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Str. DISPATCH
Tom White, Master,
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Coquille 1 P.M. Bandon 4 P.M.
Connects at Coquille with train for Marshfield
and steamer E. Ho for Myrtle Point.

Str. FAVORITE
J. C. McManis, Master,
Leaves Coquille 7 A.M. Arrives Bandon 10:45 A.M.
Bandon 1 P.M. Coquille 4:45 P.M.

Str. RETA
Alva Lee, Master,
Leaves Coquille 1 P.M. Arrives 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. Arrives Coquille 10 A.M.
Coquille 1 P.M. Bandon 4 P.M.
Makes connection with train at Coquille
and up-river boats.

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

The Minnesota.

We give here an interesting description of the above-named vessel from the San Francisco Call. This is the largest vessel yet built in America, and our coast may well feel proud to see such a magnificent craft added our trans-Pacific fleet.

The Great Northern Railroad Company's new liner Minnesota arrived yesterday morning from the Atlantic. After a brief detention in quarantine she steamed up the bay and dropped anchor off the Union Iron Works. The Ventura, Sonoma and Sierra have accustomed the people of this port to passenger liners of large size, and from the Korea, Siberia, Mongolia and Manchuria people have learned something of the superlative degree in modern passenger carrying freighters. But the Minnesota is in a class by herself.

She lacks the speed of some of the big steamships familiar in these waters, but in every other respect overtops her floating sisters as the battleship towers above the torpedo boat. She is the biggest steamship flying the American flag. As becomes the newest of Yankee liners, she has borrowed from the school of scientific achievement all the latest ingenuities. She is comfortable as soft carpets, broad decks, elevators, electric heaters, luxurious upholstery and perfect ventilation can make her. She could be rammed through and through in half a dozen places and still float; cut in two, and each section would remain on the surface. She is practically unsinkable.

As a floating hotel she has no equal on the Pacific, and the burden of fifteen miles of freight cars can be stowed away in her hold.

She is said to have cost more than \$2,000,000, and she looks like the price. She is 630 feet long, 75.6 feet beam and 56.1 feet deep. Her gross tonnage is 20,718. Her capacity is 27,982 cubic tons. Her total capacity, including bunkers, is 32,221 tons. When carrying 23,800 tons dead weight the Minnesota draws 38 feet of water. She has accommodations for 250 first cabin passengers, 68 intermediate passengers and 1424 steerage or 1224 troops.

Electricity is the slave which works most of the wonders of the Minnesota's marvelous internal economy. There is an electric heater and a telephone in every stateroom. The central telephone office, where there will be an operator always on duty, is one of the show places of the ship. Passengers in their rooms can telephone to any department of the ship or can talk over the wire to any other passenger. The electric heaters can be shut off or regulated by the occupants of the staterooms by a simple process of turning a button.

The cooking is all done away down below, out of sight, sound and smell of the passengers. The prepared food is carried by noiseless elevators, or dumb waiters, from the lower regions to the dining saloon, where undumb servants will distribute it in orthodox style three times a day. For the benefit of eccentric or abnormal appetites a buffet is maintained in another part of the ship, where anything from a full meal to a sandwich will be served day or night.

The saloon, around the tables of which are 188 comfortable leather-seated chairs, is handsomely furnished and artistically lighted. There is a dainty ladies' parlor, a well-stocked library and smoking room, in which the most worried man in the world could forget his troubles and imagine himself J. J. Hill without the railroad magnet's responsibilities.

The handling of cargo will bring little discomfort to the passengers, as all the work will be done by 36 noiseless electric winches. The Minnesota has nine pairs of hatches, and in the forest of cargo booms is one capable of lifting a 44-ton burden from the wharf and lowering it swiftly, gently and without noise to the most remote corner of the deepest hold.

There are electrical devices in every part of the ship. In the gal-

ley are electric broilers, electric dough mixers, electric plates for the making of hot cakes. In the pilot-house it is electricity that blows the whistle, electricity that operates the steering gear, that carries messages from bridge to engine-room and other parts of the ship. In the pilot-house is an electric clock, which takes charge of the fog signals in thick weather, and another electrical device which stands guard over the electric lamps which constitute the side lights and other law-required illumination. If one of these lights goes out a bright lamp glows in the pilot-house and a bell begins to ring. The lamp glows and the bell rings until the extinguished light is again in commission.

One of the Minnesota's glories is the breadth of her clean, white decks. At the forward end of the bridge deck is one clear space, 30 by 75 feet, room for a dozen set of lancers or for the drilling of a battalion of infantry.

