

# Coquille Herald.

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As a healing salve for burns, sores, sore nipples and chapped hands, Chamberlain's Salve is most excellent. It allays the pain of a burn almost instantly, and unless the injury is very severe, heals the parts without leaving a scar. Price, 25 cents. For sale by R. S. Knowlton.

## STEAMER NEWPORT FOR COQUILLE.

North Pacific Steamship Company to Give Regular Service Between Portland and Coquille.

Having undergone a thorough overhauling and extensive repairs and changes at Eureka, California, the steamer Newport is expected to be on her regular run between Coquille and Portland by the latter part of this week. The North Pacific Steamship Co. has made this announcement, and their representative, As Dunham, of this city, was recently before our city council with a proposition that if a suitable warehouse could be provided at this city the Newport would land at our dock and thus obviate the necessity of the extra handling of freight by unloading at Bandon and transferring the goods to the river steamers, which would be a great saving in time and in some cases, injury and breakage of goods. Our city owns a good piece of water frontage, and now would be an excellent time to plan for a building to occupy it. Until some provision of this kind is made it will be necessary for the steamer to stop at Bandon.

It is our opinion at this time that this effort to land the Newport at Coquille will demonstrate the necessity of the organization of the port commission, as there is no doubt but there will be snags, shoals, etc., that will interfere at low water.

If this company is going to give us a good service from our state metropolis, we should do what we can to give them all the encouragement possible.

The Newport has accommodations for 40 first-class passengers, and can carry 200 tons of freight. On her up trips her principal cargo will be coal, which the Company will arrange for from the lower-river mines, and there will be a considerable amount of farm products, butter, fruit, etc. On down trips there will be general merchandise, machinery, etc., which will go a long way toward making up a lucrative business for the steamer.

### After Blind Pigs.

During the past several months there have been columns written and printed in the newspapers of all classes all over the United States about the high prices of food stuffs, and it seems that pork is always in the lead, having reached record-breaking prices in nearly every state in the union, but according to the statements of D. H. Johnson, of the Coquille Valley Packing Co., Attorney J. J. Stanley, of this city and Marshal Brown, of Myrtle Point, that city has gone a little farther than any of which we have read an account. We have these gentlemen for authority that, owing to the strenuous pork market in that city, an attempt has been made to capture the "blind pigs." Later—the pigs have been captured.

### Be Ready for the Enumerator.

George T. Moulton has received the appointment of enumerator for this district for the government census which is to be taken this year, and his duties of visiting the people and accumulating the data for that work begins Friday, and it behooves all to be ready with the information he will require. We published the list of questions he will ask some weeks since, and if they are looked up previously it will save much time and the enumerator much annoyance.

The government is putting a very good list of questions, and if the people will answer them accurately a census will be compiled that will be worth while.

### For Constipation.

Mr. L. H. Farnham, a prominent druggist of Spirit Lake, Iowa, says: "Chamberlain's Stomach and Liver Tablets are certainly the best thing on the market for constipation." Give these tablets a trial. You are certain to find them agreeable and pleasant in effect. Price, 25 cents. Samples free. For sale by R. S. Knowlton.

## USE THE COMPETITIVE WATERWAYS.

The following is a copy of an editorial taken from the Portland Evening Telegram of April 8th, 1910, and is particularly pertinent to the advantages to be derived from the establishment of the "Port of Coquille River:

Albany's convention, Saturday week, is the most important development scheme announced in the state since the Hill railway interests came. It is intended to cover Willamette River navigation only, in which sphere vast possibilities are suggested, but will naturally and inevitably lead to broader activities of the same character. Albany wants its waterway to the sea kept open and improved. So should all Oregon. Inspired by good work on the Willamette, perhaps Oregon would receive the incentive for more aggressive effort on every waterway. We hope such fruit will be harvested from the coming Albany convention.

Wasteful as Oregon has been in distributing its public lands, thoughtless as it yet is for its timber and other natural resources; indifferent as to superb energy along its streams, no greater economic sin has been committed in the state than permitting navigable streams and bays to remain practically unused. That the state has been a prodigal of truly Western type, with all public possessions, is a rapidly growing fact. There is already the deep lament for land-grant losses, timber destruction and neglected power, but public sentiment for, unused navigable waters is barely appreciable. Albany's convention must prove strong in educational influence. With such support as is promised, it will work wonders on the Willamette. That will furnish the tangible example, if other argument fails, to inspire the state for a great development campaign.

