

Coquille Herald.

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COQUILLE, COOS COUNTY, OREGON, WEDNESDAY, SEPTEMBER 29, 1909.

\$1.50 PER YEAR

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NOTICE.
All Coos County warrants drawn on the general fund and endorsed prior to February 1st, 1909, will be paid on presentation at my office in Coquille, Ore. No interest will be allowed on any of these warrants after September 30th, 1909.
Dated this 22nd day of Sept. 1909.
T. M. DIMICK,
County Treasurer.

RAILROAD OFFER ACCEPTED

Kuettner and Haas Proposition Accepted by Citizens of Douglas and Coos Counties.

WILL POST \$100,000 BOND

From Umpqua Valley News, Roseburg
As was predicted by The News, a large crowd assembled at the Roseburg Commercial Club rooms last evening for the purpose of considering the promotion of an electric railway between this city and the coast. Aside from Roseburg's representative delegation, there were several Coos county "boosters" present. Among these gentlemen were Peter Loggie, of North Bend; J. W. Snover, W. P. Murphy, Ira Chapman, J. E. Shilling and Hon. C. A. Schilbrede, of Marshfield; Senator W. C. Chase, of Coquille; D. R. Lewis and J. L. Laird, of Myrtle Point. Messrs. Kuettner and Somers were also present, lending the inquisitive crowd such information as they desired.

The Marshfield delegation arrived shortly after 7 o'clock last evening by automobile, having made the trip in nine hours. A banner adorned each side of the carriage, lettered as follows: "It Will Be Built."

The meeting was called to order by "Booster" Colt, who spoke briefly relative to the cause of the session. He said that the time was at hand when the residents of Roseburg should get busy, intimating that it was the duty of every citizen to lend the Coos Bay and Inland Electric Railway all encouragement possible. Mr. Colt lauded the citizens of Marshfield, Myrtle Point and Coquille for the decided stand they had assumed in the matter, and declared that Roseburg's "progressives" should do likewise.

Hon. O. P. Coshaw was then elected temporary chairman of the meeting, while George Neuner, the regular club secretary, attended the duties of that important office.

In order to expedite matters, Mr. Coshaw refrained from the customary preliminary address, simply requesting those present to advance their views regarding the proposition.

Hon. B. L. Eddy responded, stating that he thought it would be well to outline an order of business that all questions might be considered thoroughly and intelligently. Accordingly it was decided to allow all present an opportunity to divulge their expressions in the following order: Representatives of the proposed road, first; representatives of Coos county, second; Roseburg delegation, third. Upon suggestion each speaker was limited to a five minute discourse, presumably that all present might have an opportunity to discuss the situation.

Kuettner Talks.
Frederick D. Kuettner, associated with Jacob Haas, in the construction of railroads, was the first person to deliver an extended address. To get the proposition before the assembly in a concise and simple manner the gentleman simply reviewed his offer, stating that he stood ready to construct an electric railway between Roseburg and Marshfield, via Myrtle Point and Coquille, should the citizens furnish him the necessary rights of way and survey. Further, he said that all matters pertaining to the preliminary work should be left wholly in the hands of the general committee, comprised of one responsible person from each of the towns interested, until such time as the road was in readiness for operation. At that time, of course, the committee will be obliged to turn over the deeds of the rights of way which will thereafter become the property of the company. To show that he really meant business, Mr. Kuettner said

that he was willing to furnish a satisfactory bond that the road would be constructed as alleged, such document to be approved by the general committee. "We ask for these concessions," said Mr. Kuettner, "more for protection than anything else. If you are conversant with railroad construction you are no doubt aware that it is very difficult for a corporation to obtain rights of way unless they have the backing of the citizens such as we are asking. With the citizens favoring the road, I anticipate little difficulty in securing the necessary land." Further, Mr. Kuettner pictured the numerous benefits which followed the railroad. "You need the railroad," said the gentleman, "inasmuch as it will aid materially in developing the terminals, say nothing of the interior of the country through which it passes. Another company which you have no doubt heard mentioned of late desires you to furnish money to complete their survey, while they make you no promises whatever. On the contrary, our company agrees to build and equip the line within twenty-four months from the time the rights of way are turned over, or forfeit a bond of considerable value. I hope that you will consider the matter thoroughly, believing as I do that you will be favorably impressed with the electric line."