The Minnesota's bridge, as she is now loaded, is 65 feet above the water line. Her smoke stack has a diameter of 19 feet fore and aft by 16 feet across. She has twin, triple expansion engines of 10,000 horsepower. She has two 38-ton refrigerating machines and sixteen Nioclause water tube boilers. She is fitted with a longitudinal bulkhead, running the entire length of the ship, has twelve water-tight bulkheads and twenty-four compartments and a double bottom which is used for water ballast and is divided into twenty-two compartments.

Traveling at fourteen knots per hour the Minnesota burns 160 tons of coal in twenty-four hours. On her trial trip she developed a speed sixteen knots.

The Minnesota is commanded by Captain John Truebridge and her other officers are: Chief engineer, George Allan; chief officer, J. F. Blaine; first officer, W. S. P. Keyes; second officer, P. C. Greening, and third officer, John Duffy.

The Minnesota encountered fine weather all the way from the Atlantic, the liner's size impressing even Cape Horn into keeping the elements in that neighborhood in order. There was some trouble with the crew whom Captain Truebridge described as the hardest crowd he ever went to sea with. One of the sailors had a fight on the bridge with the second and third officers and several of the men spent varying spells in irons as a penalty for refusing duty.

Greely, Colo., Dec. 24.—Mayor H. C. Watson issued a call today for a mass meeting to consider a proposition to donate a large quantity of potatoes to the starving poor of Ireland. Similar meeting will be held at Fort Collins. It is believed the farmers of Northern Colorado will contribute several carloads of potatoes if the transportation can be arranged for. The government will be asked to furnish a transport to carry potatoes from Galveston to Ireland.

Chicago, Dec. 20.—Gifts amounting to \$537,370 was announced by President Harper tonight at the 53rd quarterly convocation of the University of Chicago. John D. Rockefeller gave \$245,000 for current expenses and \$60,000 for improvements to the heating plant. The next largest sum was given by Mrs. Hiram G. Kelley, of this city who gave \$140,000 for the erection of a building for classics. The remainder of the total donation was in small amounts.

Coughing Spell Causes Death.

"Harry Duckwell, aged 25 years, choked to death early yesterday morning at his home, in the presence of his wife and child. He contracted a slight cold a few days ago and paid but little attention to it. Yesterday morning he was seized with a fit of coughing which continued for some time. His wife sent for a physician but before he could arrive, another coughing spell came on and Duckwell died from suffocation.—St. Louis Globe-Democrat, Dec. 1, 1901." Ballard's Horehound Syrup would have saved him. 25c, 50c and \$1.00. For sale by R S Knowlton

Many Nations Will Exhibit.

Portland, Dec. 25.—The leading nations of the world and many of the lesser ones have during the last few days appointed their national commissions to the Lewis and Clark Centennial, and these have already commenced working in co-operation with the Exposition management. The commissions of several nations which exhibited at St. Louis, have already commenced assembling exhibits for immediate shipment to Portland, and there is no doubt whatever that the powers will be represented at the World's Fair by extensive and comprehensive displays. Many of the exhibits brought from St. Louis will be supplemented by fresh displays from abroad, thus assuring to patrons of the Coast Show the height of excellence in foreign exhibits—a combination of the cream of what was exhibited at St. Louis, and additional displays imported for the occasion.

There will be exhibits from nearly every nation that arises to the dignity of a place on the map. England will maintain her dignity against Germany and Germany against France, while Japan and Russia will struggle for supremacy in a battle of peace. China will have a great display, and Siam and Ceylon, Spain, Mexico, Italy, Turkey, Austria and Egypt will be represented. Even Morocco and Persia will exhibit, Denmark and Sweden have likewise fallen into line, as have Holland and Belgium, and numerous powers of less importance.

Great interest will center about the exhibits from Japan and Russia, both nations having been attracted by the Oriental aspect of the Exposition. The Japanese are planning for a big national pavilion in which will be shown their products, manufactures and industries, educational conditions, and displays of fine and liberal arts. Russian participation will be on much the same lines, particular attention being given to silk weaving and other manufacturing industries. The Russian fine arts exhibit will probably be the finest at the Fair. It will be made up of works executed by the modern Russian painters and may be housed in a replica of a handsome old Moscow palace occupied by the Romanoffs of the early days.

