

# Coquille Herald.

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## NEW GOVERNMENT STAR ROUTE.

Confirms Reported Change in Route to Marshfield Until Road is Made Passable.

Confirmation of the report that the government is to discontinue the mail route between Roseburg and Marshfield and substitute a route to Coos Bay by way of Drain and Gardiner, has reached Roseburg in the nature of an advertisement for bids for carrying the mail between this city and Looking Glass and Reston. Both Looking Glass and Reston are on the existing mail route from Roseburg to Marshfield and the purpose of the government to supply those places by an independent line from Roseburg evidences the fact that the line to Marshfield is to be abandoned.

The government apparently does not expect to send the Marshfield mail by way of Gardiner for any great length of time, however. In the advertisement for bids, received here today from Washington by Postmaster Parks, it is specified that the contract on the new Roseburg Reston line is to terminate on June 30, of next year, with the day of beginning fixed as July 19, next. This tends to support the belief at Marshfield that the government will re-establish the route to that city from Roseburg just as soon as the road between the two cities is put into better condition. It was because of the impassability of the present road during the winter, resulting in frequent delays to mail in transit, that the postal authorities at Washington, after many years of complaint, decided that a change in the route was imperative.

It is understood that Marshfield prefers a mail service from this city to a route by way of Gardiner, but the change soon to go into effect will be welcomed by Coos Bay people because it will afford them an opportunity to improve the road on the present route without interruption on part of daily stages. If Douglas county does as much toward improving this end of the line as Coos county is going to do on that end the entire road will be in such a shape within a year from now as to warrant the government sending the mails over it again.

For the past several months agitation for the improvement of the road to this city has been going on at Marshfield and in Coos county generally, in a manner never before equalled in strength. This movement culminated in a county mass meeting at Coquille yesterday. Review.

## Convict Road Work

It is now a question in the mind of Judge Bushey of the Polk county court whether convict labor can be profitably employed on the county road.

Judge Bushey, with the county commissioners recently held a conference with prison authorities and the matter of a requisition of convicts was considered. The question of guarding the convicts is one of the moot points and there is some indecision as to whether the convicts are cheaper than other kinds of labor. The guards are something of an expense and there is always the possibility of escapes, in fact, there are few instances on record where there have not been escapes from convict road camps. A reward is always called for in these cases and there is the further expense of recapture. In addition, the state is paid a small sum for the services of the men and when the whole total is figured up it is doubtful in the minds of some whether the convicts really pay.

Men past middle life have found comfort and relief in Foley's Kidney Remedy, especially for enlarged prostate gland, which is very common among elderly men. L. E. Morris, Dexter, Ky., writes: "Up to a year ago my father suffered from kidney and bladder trouble and several physicians pronounced it enlargement of the prostate gland and advised an operation. On account of his age we were afraid he could not stand it and I recommended Foley's Kidney Remedy, and the first bottle relieved him, and after taking the second bottle he was no longer troubled with this complaint." C. J. Fuhrman.

## High Tariff by Panama Route.

It is charged by a prominent hardware and steel merchant in San Francisco that the Government railroad at Panama is in collusion with the Pacific Mail Steamship Company for the discouragement of competition and the bolstering of rates in favor of transcontinental roads. Specifically the matter is presented by the San Francisco Call after this fashion.

"For the present the Pacific Mail is enjoying one of its periods of desuetude. The horizon is clear of competitors by the Panama route. The service is reduced to the merest pretense, the vessels on the line are, as one witness stated, old tubs, and even these go out frequently with half cargoes, while applicants for space are told that the ships are filled to capacity. The same witness, Mr. Scott, of the Pacific Hardware and Steel Works, described the arrangement by which the Panama Railroad and the Pacific Mail Company operated in unison with the overland roads to toward the interests of all-rail carriage and shut off competition by sea. When overland railroad rates are raised there is at once a corresponding advance in rates of the freight tariff by sea and over the Panama Railroad. The fact that the road across the Isthmus is owned and operated by the United States Government does not appear to interfere at all with the harmony of the arrangement."

