

Coquille Herald.

D. F. DEAN, PROPRIETOR.
C. O. DRYDEN, MANAGER.

County Official Paper.

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Phone Main 55.

RAILROAD FOR COOS BAY.

Is the Project of the Oregon Idaho Development Congress.

The Oregon-Idaho Development Congress which will be held in Boise Feb. 26-27 shows every sign of being the most successful convention ever held in this city. An excellent program has been made up and several of the most prominent men of Oregon and Idaho have agreed to deliver addresses on subjects coming within the scope of the Congress.

While the Oregon-Idaho Congress is aiming to develop both states in a general way, to encourage irrigation projects and to advance the commercial interest within the territory embraced, its main object is to build a railroad from Coos Bay, Oregon, to some point in Southwestern Idaho, probably Boise. The plan adopted by the Congress for the building of this road is to issue bonds on the credit of the people. Each county will issue bonds in its own name for its share of the road or else a railroad district similar to the well known irrigation districts of the west will be created and bonded for the building of the road passing through it. This is not only a simple but it is an absolutely sure way of building railroads. Such bonds will find a ready market in any money center in the United States and it will not be a lien on the land of any county to exceed 50 cents or 75 cents per acre.

Kansas, Nebraska, Iowa, and Wisconsin built their first railroads in this way. These states were in the grasp of a single railroad corporation just as Oregon and Idaho are in the grasp of Mr. Harriman. They found that bona fide promoters could not borrow money to build railroads in those states regardless of how valuable the roads might be after having been constructed. The credit of the proposed railroad was not the best and the railroad interests were always able to prevent the interested parties from borrowing the necessary money to build the railroads which they proposed. The people of those states therefore decided to bond themselves; county bonds for the purpose of building railroads found a ready market all over the United States, backed by the credit of the county they were a good investment for rich and poor and were readily sold. Kansas, Iowa and Nebraska were in a few years gridironed with railroads. It is true that all of these railroads were not paying investments but they made those states the three best developed and richest states in the Central West, and though unprofitable for a few years today every mile of road built in those states by the aid of the county credit is a good paying investment.

It is the object of the Oregon-Idaho Congress to have passed such a law as will enable the people of Oregon and Idaho to accomplish the same result. While this Congress has in mind now a railroad from Coos Bay to Boise yet the passage of such laws must be of immeasurable benefit to every city in the state. It will enable any section which feels that it needs and can support a railroad to organize itself into a railroad district, issue its bonds and build the road; after the road is constructed it can be leased to the proper parties or it can be sold outright.

The citizens of Oregon and Idaho are invited to attend this Congress. The Oregon legislature has already passed the necessary legislation and a large convention at Boise will make an impression on the Idaho legislature which will aid in the passage of the proposed bills.

Every town in Oregon and Idaho should appoint delegates and have them present at the convention. The building of railroads and the

development of our natural resources will be a panacea for the people of Oregon and Idaho and this is the first feasible railroad scheme which has ever been presented to the people. With such legislation the people can laugh at Mr. Harriman, can cease patiently waiting for some good promoters to come here and exploit their own country; they can take matters into their own hands, build their railroads, develop their own country and make Oregon and Idaho what they should be, the biggest, richest, and best states in the Northwest.

Brief and Breezy.

Philadelphia is convinced that Salome is no lady.

This is a great growing weather. Watch the treasury deficit.

California is ready to start a "Tend-To-Your-Business" League.

Competent jurymen at Nashville, Tenn., are scarcer than hen's teeth.

Captain Hobson's prediction of a war with Japan is getting its second breath.

The census seems to be about the last slice of patronage pie the Congressmen have left.

With 11,200 lady stenographers, New York must have hard work to keep its mind strictly on business affairs.

Been a big decline in the issuance of marriage certificates in New York since Lillian Russell quit marrying.

Texas has over a hundred thousand bachelors. But we are not told whether they are natives or escaped from other states.

When children are told what a smart man their father is, they look at their mother as if asking her if they are to believe it.

Just because his wife wanted him to eat meat after the cat had sampled it, a New York man is suing for a divorce. Some people are so finicky.

A Maine man has written 11,730 words on a single postal card. But a certain eminent statesman we could name can write eleven-seven thousand words on a single subject—and then some.

Fourteen Killed in Tornado.

Little Rock, Ark., Feb. 24.—Fourteen persons killed, scores of others injured, hundreds of head of livestock destroyed and one town demolished is today's record of a tornado which swept Arkansas. Wire communication is interrupted, rendering it impossible to get full details at the present time. The greatest damage occurred at Fisher, in Poinsett county, where eight persons lost their lives and a number of houses razed. Six persons were killed in Woodruff county. Torrential rains accompanied the tornado, which is still raging.

Kansas City, Kan., Feb. 22.—It is reported that the town of Reece on the Missouri Pacific, forty miles east of Whita, was destroyed by a tornado. Seven are reported killed. No particulars are obtainable, as the wires are down.

