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COQUILLE RIVER STEAMBOAT CO

Str. DISPATCH
Tom White, Master
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. FAVORITE
J. C. Moosaw, Master.
Leaves Coquille 7 A.M. Bandon 10:45 A.M.
Bandon 1 P.M. Coquille 4:45 P.M.

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

DAIRYING IN COOS.

Able Address by Dairy Commissioner J. W. Baily.

Mr. President, members of the Chamber of Commerce, ladies and gentlemen, it affords me great pleasure to speak to you this evening on a subject which is very interesting to me and which is, from my point of view the most important which you people on Coos Bay consider. I am aware that you have very great timber resources here and you have great fruit possibilities and are raising a quantity of apples and strawberries which can not be beaten. I have heard much about the gravenstein apple and you have no doubt a special adaptability of climate, soil and conditions to the profitable culture of that most luscious apple. It certainly is a fine outlook which you people have for the future. I am not referring to your town lots. They are no concern of mine. But you know that town lots are no good unless you develop your country as a basis for their values. You can not expect the average man to do much in timber. That industry has come into the hands of large capital and beyond the average man's reach. I don't know what he can do with coal lands, but I suspect the same is true of coal as of timber. You can make a great fruit country of yours. I remember, not so very long ago when Hood River was only a little station on the railroad and had no such apparent prospects as you have. Now Hood River apples and strawberries are famous all over the United States.

But it is not of fruit I have come to talk to you. I know and so do you that it will take a long time to grow orchards, and considerable capital. Not so with the dairy farm. You can get cows and go into a profitable business at once. You have as good a dairy country as the world contains and I do not think it would be too much to say that you have in some respects the best. There are three things which you must consider in determining the question of whether the dairy business will be profitable. First—soil. I have no question, from my present observation and on the occasion of two former visits, but you have that. Your bottom lands and those along the Coquille are not exceeded any where and your uplands, even to the summits of the high hills, are object lessons in the development of nutrition in your climate. When those forests are cleared away from the hills, as they will be soon, the slopes are all very valuable for dairy purposes. Why! I was born and raised in the lumber state of Maine, and I recall very vividly the claim made when I was a youth that the vast forests of Maine, Minnesota, Wisconsin and Michigan would last almost forever. Now they are practically all gone and the forests of the Pacific Coast are the only ones left. The country is up against these forests just the same it was up against the states I named twenty-five years ago. And you must remember that these forests will not stand long. They are in demand. You can not sit down and wait for another crop of trees to grow. It takes, in some instances, five hundred years. So you must have something else. And that will be the dairy farm with the fruits and vegetables.

The second thing you have is climate. You have without question the best climate in the world. It is pitiful to see men try to make a living on the sterile ground and in the rigorous climate of such a state as Maine. There a man may be satisfied if he gets ahead at the rate of \$100 per year, but that would not satisfy a man here. It is so unnecessary in this climate. In Maine and in most of the states of the middle west the winters take half the years and the farmers must feed their cattle, that half. But here you do not need to do anything like that. You can let your cattle feed all the year round in the open

field, but if you choose, you can fence off the rich bottom land for a few months each year and gather enough feed from that land to supply all needs. In Holland the lands are similar to those which you call bottom lands. I saw the swamp land along the Coquille, which are just like those of Holland except that they should be drained. The same lands in Holland are worth one thousand dollars here are worth as much as those of Holland, because we know the population of Holland is dense.

The third thing needful for the success of the dairy farmer is markets in the world. The Holland farmer can not make as much on his thousand dollar acre as you can make on similar soil which is regarded as less valuable in price. The markets are growing. The total value of Oregon's yearly output of dairy products is over \$15,000,000, which is more than the annual output of gold from Alaska. Is it not strange, then, that so many rush to Alaska for wealth when you have right here a gold mine in butter, cheese, milk, beef and veal? You receive a higher price than the Holland dairy farmer. You do not have to work so hard in this climate for the same results. Yet you can sell everything you produce. If you have not a home market you can not fail to place the product in Portland, San Francisco, Seattle and coast towns. The Oregon product is shipped East very largely. The fact is you do not supply your home market, so great is the demand for your product elsewhere. In Portland they have been compelled to ship in butter and cheese from other states. It is a shame that such a condition exists when it is so easy to produce these things in the state. You have no excuse in Coos county for not making most of your dairy interests. The dairyman here has no question of freight rates to trouble him. In the matter of tonnage the dairy farmer has the best of it. For instance, a ton of lumber is of comparatively small values. The freight rate therefore cuts into the value. The same is true of all bulks of staple products except butter, cheese and articles which are of great value per ton. Now a ton of butter is worth \$700 and the cost of shipping a ton worth \$700 is very slight compared with the value. So the dairy farmer does not care. The wheat producer, or any form of cereals, or potatoes, or vegetables, or even fruits, finds the freight rates are important and sometimes a prohibitive item.

