

The Coast Mail.

MARSHFIELD, OREGON:
Thursday, February 21, 1884

How does the Coos Bay News stand on Morrison's horizontal tariff bill—for, against or straddle of it? We would like to hear from the Coos Bay Recorder, too, on the same subject. Speak up, gentlemen; the lower house of congress needs light.

Senator John Sherman says congress should let the tariff question alone at present. In his opinion, the matter should only be handled when one or the other party has a majority in both houses, so that the people may hold one or the other party responsible for the effect of whatever legislation occurs. He thinks party lines will be more strictly drawn hereafter, when public opinion may fairly decide for or against protective duties. In Sherman's view, the country needs protective duties, moderate in a degree, but stable and certain, and commercial laws which will encourage American ship building and commerce on the high seas.

The Ohio State Journal does not agree with ex-Governor Foster in the opinion that Arthur could not carry Ohio. Nor do any of the republican congressmen from that state. The Journal says: "The electoral vote of Ohio will be given to any man who is fairly nominated at Chicago, whether it be Arthur, Edmunds, Logan, Blaine, Sherman, or any other of a dozen good men that might be named." That is a sensible way in which to put it. The words are applicable to Oregon, too. Arthur would not carry California and Nevada, but any other republican would. The next republican presidential nominee will be the man that can carry New York. If Arthur be the nominee, he will do it, and become his own successor.

Most people suppose that Gen. Sheridan has succeeded to the office of Gen. Sherman. This is not the case. When Gen. Grant became president, Lieut. Gen. Sherman was promoted to the office of general and Maj. Gen. Sheridan became lieutenant general, and these two highest military offices have been held by these two gentlemen for 14 years. These offices, however, are not permanent. In 1870, when provision was made for the reduction of the highest officers of the army as vacancies should occur, it was provided that these offices should continue "until a vacancy should occur in the same, and no longer;" therefore the office vacated by Gen. Sherman no longer exists. Sheridan is still lieutenant general, but as soon as he vacates his office it will be abolished too.

A frightful flood has again swept over the cities and settlements along the Ohio river. At Cincinnati last week the river rose more than 71 feet above low-water mark and within less than 30 feet of the suspension bridge. There was five feet more water this year than during the great flood a year ago, and of course all the lower part of the city was deluged. All the towns along the river below suffered the same fate. At Lawrenceburg and Madison many thousands of people were washed from their homes and rendered penniless. While the destruction of property has been almost incalculable, the loss of life has been remarkably light, but cold weather and great destitution now prevail. Many relief committees are in the field, securing the needy, and a government appropriation of \$700,000 is being disbursed in the same way. One day last week a house went floating by Middleport, O., with a woman clinging to the gable end. Men rowed out and appealed to her to get off. She refused, saying she had four babies below. The glass was broken, and the children were seen floating dead.

Another Coast Collier Wrecked.

Near Cape Flattery, on the morning of the 9th inst., during a heavy gale and a blinding snow storm, the steam collier Umattilla struck a reef of rocks and crashed in her foremost part. Captain Frank Worth, finding the vessel sinking, gave orders to launch the boats. He went in one boat with 16 men, the second officer took the second boat with 13 men, and the first officer, John O'Brien, with four men, launched the life raft and made for land.

After O'Brien had gone a short distance from the steamer he looked back and saw her still afloat, when he turned his raft about, returned to the disabled vessel, boarded her with his men and set sail for the Columbia river. Subsequently the steamer Wellington hove in sight and towed the Umattilla into Esquimalt bay, where she sank in 42 feet of water. A Victoria dispatch says the official surveyors recommend that she be sold where she lies. When she went down she had on board about 300 tons of general merchandise for Puget sound ports.

Capt. Worth and the crew succeeded in reaching a village near Neah bay, from which place a tug took them to Port Townsend. Worth had been in command of the Umattilla from the time she was launched until she was wrecked.

The Umattilla was the property of the Oregon Improvement company; valued at over \$300,000, and was fully insured at London. She was one of the three large steamers built by Rogch for this company and was designed for the coal trade. She was launched in April, 1881, and came to this coast the following fall, since which time she has been carrying coal from Seattle to San Francisco or Portland, besides sometimes carrying cargoes of freight to Portland. Her carrying capacity was 3200 tons of coal.

This is the fourth collier lost on this coast since the 26th of January, 1883, at which time the Tacoma went ashore south of the Umpqua. Next the Mississippi was destroyed by fire at Seattle; then the Victoria ran on a reef near Port Orford, in which harbor she subsequently went to pieces, and now comes the Umattilla, another victim of running too close to shore. A land-lubber would fear the rocks that seem to hold no terrors for the average collier captain.

It is believed that the Umattilla can be raised and repaired at small expense.

Three Papers for \$3 25!

We have received and accepted a proposition to club the COAST MAIL with the San Francisco Weekly Call. The Call is an eight-page paper of 64 columns, printed on a sheet 40 by 52 inches in size. We consider it by far the best weekly published on the Pacific coast, and the price at which it has been offered to us enables us to offer it and the MAIL to advance-paying subscribers at \$2 75 cents per annum. This includes the Call's splendid lithographed "Bird's-Eye View of California." Those of our subscribers who want an excellent San Francisco paper should at once improve this opportunity to secure the Call.

