

SEMI-WEEKLY HERALD.

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COQUILLE, COOS COUNTY, OREGON, SEPTEMBER 20, 1904.

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Office two doors south Odd Fellow's Hall
Will make Bandon a professional visit
the first Monday in each quarter.
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COQUILLE RIVER STEAMBOAT CO.
Str. DISPATCH
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Leaves Bandon 7 A.M. Coquille 10 A.M.
Coquille 1 P.M. Bandon 4 P.M.
Connects at Coquille with train for Marshfield
and steamer E. Ho for Myrtle Point.

Str. MOONAWAY
J. C. Moonaw, Master.
Leaves Coquille 7 A.M. Bandon 10:45 A.M.
Bandon 1 P.M. Coquille 4:45 P.M.

Str. RETA
Alva Lee, Master.
Leaves Coquille 1 P.M. Bandon 5 P.M.
Bandon 7 A.M. Coquille 11 A.M.
Carrying passengers and mail.

Coquille River Transportation Co.
Str. LIBERTY
W. R. Pantier, Master.

Leaves Bandon 7 A.M. Coquille 10 A.M.
Coquille 1 P.M. Bandon 4 P.M.
Makes connection with train at Coquille
and up-river boats.
T. W. PANTIER, Managing Owner.

Str. ECHO
T. W. McCloskey, Master.
Leaves Myrtle Point 7 A.M. Coquille City 9:30 A.M.
Coquille City 1 P.M. Myrtle Pt. 4:00 P.M.
Daily except Sunday.

Trans-Mississippi Commercial Congress.

The fifteenth session of the Trans-Mississippi Commercial Congress will meet at St. Louis, October 25 to 29, inclusive, the Congress to convene in Convention hall on the World's Fair ground, Tuesday at 10 a. m.

This organization has been a great factor in the commercial advancement of the western states and territories, being a systematic movement to influence national legislation, wherever legislation was required in the deepening and improvement of harbors, the equalization of transportation rates in the inter-state commerce, the reclamation of the semi-arid regions and the construction of public works, the encouragement of reciprocity in the commercial relations between this country and Canada, Mexico, the Central and South American republics; the construction of the Isthmian canal, construction of the Pacific cable, improved consular service, fostering of maritime trade, in fact every plan for the betterment of commercial conditions in the Trans-Mississippi region received at its hands cordial endorsement and effective legislative aid.

STORM ON ATLANTIC COAST.

New York, September 16.—One of the fiercest storms that has ever visited the Atlantic coast is now raging south of here. The storm began last evening and still continues with unabated force.

A number of lives have been lost, much property damaged and several ships wrecked. The greatest loss during the night occurred near Wilmington, New Jersey. The tug Israel W. Durham foundered today in the Delaware river. Her crew of six men, together with four employees of the American Dredging company who were on board at the time, were all drowned with the exception of two. Five persons drowned, trees uprooted and crops ruined is the report that was brought here today from Charleston by a coast liner.

President Decides.

Washington, Sept. 14.—The case of the Russian cruiser Lena being at San Francisco, which was causing an official muddle, arising out of the doubt as to which of the five departments of the government should deal with it, was settled today by the president, who decided that the state and navy departments should treat the case, acting jointly. This is a decision calculated to greatly simplify the handling of the matter.

Orchestra at Roseburg.

Prof. F. H. Appelhoff, director of the Roseburg orchestra, is heading a movement looking to the organization of an orchestra of about thirty Southern Oregon musicians to play at the Lewis and Clark exposition at Portland next year, taking the Roseburg orchestra of eleven pieces as a nucleus. Collective practice will begin in Roseburg as soon as the instrumentation can be completed. The project is a good one and the musicians will no doubt be well remunerated for their trouble.—Plaindealer.

End for Actor Who Saw Lincoln Tragedy.

Plainfield, N. J., Sept. 15.—Edwin Varrey, the veteran actor, who has played with Joseph Jefferson, Edwin Booth and Wilks Booth, is critically ill at the Muhlenberg hospital in this city and his end is near.

Varrey has been on the stage the greater part of his life. He was in the cast of "Our American Cousin" on the night when President Lincoln was shot at Ford's theater in Washington, and witnessed the tragedy.

British Ship Ashore.

The British Ditton is ashore at San Francisco. Capt. Davis did not see fit to furnish Coos county with a seaman's entertainment as others have done, but gives California the benefit this time.

Early rising is said to be good for the health, but the matter has never been thoroughly investigated.