I say you have no excuse for failure. Get land and cows. Get it even if you haven't a cent. Your banker will, I venture to say, let you have money on your cows or to get cows, any day. The dairy farmer always has credit. He always has a guaranteed immediate trial by one of the railroads interested, followed by a position in a reasonable time if the trial proves satisfactory. Among the men whose names—presumably with their sanction—are mentioned in connection with the proposed school are: F. B. Underwood, president of the Erie; E. P. Ripley, president of the Santa Fe; T. P. Shonts, of New York City, and the presidents of the Rock Island and Northwestern roads.

Technical instruction cannot, of course, be depended upon to supplant or be an entire substitute for experience in railroading. The same thing can be said of civil engineering. But that it will pave the way that followed by experience, will lead to results more quickly than the old way of beginning at the brakes and working on to responsible official position, can hardly be more doubtful in the one case than in the other. Time is saved by the newer methods of acquiring knowledge of a business or profession. This is a consideration by no means to be despised in an age that is crying aloud for men of intelligence, energy and skill to work out its complicated problems of commerce, industry, trade and transportation.—Oregonian.

Duprey's Celery Headache Powders, give instant relief. Price 25 cents. R. S. Knowlton, Coquille City; C. Y. Lowe, Bandon.

be backward when the value of the dairy interests and their rapid reclaiming power are appreciated by the people here. Professor Kay of Ames College, Iowa, was sent to Europe to study dairying conditions but on his return reported that the United States led all the rest. Afterwards he came to Oregon and has since declared that Oregon excelled all parts of the United States. It only remains for Coos county to foster this form of industry and there is no reason why she should not lead Oregon.

The commissioner is an entertaining talker and entered into details as to local conditions, illustrating his statements and conclusions by humorous stories and keeping the attention of his audience throughout.—Coos Bay Times.

A School of Railroading.

Railroading as a business has come from nothing up to proportions so vast and with ramifications so subtle, in less than half a century, that its volume and intricacies are practically incomprehensible to the ordinary mind. The need of special training for the work, in detail, is recognized by the heads of various railroad departments, and the establishment of a school to supply this need—a National school of railroading, so-called—is promised in the near future. It is said that fully 200,000 men are needed in addition to those now engaged in operating and transportation departments of the great railroads to meet the requirements of traffic and of business.

According to a late dispatch from Chicago, a dozen of larger railway systems of the country are ready to give earnest support to a school of railroading conducted on the correspondence plan. It is asserted that the requirements of railroad operation could be taught by this means in a way and to a degree that would fit men already physically qualified for employment in positions that carry good wages and the promise of advancement according to the ability that may be developed. As an incentive to young men to fit themselves for these positions, the plan proposes that the tuition that is contingent upon the study of railroading be refunded to the students by the roads, in the services of which they prove their proficiency and for an entire year.

The need of trained labor in large excess of that which is at present available in railway transportation business would be strongly emphasized by the liberal indorsement by the railroad managers of this idea of training men for the service. Not to go into full details of the plan, it may be well to note that it embodies the proposition that those who pass examination with a marking of 75 per cent and over shall be guaranteed an immediate trial by one of the railroads interested, followed by a position in a reasonable time if the trial proves satisfactory. Among the men whose names—presumably with their sanction—are mentioned in connection with the proposed school are: F. B. Underwood, president of the Erie; E. P. Ripley, president of the Santa Fe; T. P. Shonts, of New York City, and the presidents of the Rock Island and Northwestern roads.

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The different organizations composing the Oregon Development League have now had printed 112,000 of the official letter-heads. That looks like going some.

Mr. Albert Phenix, staff correspondent of the "Manufacturers' Record" of Baltimore, and one of the country's best posted correspondents on industrial subjects, is making a study of Oregon and the Pacific Coast. The report of Mr. Phenix will be decidedly complimentary to Oregon.

Mr. W. E. Shaffer visited Portland last week in the interest of the Tillamook County Fair and Street Carnival, to be held in Tillamook August 22nd, 23rd and 24th, and wants delegations from all over the State.