Prof. H. A. Howell of Havana, Cuba, Recommends Chamberlain's Cough Remedy

"As long ago as I can remember my mother was a faithful user and friend of Chamberlain's Cough Remedy, but never in my life have I realized its true value until now," writes Prof. H. A. Howell, of Howell's American School, Havana, Cuba. "On the night of February 3rd our baby was taken sick with a very severe cold, the next day was worse and the following night his condition was desperate. He could not lie down and it was necessary to have him in the arms every moment. Even then his breathing was difficult. I did not think he would live until morning. At last I thought of my mother's remedy, Chamberlain's Cough Remedy, which we gave, and it afforded prompt relief, and now, three days after, he has fully recovered. Under the circumstances I would not hesitate a moment in saying that Chamberlain's Cough Remedy, and that only, saved the life of our dear little boy." For sale by R. S. Knowlton.

Boise, Ida., Feb. 22.—Five thousand people, including representatives of the United States reclamation service, Governor Brady and members of the Idaho legislature were witnesses today of the formal opening of the Pappet-Boise project, one of the largest reclamation works undertaken by the federal government.

Lame Back

Whether resulting from a sprain or from rheumatic pains, there is nothing so good for a lame shoulder as Chamberlain's Pain Balm. Apply it freely and rub the parts vigorously at each application and a quick cure is certain. For sale by R. S. Knowlton.

MILLIONS TO SPEND IN OREGON.

E. H. Harriman Planning For Protection Against Competing Roads.

Portland, Ore., Feb. 24.—A dispatch from Chicago says: "A large part of the millions which the Southern Pacific management has decided to raise by bond and stock issues is to be devoted to a battle which Edward H. Harriman is going to wage in the Northwest with James J. Hill and the St. Paul interests, for the possession of valuable territory. It is understood that an official announcement will soon be made of important extensions to be made by Harriman in Oregon and other portions of the Pacific Northwest."

The State of Oregon is to secure railroad advantages which were not dreamed of a few years ago, and which will bring that state into the forefront of the Northwest in the way of future development. The advent of the St. Paul into the transcontinental field, the activity of the Hill lines in surveying new territory, and the probability that the Northwestern will soon decide to seek a coast extension, have made Harriman determined to secure all of the valuable territory in the Northwest that it is possible to obtain.

Harriman will settle the Portland gateway fight by building his own line from Portland to Tacoma, and using the Milwaukee right-of-way beyond that point to Seattle. Work on this line has already been started, and the agreement with the Milwaukee road has been signed. It is also known that Harriman has decided to rush his new Shasta route to speedy completion. The line has been built from Weed, Cal., to Klamath Falls, and is to be continued on north to a connection with the present main line at Natron.

It is well understood that the Harriman people have decided to build an east and west line across Oregon, starting at Ontario on the east, on the Snake river, and extending almost due west to Natron. A third line will be built, it is said, along the Deschutes river, south from the Columbia river to a connection with the Shasta line at a point north of Klamath Falls. These lines will "nail down" a large portion of the unoccupied Oregon territory for the Harriman interests.

"Besides being an excellent remedy for colds and throat troubles, Chamberlain's Cough Remedy, is unequalled as a cure for croup," says Harry Wilson of Waynetown, Ind. When given as soon as the croupy cough appears, this remedy will prevent the attack. It is used successfully in many thousands of homes. For sale by R. S. Knowlton.

A Heavy Fine Imposed.

Washington, Feb. 23.—The verdict of the United States Circuit Court for the Southern District of New York, imposing a fine of \$108,000 upon the New York Central Railroad Company on the charge of granting rebates to the American Sugar Company, was today affirmed by the United States Supreme Court.

The rebates to the American Sugar Refining Company were given on shipments of sugar in 1903 from New York to Cleveland and Detroit. Six offenses were charged and fines of \$18,000 each were imposed by the trial court.

The Government prosecuted unfairly the Interstate Commerce and Elkins laws.

The catalogue houses of the country have been doing a large and constantly increasing business until last year when their volume of business fell off to the amount of fully \$10,000,000. They claim that this large falling off is due, first to the great and small newspapers and second to the retail trade of the smaller cities. The argument of the newspapers awakened their readers to the importance of buying at home. A point has been reached when men feel ashamed to send their money to the catalogue houses. The newspapers are always noted for standing by home industry and yet many merchants and other business men do not appreciate the amount of work the newspapers do for them, and do not patronize them to the extent that they are entitled. The successful home merchant of the future will be the man who buys for his trade the best goods, sells at a living margin and advertises largely in his home paper.—Bandon Recorder.

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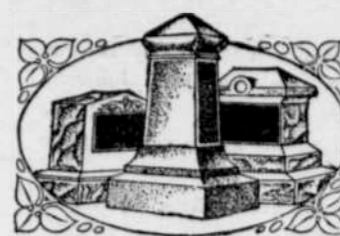
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