OUR MINES DEVELOPING.

This Section Looks Good to Mining Engineer.

"Lack of development in Southern Oregon may be attributed principally to the ease with which, in the past, a prospector could secure a workable location from which to secure easy money," said Horace J. Pullen, a well-known mining engineer, in response to a question. "As long as this condition lasted the prospector was content. Now, with the narrowing of the circle of placer mining chances, these men are hunting for quartz mines, but with their penchant for seeking speedy returns and seeing the golden values in a form they can appreciate, they have been directing too much effort to finding pockets, rather than making great mines by development of veins and ledges."

"Hod" Pullen, as he is known among his intimates and mining men generally, has been spending several days in Portland, while superintending tests of ore brought from a mine just examined in Southern Oregon. Scially, Mr. Pullen is a pleasant, cosmopolitan sort of man, who can adapt himself to the conditions of any land or climate where duties call. He is an enthusiastic member of various Masonic and other fraternal organizations, and has a fund of information and anecdotes gained from experiences in foreign lands that makes him a pleasant companion in any social gathering. Although a hale-fellow-well-met among his conferees and friends of the mining world, it is said that he is a rather frigid, nonenthusiastic investigator of mines and prospects.

There was a time, several years ago, when for a brief period, the glauor of rich ore which he discovered and lost in the Gorge Range, of Colorado, made him famous, and he dreamed of fortune, but rich specimens no longer enthruse or cause him to entertain visions of sudden wealth. Older and wiser in mining experience, the only side of mining that appeals to him is summed up in general averages and commercial value. Asked his opinion of Oregon as a mining state, he replied:

"That is a rather broad question, but I take it for granted you mean Southern and Western Oregon, for the Eastern part of the state is beyond the experimental stage. As to Southwestern Oregon, I have formed a very favorable impression of its mineral possibilities. It is just shaking off swaddling clothes and awakening to the great possibilities that exist there."

"You think exploitation has not been extensive?"

"It has hardly been scratched at—the new is not worn off yet."

"The Oregon miners have awakened to the fact that the man who is a real mine operator and not a stock broker is looking for large bodies of low-grade ore, and the desire of the miners to produce something that fulfills the desire of the buyer to whom he would like to sell has awakened the Oregon prospectors to energy in endeavoring to develop their properties and disclose that they have merit."

"For several years mining men have had small, rich veins offered them from this country, and these offerings have had interest for but few of the heavy operators; but of late reports have begun to come in which speak of large low-grade veins. The mining engineers are investigating for the capitalists who are interested in these new propositions, which means that with confirmation of the reports this region will pass into a mining era in which ample capital and experience will be prime factors."

"Lack of transportation facilities keeps out men of limited means to a certain degree," was the answer to a question on that line; "but generally speaking I do not think it is necessary to have railroad transportation in the early stage of a country's development. The fact is that railroad managers are as hungry for dividends as mining investors, and when the mines are opened sufficiently to demonstrate to the railroad people that there is enough tonnage, they may be relied upon to do the rest."—Telegram.

Line to Coos Bay.

A weekly service between Portland and Coos Bay is to be established as soon as a steamer can be secured. Negotiations are now on for a suitable vessel, and it is expected the deal will be closed in a few days. The success and permanence of the venture will depend entirely on the support given it by the merchants of this city. For years there has been a loud call for a regular and frequent service to Coos Bay points, and the people of that section have promised to support it. They want to trade with this city, as the natural market for their produce. Their wish will now be gratified if Portland business men will also do their share.

T. S. McRath, a well-known shipping man of this city, and E. J. Dodge, of San Francisco, will establish the line. They have thoroughly investigated the matter, and believe that what is required is a regular service that can always be depended upon. A steamer to be a success in this business must have regular sailing days and live up to her schedule. It is this kind of service that Messrs. McRath and Dodge propose to provide. Their plan is to start in a comparatively small way and grow with the business. Therefore their first steamer will be one of about 800 tons, which they can be sure of filling every trip. As the business increases, larger steamers will be provided.

Mr. Dodge left for San Francisco last night, where he will close the negotiations for the charter of the vessel. The steamer on which they have an option is exceedingly well fitted for the business, as she also has accommodations for passengers. Mr. McRath will act as freight and passenger agent at this city and Astoria.