Attorney Snover Next.
Attorney Snover, of Marshfield, an orator of no little ability, was the next person to address the assembly. As an appropriate preliminary he said that he did not deem it necessary to recite the numerous Coos Bay railroad disappointments experienced by the citizens of this section in years past. "Of course," said Mr. Snover, "I have not resided in the Coos Bay country many years, but nevertheless I have heard hundreds of revelations regarding past failures, in fact I might say that Coos Bay railroads have been in imagination for the past thirty years. The citizens of Marshfield have organized their forces and everyone in that section is boosting, in fact, they admit that 'it will be built.' The railroad fever is now raging, everyone is inoculated with the germ, and I believe that the Coos Bay and Inland railway will be constructed without delay, should we, the citizens, assume our part of the duty. I have investigated the proposition quite thoroughly and must admit that I believe Kuettner and Haas amply able to construct the line." Further Mr. Snover retorted to the bond which the promoters proposed posting, stating that such a document evidenced good faith. "I would suggest," continued the speaker, "that you appoint a committee tonight, who in turn will appoint one of their number as a member of the general committee. This person, whoever he may be, will have charge of your interests and will no doubt protect you in every particular. As you know, the general committee will have numerous duties involved upon them, such as approving the bond furnished by the promoters, designating the bank in which the necessary money will be deposited, and the collection of such money."

Continuing, Mr. Snover said that he had a letter at hand regarding Kuettner and Haas' financial standing, and that such letter would be turned over to the general committee at the proper time. Although Mr. Snover refrained from divulging the contents of the communication,

his attitude showed that the contents was favorable toward the construction of the road. "We have a chance to get this road," continued the speaker, "and I cannot see why we should delay. Let us all boost that we may have rail connection together with its untold benefits."

Peter Loggie on Floor.
Peter Loggie, of North Bend, a booster of the genuine type, then expressed his views regarding the proposition. "This road," said Mr. Loggie, "is not a Marshfield project, but on the contrary it is being furthered in the interest of every citizen in Douglas and Coos counties. We want a railroad and want it bad. I have been a resident on the coast for the past twenty years, and during that time have entertained as many railroad propositions. Some were in the air, others on paper, but never has there been one on the ground. When I left North Bend my constituents urged me to boost for the railroad along conservative lines, the general opinion in that section being that the promoters, Kuettner & Haas, be made to post a bond in the sum of \$100,000.00. We want something to show the farmers when we launch our right-of-way campaign, and unless we have some tangible document our efforts will be in vain. I remember approaching one man who resides down our way, who said that he made a trip to Port Orford twenty years ago in the interest of a railroad, and that the line was as yet in the dark. Should Kuettner & Haas furnish us a bond of \$100,000.00, we will have something that we can show the farmers without fear of centuring, otherwise our path will be hard. We will place the bond in a reliable bank, and then set to work accumulating the necessary funds and right-of-way, and before you know it the railroad will be a reality."

Senator Chase Enthusiastic.
Senator W. C. Chase, of Coquille City, then spoke briefly regarding the road and its benefits. "I have the honor," said Mr. Chase, "to represent both the Coquille and Myrtle Point bodies tonight. We are a unit in that section, and will do whatever possible to attract the electric line, believing as we do that such a road will develop the country more rapidly than a steam line. We are not here to oppose any certain survey, but on the contrary we will welcome every railroad proposition of a legitimate nature. We are determined to donate our share of the necessary funds, and rely upon Roseburg to furnish hers. As you all know, Marshfield, and in fact all of the coast cities are isolated, a condition which will necessarily continue until such time as an electric road is constructed. We are very enthusiastic over the proposition, and can only hope that a materialization is effected."

Mr. Schilbrede Also.
Hon. Mr. Schilbrede, formerly a resident of Roseburg, but for the past several years a resident of Marshfield, was then called upon by the chairman. "I have been through this same ordeal," said Mr. Schilbrede, "several times during the past twenty years, and as you well know, have always stood ready to boost, believing that a railroad is necessary in developing any locality." The Judge then told a humorous story about the old farmer who had never seen a train. It seems that the unfortunate individual resided far from civilization, and upon hearing a friend talk of trains, doubted the assertion. He could not be made to believe that a mere bit of "scrap iron" could propel a train of cars, and further he would not believe it. Finally, however, he visited in town, and upon noticing a locomotive, he examined it thoroughly. To a companion he remarked: "That thing will never start that train." As the train pulled leisurely out of the depot, he exclaimed, "why they'll never stop the darn thing." And so it is with the railroad," said the speaker, "we have waited so long, that now we have got it started we will never halt." Speaking of the sentiment of Coos Bay, regarding the proposition, Mr. Schilbrede said that every one was boosting for the road, and

that the necessary capital would be forthcoming without difficulty.