One hundred prominent business men of Brooklyn, New York, composing the Brooklyn League, will spend all of August 18th in Portland. These gentlemen are visiting the different cities of the country studying municipal conditions everywhere.

Old apple trees have much more vitality than we are inclined to think, if we will but give them a chance to show it. Cut out the old scrubby branches and allow some of the vigorous young suckers to take their place. These suckers can readily be grafted and will soon form a profitable new top. If the tree does not need grafting, these same suckers will bear much better fruit than the old branches which have become weakened with continual bearing.—Northwest Pacific Farmer.

Hay Fever and Summer Colds.

Victims of hay fever will experience great benefit by taking Foley's Honey and Tar, as it stops difficult breathing immediately and heals the inflamed air passages, and even if it should fail to cure you, it will give instant relief. The genuine is in a yellow package. E. J. Slocum.

Notice to Contractors.

Notice is hereby given that sealed bids will be received by the County Court for the painting of the Court House upon the outside walls and roof. The walls to be painted two coats of best white lead and raw linseed oil with such coloring as the Court may select; the casings, corner boards, frieze, cornice etc. to be in such colors as the court may select; the roof to be painted two coats with best Princess Metallic paint and raw linseed oil. Bids to be opened at 1 p. m. Sept. 6, 1907 and all bids to be filed with the Clerk of this Court on or before said time. The court reserves the right to reject any and all bids.

By order of the Court.
JAMES WATSON,
County Clerk.

Stimulation without Irritation

That is the watchword. That is what Orino Laxative Fruit Syrup does. Cleanses and stimulates the bowels without irritation in any form. Sold by E. J. Slocum.

NOTICE FOR PUBLICATION.

Department of the Interior, Land Office at Roseburg, Oregon, July 6, 1907.
Notice is hereby given that Clarence Waters, of McKinley, Oregon, has filed notice of his intention to make final five-year proof in support of his claim, viz: Homestead entry No. 11437 made April 8, 1902, for the N¹/₂ SE¹/₄ SW¹/₄ NE¹/₄ Range 11 W., and that said proof will be made before L. A. Liljeqvist, U. S. Commissioner, at his office at Marshfield, Oregon, on Saturday, September 7, 1907.
He names the following witnesses to prove his continuous residence upon, and cultivation of, said land, viz:
William H. Myers, of Lee, Oregon,
Arthur Brown, " " "
Webb Mast, " " "
Henry Hervey, " " "
BENJAMIN L. EODY,
Register.

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Fancy and Staple Groceries.
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EXPERT BLACKSMITHS and Horse Shoers
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DO NOT BUY A BICYCLE from anyone, or on any kind of credit, until you have received our complete FREE CATALOGUE showing the most complete line of high-grade BICYCLES, TIRES and SUPPLIES at PRICES BELOW any other bicycle dealer in the world.
WE SHIP ON APPROVAL without a cent deposit. Pay the Freight and allow 10 days free trial and make other liberal terms which no other house in the world will do. You will learn everything and get much valuable information by simply writing us a postal.
We need a **RIDE** sensation commonly felt when riding on asphalt or soft roads is overcome by the "Holding Back" tread which prevents all air from being squeezed out between the tire and the road thus overcoming all vibration. The regular price of these tires is \$5.00 per pair, but for advertising purposes we are making a special factory price to the rider of only \$4.80 per pair. All orders shipped same day letter is received. We ship C.O.D. on approval. You do not pay a cent until you have examined and found them strictly as represented. If you send FULL CASH WITH ORDER and enclose this advertisement, we will also send one nickel plated brass hand pump and two superior metal puncture closers on full paid orders (these metal puncture closers to be used in case of intentional knife cuts or heavy gashes). Tires to be returned at O.E.B. expense if for any reason they are not satisfactory on examination.
We are perfectly reliable and money sent to us is as safe as in a bank. Ask your Postmaster, Banker, Express or Freight Agent or the Editor of this paper about us. If you order a pair of these tires, you will find that they will ride easier, run faster, wear better, last longer and look better than any tire you have ever used or seen at any price. We know that you will be so well pleased that when you want a bicycle you will give us your order. We want you to send us a small trial order at once, hence this remarkable offer.
COASTER-BRAKES, built-up wheels, saddles, pedals, parts and repairs, and everything in the bicycle line are sold by us at half the usual prices charged by dealers and repair men. Write for our big SUNDAY catalogue.
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