That the people of Coos Bay will give their hearty support to the new line goes without saying. In addition to the published interviews with prominent Coos Bay men on the subject, almost every merchant at Portland has at some time or other had inquiries as to the price of goods which he could not deliver owing to the lack of regular transportation. This has enabled San Francisco merchants to get a foothold in the Coos Bay country in spite of the preference of business men there to trade with this city. The matter will also be laid before the Portland Chamber of Commerce, and it is hoped to receive that body's indorsement of the line.

Mr. Dodge, who is president of the E. J. Dodge company, of San Francisco, the owners of the new steamer Northland, has appointed Mr. McRath the Portland agent of the steamer. The Northland is now permanently on the Portland-San Francisco route, and will carry freight and passengers both ways. She is a new, up-to-date craft, and a contract that has just been signed insures her full cargoes southward from this port for the next year. She has just been here on her maiden trip, sailing for San Francisco last night with 875,000 feet of lumber. The Dodge company is also figuring on putting the steamer South Bay on the route. The latter vessel is now plying between San Pedro, San Francisco and Eureka.—Oregonian.

Don't Kick.

A Texas editor has hit the right spot when he says: "The sorriest fellow on the face of the earth is the fellow who will sit around and cuss his own town. If I lived astride of the north pole I would call it home and be ready to boost it up. If I couldn't say anything nice about it I would say that my ice bill didn't come high. I wouldn't stay in a town I had to cuss. Not while the world is as big as it is now."—Tulare Advertiser.

Rich Strike.

L. G. Higgins is said to have discovered a rich dike of gold-bearing porphyry, several hundred feet wide, lying between walls of slate and diorite. Very rich ore is said to have been found for a thousand feet. This find is on the headwaters of Chelco river, near the Josephine and Curry boundary lines.—Port Orford Tribune.

NOTE AND COMMENT.

The man who wrote "David Harum" received a fortune of \$150,000 from the sale of his book.

For fifteen years Massachusetts has been trying to dispose of 2,193 unoccupied farms. Of this number 309 have actually been sold. Most of the rest appear to be growing up to woodland. It has been predicted that in the next thirty years the value of every farm in New England will be quadrupled, owing to the extensive park improvements which are being made and the increase of trolley communication.

There is a state law in Michigan which prohibits gift enterprises. This being so men dealing in trading stamps are arrested and fined.

Pine and hemlock is fast disappearing from New England and soon little will be left for pulp and the manufacture of paper. Recently, in Maine, a New England paper trust secured 30,000 acres of spruce and hemlock woodland. A large wood pulp plant will be erected. Naturally this corporation opposes a fare rate of duty for the importation of Canadian pulp lumber. If it can corner the supply it will keep up the prices.

Even in England the adulteration of food products has begun, in imitation of the smart Americans. Dr. Thorpe, the chemist of the government laboratory says the use of boracic preservatives is increasing in the manufacture of butter. Over 41 per cent of the samples last year contained these questionable chemicals as compared with 33 per cent the year before. Cheese from the United States is found in twelve cases to be labeled "Canadian." French and Dutch condensed milk was imported as "Swiss" milk. An imported coffee essence proved to be merely burnt sugar.

It takes between eight and nine hundred men and women to run the new Hotel Astor in New York. Nobody can get a room for less than \$5 per day.

An American teacher in Porto Rico recently went insane from the effect of the summer heat.

The postoffice at Santiago, Chili, is wholly in the hands of women. It is said to resemble a sewing circle in permanent session. It is impolitic to send a postal card through that office.

It has been discovered that in Chicago there are 680,692 persons who are under 21 years of age.

It has been found in Philadelphia that coal tar products and salicylic acid are put into coca cola mint, and coal tar matter in the orange and strawberry flavorings. The city chemist was able to color cloths from these drinks green, red and orange. A number of arrests have followed.

Two thousand gypsies are planning to come to this country. An advance guard of 260 has already arrived in New York. This country is filling up with so many vagabonds as the home production were not sufficient.

Complaint is made in the English papers that throughout Europe agriculture is in such a depressed condition and taxes are so heavy that the people are leaving the farms and flocking into the cities. In the towns, because women can be employed at smaller wages, the men are being thrown out of employment. Owing to the introduction of female labor in the cycle trade at Coventry, England, 4,000 men have been thrown out of work.

Chicago already has twenty-two miles of tunnels forty-six and one-half feet below the surface. These are to be used for the transportation of goods from one part of the city to the other, and thus relieve the surface traffic.

Wireless stations for weather bureau information are to be erected along the Atlantic coast in the hope of catching what the wild waves are saying about the weather, or what any passing sea dog may whisper into the ear of the wireless. A newspaper message will be the next thing in order.

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