Oregon has the most pronounced navigation advantages of the coast states. With a perverseness impossible of understanding, these advantages are the least used, and Oregon is far behind other states in individual progress. Had the natural waterways been kept available and improved, how different the story must have been. Suppose the lowest possible steamboat rates had been maintained on both the Willamette and the Columbia, like those between Portland and The Dalles. Railways paralleling those streams would have met the water rates and without a word about losing on the business. Then the grain haul down the Columbia, on drifting boat or 100-car train running by gravity, would, of necessity, have been for a lower figure than was possible across the Cascades. Willamette Valley products would have reached market, or started upon distant voyages from Portland on a transportation charge no region unserved by a river could equal. These portions of the Inland Empire and Western Oregon would have been given a prosperity impossible of achievement through any other medium.

Suppose that the two or three good harbors down the Oregon coast had been properly opened. Tillamook alone has resources greater than those back of the city of Saginaw, Mich. Coos Bay is the natural seaport for a marvelous region. For schooner traffic at least two other harbors, not including Bandon, could be made available. Give these regions close steamship connection, with natural competitive water rates, and they must become the centers of great industry and population.

America's average railway rates are low, but Western rates are high. Great rate battles are in progress to lower them here. Each demand of the shippers is fought before the railway commissions, and then on through higher courts. Bewildering arguments of Western traffic costs are presented. The very principle of rate regulation is contested, and each step will be possible only after a sharp conflict. When a water rate enters upon the scene, railways meet in immediately, without protest or legal hearing of any

## MAIL CONTRACT HAS BEEN LET.

Rumor that Route Would be Discontinued Unfounded—C. M. Barnard Contractor at \$15,000.

The report of some weeks ago that the through mail service on the Middle Fork road was to be discontinued, seems unfounded, as the department has accepted the bid of C. M. Barnard of \$15,000 per year for carrying the mail of southern Coos and Curry over that road, and has out bids for the carrying of the Coos Bay portion over the old Coos Bay wagon road. This may cost the government a little more, but will no doubt give a great deal better service, as the use of these roads makes a great difference in their conditions, which is clearly shown this year. Putting the whole amount of work on the Middle Fork road has made it next to impassable, while the Coos Bay road appears in very good shape, from the simple fact that it has not been subjected to the hard usage. To divide the work between the two roads will evidently, as a matter of course, divide the mudholes, until a winter road is built on one line or the other—or both.

This will prove a very vexed question until our roads are made permanent, or until a railroad is constructed to Coos county from the other side of the Coast Range.

Our county is arranging for a great deal of permanent road improvement this season, and it is probable by next winter, by the use of both roads, our mails will come through on better time than they have during the winter just past.

### Hall Will Speak to Farmers.

Charles A. Hall, of Eastern Oregon, will be here in a few days to deliver lectures to our farming people regarding the Farmers' Union, of which mention has been made in the HERALD at different intervals recently. Mr. Hall's lectures should be well attended by our farmers by whom the workings of the Union, and the benefits to be derived by them through belonging to the organization should be thoroughly understood.

A great deal of complaint has been justly made by the farmers and fruit growers of this section in regard to being swindled by commission houses in the cities, and Mr. Hall will surely be able to give them some valuable information as to the proper means of eliminating this drawback.

We are unable to give the dates of his lectures or the places at which they will be held, but announcements will be made that all may be notified as early as possible. If you wish to thoroughly understand the situation and prepare yourself to meet conditions, come out and hear Mr. Hall and join the Union.

### Rheumatism.

More than nine out of every ten cases of rheumatism are simply rheumatism of the muscles, due to cold or damp, or chronic rheumatism. In such cases no external treatment is required. The free application of Chamberlain's Liniment is all that is needed, and it is certain to give quick relief. Give it a trial and see for yourself how quickly it relieves the pain and soreness. The medicines usually given internally for rheumatism are poisonous or very strong medicines. They are worse than useless in cases of chronic rheumatism. For sale by R. S. Knowlton.

kind. If the rate is a losing one, it is borne cheerfully, and the railway continues prospering. This is the unapproachable advantage communities having in commission on reserve potent waterways enjoy over those not so served. Water is the greater regulator, and always will be. Those communities having such an asset and not utilizing it, need all the elementary lessons in conservation. Let the Albany plan receive unanimous support, and prove the beginning of much great work of the same character.

## Many of the Slips for The Free

# TOWN LOT

Have not returned, so I have extended the time to April 16, 1910

# REMEMBER

You incur no obligation whatever; the only requirement being that you present the slip in person at my office on or before the above date

# J. J. STANLEY