Here is a matter that evidently needs explanation. It is the statement of a business man who seeks to take advantage of the lowest rate he can procure to the Atlantic seaboard. He finds a combination in restraint of trade, and alleges that the Government is a party to it. Failure to meet the issue and to establish denial, if the allegation is unfounded, will raise the question as to whether transpacific transportation will not nullify the advantages we expect to reap from the construction of the Canal.

With a group of men rapidly acquiring all transcontinental lines; with the ocean traffic on one seaboard in their hands and steamship interests practically controlling the business on the other side, one the verge of consolidation, where will there be gain to the business interests of the country, except in the matter of time? There is suggestion of larac and important inquiry in this matter.—Evening Telegram.

## Newspaperman for Governor

Washington, May 18.—President Taft today honored another newspaperman when he nominated Walter E. Clark, Washington correspondent of the Seattle Post-Intelligencer, a member of the New York Sun Bureau, to be Governor of Alaska.

Mr. Clark has a reputation of being better informed upon Alaskan affairs than any man outside the territory and it is because of this knowledge and his demonstrated ability that he was nominated.

## Of Interest to Farmers and Mechanics

Farmers and mechanics frequently meet with slight accidents and injuries which cause them much annoyance and loss of time. A cut or bruise may be cured in about one third the time usually required by applying Chamberlain's Linciment as soon as the injury is received. This linciment is also valuable for sprains, soreness of the muscles and rheumatic pains. There is no danger of blood poisoning resulting from an injury when Chamberlain's Linciment is applied before the parts become inflamed and swollen. For sale by R. S. Knowlton.

## Yawns Dislocates Jaw

New York, May 24.—Albert Hoppert, 70 years old, had become so disgusted with long articles in newspapers concerning President Taft's golf playing that when he came upon another of the narratives yesterday, in his home at Fair Ground, L. I., he yawned so widely and so long that he dislocated his jaw. It required a journey to a hospital and the services of two physicians to relieve him.

## NOTES OF THE BIG EXPOSITION

Further Details of Plans for the A. Y. P. Fair.

"More people will visit the Pacific northwest this year than in any previous five-year period," says James A. Wood, Director of Exploitation of the Alaska-Yukon-Pacific Exposition. My prediction is fully justified by the returns from our press clipping bureaus, the letters I receive and the reports from the transcontinental railroads and their connections. St. Paul and Minneapolis newspapers declare that more than a million travelers destined for Puget Sound and the Pacific Northwest will pass through the Twin Cities. The probable extent of the movement is greatly increased by reports from all the other big cities of the United States. More publicity has been given the Alaska-Yukon-Pacific Exposition during the past five months any exposition held in this country since Chicago. Eastern railroad offices report a more general inquiry than was made concerning any other exposition. The movement is already on. It is estimated that fully 100,000 new people have come into Washington, Oregon, Idaho and British Columbia since March 15, largely drawn hither by the attractive homeseeker's rates. But the movement begins with the first day of the exposition rates.

"In all our work of exploitation we have put the Pacific Northwest to the front with the exposition as a great feature of a trip this year. Not one visitor in a hundred who comes to the exposition should be lacking in general information concerning conditions and opportunities in this and the bordering states and the province to the north. This work has been most effectively advanced by the publicity and passenger departments of the railroads and I want to say that the Northwestern representatives of the various lines are the most active, energetic and helpful bunch of men that ever got behind any sort of a project.

The Exposition is complete and ready. Attention has been drawn from every quarter of the globe. The visitors and homeseekers are coming by the tens and hundreds of thousands and it is up to the people of all parts of the Pacific Northwest to give them a welcome worth while."

## Co-operation in Stock Breeding.

There cannot be too much said or written in favor of community co-operation in stock breeding, says the American Farm Review. To attain the best results, a local stock breeders' association may be organized, including in its membership, if possible, all the farmers of the township or locality. Through the agency of this organization the farmers can purchase well bred sires. They can unite in the breeding of a single breed of the kind of stock best adapted to their local conditions. If dairying is the main business with them, they can select one of the leading dairy breeds. If sheep are kept, they can select one of the best mutton breeds.

