number of our sturdy home-makers.

We reiterate it, and how! it from the house-tops that this Rip Van Winkleism is altogether too dead, bad. Let us have a change.

E. G. D. HOLDEN.

Flood in South Destroys A City.

Chattanooga, Tenn., March 29.—A special to the News from Harrison, Tenn.: Harrison was destroyed by the flood caused by the overflow of the Emory River. The damage is estimated at a quarter of a million dollars. It is reported that two lives were lost, and many are supposed to have been drowned that from 40 to 50 houses at Oakdale and Harrison were washed away. The tunnel at Junction, on the Cincinnati Southern Railway, fell in. The plant of the Vestal Lumber Company was destroyed, and the Hoe & Tool Company was badly damaged, the planing mill is wrecked and the tannery suffered heavily. The floating lumber, houses and debris knocked down a part of the bridge and washed it away. Telephone lines are damaged and only meager reports are obtainable.

No sailing vessels have gone through the Suez canal since 1875. This is because navigation of the Red sea is so dangerous, on account of many hidden shoals which change position. The vagaries of the Red sea form the most conclusive evidence for the story of the flight of the tribes of Israel through its waters.

Oregon Mines.

Probably because it was so near home and that there was no novelty or hardship necessary in reaching it, Oregon people have failed to realize the fact that Eastern Oregon is the largest mining district in the world. But such it has just been declared to be by one of the most eminent

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When old winter with a groan,
Seeks the other side of earth,
Joy spring comes from where she'd flown,
To sit with us about the hearth,
The birds from heaven or the rains,
A sun to clear the loaded sky,
The birds the birds back again,
From the south where they fly.

She calls the white-throated snow,
To feed the giant water weep,
And with her hands she bends low,
The suns warm golden ray,
The coaxes with a gentle voice,
Each small brown seed to life,
And makes the people all rejoice,
Minding not the daily strife.

When spring in her fresh robe so bright
Comes to chase old winter away,
She makes sad hearts light,
And joy the benighted day,
She makes the birds sing,
And the green dressed flowers bloom,
We like best ancient spring,
Yet we like, too, old winter's gloom.

The Coast Mail of March 29 jumps onto the papers of the Coquille Valley for the favorable mention given by them to the proposed steamer line between Coos County points and Portland. Two days before it had spoken well of the enterprise. Why this change of face so sudden?

In the article referred to the Mail says that Capt. Reed of Marshfield, had been invited to put in a bid to build the boat, but now the Bandon Recorder states that the boat will be built on the Coquille River. It is the desire of the numerous supporters of the enterprise to have Capt. Reed plan the boat, and construct it on the Coquille, for he must get his framing timbers from this river anyhow.

The Mail says that it is ridiculous to speak of Portland as a market for anything but white cedar and Myrtle wood. The editor is either ignorant or unwilling to admit the fact. The quotations as they appear from day to day in the San Francisco and Portland papers show that creamy butter averages 25 cents per pound more in Portland than in San Francisco. Eggs are constantly shipped from Myrtle Point to Portland, and thousands of cases of eggs are shipped to Portland every year. The apples sent from this river to Portland last fall brought better returns than they ever do from San Francisco. Coal is in demand in large quantities in Portland and the demand is increasing very rapidly, as wood for fuel is now shipped as much as 75 miles into Portland. The cheapest coal on the Portland market brings \$7.10 per ton, and it is very poor quality, and I am credibly informed that Coos Co. coal can be laid down in Portland for \$3.75 per ton. It would be well for the Mail editor to take these facts into account before making such unwarranted statements as in the article referred to. It is unreasonable to make such statements with no other apparent reason than that the boat may possibly be built on the Coquille River instead of on Coos Bay. It is not proposed, as stated by the Mail, to call in at Tillamook, Yaquina, Alsea and Siuslaw, but to make regular round trips to Coos Bay and the Coquille River, and enough freight is in sight to fill a 400 ton boat every trip.

The idea of getting the people of Coos county interested is not that of bonus or subsidy, but for them to become a part, a major part if they see fit, of the company and keep the steamer sailing regularly into Coos Bay and Coquille river.

It is to be hoped that the Mail will finally learn that there are parts of Coos county off the bay, and that these parts are as much entitled to regular and constant transportation facilities as Marshfield.

Why should Bandon have to pay freight on a river steamer and on a railroad and then on an ocean steamer when a trip in the mouth of the river would make much of that unnecessary? Nothing short of jealousy of this river could have prompted the Mail's screech.

NOTICE OF FINAL SETTLEMENT. NOTICE is hereby given that the undersigned has filed his final account in the matter of the administration of the estate of John R. Radabaugh, deceased, and that the County Court for Coos County, Oregon, has appointed April 7, 1902, that being the first day of the term of said court, as the day for hearing objections to said final account and the settlement of said estate.

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