Murphy Says So.
W. P. Murphy, of Marshfield, spoke briefly, but nevertheless to the point. He said: "I am chairman of the Marshfield committee—just think of that. Upon the completion of the railroad we are going to invite you Roseburg fellows over, and say, 'We will treat you to a royal clam bake.'" Further Mr. Murphy expressed the same opinion as previous speakers, stating that the people were all enthused over the prospects of an electric line, and would come through with any amount of money needed.

Petitions Presented.
At that time the Coos county contingent presented a number of lengthy affidavits endorsing the electric line. All were signed liberally, showing to a measure the sentiment of the people in that locality. The "lead" to the document was read by the chairman, and in substance, explained the desires of the Coos county residents.

Questions Asked.
During the evening Mr. Kuettner was asked regarding the amount of capital needed; also as to the facilities for handling freight, and the passenger rate. He explained that he would approximate the sum of cash required, believing that \$50,000 would accomplish the preliminary work. The amount, of course, will be proportioned between Roseburg and the Coos bay towns. As to the facilities for handling freight, he said that the electric equipment was even more reliable than steam, and that many of the trunk lines were adopting the electric system. In regard to the passenger rates he simply referred the inquirer to the state law governing such matters.

Local Speakers.
Local speakers expressed themselves briefly, simply stating that they were in harmony with the road. Hon. B. L. Eddy brought to mind a number of points regarding the bond, but these were left in the hands of the committee for solving.

Committee Named.
Upon motion the chairman was instructed to appoint a committee to confer with Mr. Kuettner and the Coos Bay delegation relative to the bond and other details connected with the proposition. The following gentlemen were named: Messrs. W. C. Harding, J. H. Booth, F. E. Alley N. Rice, J. O. Newland and B. L. Eddy.

A Sprained Ankle.
As usually treated a sprained ankle will disable the injured person for a month or more, but by applying Chamberlain's Liniment and observing the directions with each bottle faithfully, a cure may, in most cases, be effected in less than one week's time. This liniment is a most remarkable preparation; try it for a sprain or a bruise, or when laid up with chronic or muscular rheumatism, and you are certain to be delighted with the prompt relief which it affords. For sale by R. S. Knowlton.

FOR SALE.
A No. 1 Dairy Ranch of 157 acres, about 120 acres cleared, about 100 acres under plow, 40 head good grade Jersey cow, 50 tons hay, 130 tons corn ensilage, plows, wagons, harness, cultivators, mowers, cream separators, milk cans, etc. One 8 horse-power gasoline engine, 10 ton per hour ensilage cutter, 10 or 12 head of hogs, two good barns, two dwelling houses, two orchards, all kinds of fruit, wagon road, railroad and river, about 200 rods of river frontage. A snap from ten to 15 years to pay for it. Pacific Real Estate Co.

Best Treatment For a Burn.
If for no other reason, Chamberlain's Salve should be kept in every household on account of its great value in the treatment of burns. It allays the pain almost instantly, and unless the injury is a severe one, heals the parts without leaving a scar. This salve is also unequalled for chapped hands, sore nipples and chafes of the skin. Price, 25 cents. For sale by R. S. Knowlton.

FOR SALE.
A good young work mare, weight 1350, and two fine Bonaparte colts. G. O. Lowe, Norway.

BUBBLES.
BY J. H. O'BRIEN.
Your children have rights. Help preserve them.
"Be not deceived," your children are keeping tabs on you.
How to retain a wife's love has never been on the boards yet.
There is an element of sincerity in woman, even at a quilting bee.
The devil is not a bad sort of a fellow, if one is to judge him by his followers.
I do not believe that the prodigal son was converted. He just became tired of husk diet.
Dogs know the fundamental law of the universe. They will not jump from the top of a house in order to test the law of gravitation. Men frequently do.

The youth of this land spend much time trying to ascertain why a chicken crosses the road.
A lady had a little dog. She dubbed it "Mamma's Pet." She said she'd teach it etiquette. But she hasn't done it yet.
HELLEN WHEELER MILBROOK.
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From a small beginning the sale and use of Chamberlain's Cough Remedy has extended to all parts of the United States and to many foreign countries. Why? Because it has proved especially valuable for coughs and colds. For sale by R. S. Knowlton.
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OF COQUILLE, OREGON.

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Schedule of Coquille River Transportation Company

Leave Coquille	9:30 A. M.	Leave Bandon	6:30 A. M.
" " "	7:30 " "	" " "	1:30 P. M.
" " "	1 P. " "	" " "	7 A. " "
Arrive at	9 A. " "	Arrive at	11:30 A. " "
" " "	4:30 " "	" " "	1:30 P. " "
" " "	10:30 A. " "	" " "	4:30 P. " "