The benefits to be derived from community specialization in the breeding of single breeds of livestock are twofold. It enables the shipment to secure uniform carload lots of market stock, and the community soon secures a state or country wide reputation for the high quality of its breeding stock. The buyer of sheep will pay more for a carload of lambs all of one breed and uniform in size and other characteristics than he will give for a lot of lambs of indiscriminate breeding. The prospective buyer of Holstein-Friesian cattle living in California will travel thousands of miles across the continent to Syracuse, and pay the Central New York farmer fancy prices for his stock because nearly every dairyman around Syracuse keeps a herd of Holstein-Friesian. The farmers of Jersey have made their island famous because of their community stock

breeding. The highlanders of the Cheviot hills are able to sell their breeding sheep at high prices as they have remained true to their love, the beautiful white native sheep of the highland pastures. The adoption of this idea into actual practice would bring wealth and fame to many a farming community in America.—Rural Spirit.

## Why the High Cost of Living?

Why is the cost of living so high in Portland, and is there no remedy. In a general way one knows why it is so high and going higher on staples that are brought from the outside, but why is the cost so high for those things that are produced at home? Why is it that prices which used to be thought very high for the midwinter season are now beginning to be realized in the midsummer season?

Are there legitimate reasons why this should be so, or is there price manipulation here, such as is curbing the whole country, producing profits that bear no reasonable relation either to cost of production or cost of getting the product to the consumer?

No more important subject could be discussed in the newspapers. The Telegram would like to get to the bottom of it. It would like to hear from anyone with information. It wants to start a discussion which will be productive of results, and if possible suggest a remedy that may ease the burden which all citizens are now carrying.—Portland Evening Telegram.

## May Save \$23,000 for Bay.

Washington, May 27.—Representative Hawley today conferred with the Chief of Engineers with a view of saving the unexpended balance of the appropriation for Coos Bay, amounting to about \$23,000. It has been feared this money, if not expended before June 30, would be turned back into the treasury. Inasmuch as Congress last session authorized the use of this money in the operation of the new dredge at Coos Bay, Hawley contends that that action was equivalent to re-appropriation and therefore the money is subject to use any time during the next fiscal year.

The engineers are inclined to accept Hawley's view and will submit the question to the Treasury Department for a ruling.

## Will Have to Serve Sentence.

A San Francisco dispatch of the 56th says: John A. Benson, whose prosecution for land frauds has occupied the Federal courts of California and Oregon for several years past, was again placed in the shadow of a government prison today, when the U. S. circuit court of Appeals refused him a new hearing in the case in which he was jointly convicted with Dr. E. B. Perrin of conspiring to secure subornation of perjury in connection with California timber lands.

Benson and Perrin were sentenced to serve a year in the Alameda county jail, the Federal prison, and to pay a fine of \$1,000 each. Perrin was granted a new trial on a writ of error, and when Benson's attorney heard of the action of the appellate court today, he announced his determination to present a motion for a stay of a mandate to allow time for appeal to the United States supreme court.

## Fisherman Under 16.

Salem, Or., May 27.—In an opinion rendered today, Attorney General A. M. Crawford says that boys under 16 years of age must have a license to fish, but that such license should be issued to them by the county clerk free of charge.

## Consistency.

An Oregon editor claims to have overheard the telephone girls say they have noticed that the man who gets mad if he doesn't get his "number" in half a minute, is the very fellow who keeps his wife waiting all the way from half an hour to an hour for dinner.

Buy your groceries while you can save money that's at O. Wilson & Co's.



THE HAWAIIAN BUILDING, A.-Y.-P. EXPOSITION, SEATTLE.

The building erected at the Alaska-Yukon-Pacific Exposition for the exclusive use of the Hawaiian Islands, occupies a prominent position on the Court of Honor next the central government structure.

Hawaii has prepared a more extensive and comprehensive exhibit of its marvelous resources than for any other world's fair. It will show all of its native fruits and vegetables; will offer an aquarium of live fish, and in various other ways interest the fair visitors. Fruits will be served by native girls and native orchestras and singers will be always on hand. A tank in the center of the structure will show the islands as they rest in the Pacific Ocean.

Upwards of \$100,000 has been expended in assembling Hawaii's display.

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