France and Italy, too, will have fine art displays, and as these countries have long held precedence as art centers, their offerings will no doubt be notable. Mr. Zeggio, the Italian Commissioner, is now in Venice for the purpose of making selections from the Royal Italian galleries for shipment to Portland. France's art collection will be taken from winning pictures in the recent national competition for Exposition exhibits. France will also display government furniture, Gobelin and Beauvais tapestries, Sevres pottery, laces, silks, educational methods, farming and other industrial exhibits.

Austria, according to the present plans of the Austrian Commissioner, will show a general outline of all government work in transportation matters, industrial education, and the methods for the general development of industry in Austria.

Chicago, Dec. 21.—After vainly searching for work and being turned away everywhere with the remark: "We might employ you, but we are afraid you are too old," Francis Brokeski, 60 years old, a graduate of Oxford, and formerly a state representative, yielded to the rush of young men and killed himself.

With a majority of 117 in the next House, the Republican party will be strong enough to embarrass itself very much by enacting a lot of unwise legislation. It can pass a subsidy bill of any dimensions.

Again Senator Smoot's investigation goes wearily on. A blood-thirsty oath has been revealed but the vote of Utah was not needed to elect the president and the Republican party is under no obligations to the Mormon hierarchy.

NOTE AND COMMENT.

The President's recommendation of a trial of the whipping post for wife-beaters is received with a good deal of favor in all parts of the country. By all means let the experiment be tried on a scale sufficiently large to test its expediency. The sentimental notion that twenty lashes on the bare back will make a wife-beater worse and more degraded, is preposterous and not to be thought of as an objection. Those who imagine that a wife-beater would be made more brutal by a flogging are the sort of people who send bouquets and perfumed notes to the cells of murderers. In the case of a wife-beater a severe flogging would be a wholesome counter-irritant. There are thousands of loafers who commit offenses in order that they may be supported in those second-class hotels called jails.

The tendency to completely secularize our schools by excluding all religious exercises seems to be growing. The supreme courts of Nebraska and California have forbidden the reading of the Bible in the schools of those states. Similar decisions have also been given in Minnesota, Montana, and Washington. It is claimed that the places to give children religious instruction are the home, the church, and the Sunday school.

It is very thoughtful and considerate of New York churches to propose to raise a large sum of money to buy Christmas presents for children in Japan. As the Japanese do not know what Christmas is, and never heard about the Santa Claus myth, and as they are represented as being uniformly happy and content with the simple life, it is much to the credit of the good people of Manhattan island that they have money to spare for such a very unpractical and sentimental purpose. No need to say anything about the poor children of New York.

With cotton worth less than nine cents a pound, owing to the unprecedented crop, there are some wise men who think that if the cotton boll weevil had got in more of its fine work and reduced the output to about ten millions of bales, prices would be much higher and a smaller crop just as profitable. The weevil is a very wise insect, and absolutely refuses to feed upon the Paris green mixture which the entomologists so industriously and scientifically sprinkle over the growing plant. As for the predacious ant, it has gone into winter quarters and refuses to be interviewed.

The German bank of Buffalo, N. Y., which had a capital stock of \$100,000 and deposits to the amount of \$6,000,000 came into possession of certain Ohio traction railroad speculators and promoters, who purchased a majority of the bank's stock, and then loaded it up with their own unmarketable wares. Of course they used the deposits in the bank to further their schemes, and now the institution is in the hands of receivers and 8,000 depositors are out in the cold whistling for their Christmas cheer. Frenzied financial operators do not seem to be confined to Oberlin; Ohio, or to Mrs. Chadwick. If matters go on at this rate possibly the government will have to take control of all savings banks.


A piano for sale on easy terms. Will take part in trade. Enquire at this office.

Any school district in need of an experienced teacher can be put in communication with one by enquiring at this office.

"I was much afflicted with sciatica," writes Ed C. Nud, Iowaville, Sedgwick Co., Kan., "going about on crutches and suffering a deal of pain. I was induced to try Ballard's Snow Liniment, which relieved me. I used three 50c bottles. It is the greatest liniment I ever used; have recommended it to a number of persons; all express themselves as being benefited by it. I now walk without crutches, able to perform a great deal of light labor on the farm. 25c, 50c, \$1.00. Sold by R S Knowlton.

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Is Displaying a choice
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Experienced Help **Best of Work** Reasonable Rates
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Dairy Produce
SWEET CREAM **ICE** **IN QUANTITIES**
MILK AND **TO SUIT**

Coquille Ice & Cold-Storage Co.

THE MAN
Who tied the cow's tail to his leg in the process of milking; said she had not dragged him over two miles before he realized he had made a mistake.
How Much Farther
Must you be dragged before you realize you are making a mistake in not using Electric Lights.