This arrangement with the Call does not in any way affect our clubbing arrangement with the Chicago Weekly News, except we give our subscribers their choice between the two papers and charge them 25 cents extra when they select the Call.

We will furnish the MAIL and the News for \$2 50 or the MAIL and the Call for \$2 75, or all three papers for \$3 25 per year in advance. Few people need more good reading matter than these three papers will furnish. Subscribers who have paid for the MAIL and the News, and desire the Call, can have it by paying us 75 cents extra.

Over-Production in England.

It would seem that commercial depression has not after all been entirely restricted to America during the past year, as the advocates of the free-trade system would have us believe. They have been vigorously asserting that to our iniquitous protective system was directly traceable all the stagnation which has pervaded the channels of commerce of this country during the past year or two. If all the duties which enhance the cost of the manufactured product were removed, they have said, there would be none of this cry of over-production, for our merchants and manufacturers would not be compelled to depend entirely upon home consumption, but would be able to compete with England for the trade of the world, and would thus always have an outlet through which all surplus goods could readily find a market. Such a thing as manufacturing beyond the wants of the world was scouted at, or at least never considered. During 1883, however, strange as it may appear, there has been a great depression pervading all the manufacturing and commercial industries of Great Britain, the practical exponent of free trade, and her economic writers are tracing the cause to over-production. A correspondent of the New York Financial Chronicle, in reviewing the trade of Great Britain for that year, says that the past year has been one of disappointment in most circles of business; that business has been carried on with very little profit and the balance sheets are said to be discouraging. The iron business, which is generally considered the best indicator of the commercial situation, has fared the worst. That over-production is the cause of this state of affairs is shown by the fact that toward the close of the year a movement to curtail production was in progress, and since the 1st of January several furnaces have been damped down. The total production during the year amounted to 8,500,000, against 8,433,287 tons for 1882. There was exported during the year 4,044,273 tons, against 4,353,552 tons for 1882. The ship building industry of Great Britain is also in a very bad condition, and is a victim too to over-production. During the last three years 2024 steamers, with an aggregate of 3,010,762 tons, have been constructed. Under a very sharp competition freights have been reduced to a point that admits of but little margin for profit, and the present prospects of this great industry are pronounced very gloomy. The wants of the ship builders are a prominent factor in the iron industry, and the depression in the former business must operate very detrimentally to the latter. After reviewing the situation very carefully the correspondent of the Chronicle concludes by saying: "Altogether, therefore, there seems to be no present cure for the iron industry except by reducing production." The cotton manufacturing industry is, according to the representation of the manufacturers, even less favorably situated. Says the Chronicle: "It is two years or more, it is claimed, since a good portion of the mills have made much money, and they have long been hoping for better times." In Lancashire they have recently made an effort to reduce the wages of employes 5 per cent, which has resulted in a strike. Production is also being reduced. Thus we see that England, in spite of her free trade, has been laboring under the ban of over-production as well as the United States. How it is possible to think that permitting England to pour into our already glutted markets her large surplus of manufactured goods would result in creating commercial prosperity in this country none but a lunatic or free trader can understand.

Railroads and Land Grants.

While we believe that railroad companies have certain rights that should be respected, we are not of the opinion that such corporations should be excused from the obligations they owe to the public. While they are entitled to just treatment at the hands of congress and state legislatures, they must also reflect that their patrons have rights as well. When the government granted certain lands to the various Pacific and other railroads, conditioned upon the completion of the roads within a given time, there was no qualification in the contracts—for such they really were—that, if unable to complete the roads by the time named therein, from any cause whatever, the title to the lands should remain valid. It is unquestionably within the power of congress to change the conditions of the contracts and extend the period of time within which the roads shall be finished, and there may be cases where such extension would be reasonable; as, for example, when the companies have used all diligence to complete the roads according to contract, but when unforeseen difficulties have arisen—difficulties and obstacles not only unforeseen, but beyond the power of the company to control or overcome—that make it impossible for them to fulfill the conditions of the grant or contract. But there are few of the roads holding lands which are profitable which can

successfully set up such a plea. They have simply not earned the lands, and it is not only right, but to the public interest, that the government should resume possession of such lands, and hold them subject to public entry. The conduct of many of the great railroad corporations toward the government, which has not only bountifully endowed them with lands, but loaned its credit liberally to them, has not been such as to entitle them to popular sympathy. This is notoriously the case with the Union Pacific road. It never made an honest effort to fulfill its obligations to the government, and there is a well grounded belief that the managers intend to make all they can out of it, and then wreck it—let it go to sale and buy it in for a small sum. The Texas Pacific, now owned by the Central Pacific, is another road that does not deserve much consideration at the hands of congress. The millionaires who own the Texas Pacific have been robbing the public through their extortionate charges for years, and should be held strictly to the performance of every obligation which they took upon themselves toward the government and the public.

The Unsettled Question.

Some of the so-called independent papers are making a great show of political wisdom by taking both sides of the outrage question in the south. The Boston Herald attempts to take a position far above either party in regard to the subject in the following manner: "Neither party approaches the question of a free and fair ballot at the south in the proper spirit. The republicans suggest no policy or measures to remedy the conceded wrongs which exist there in connection with the suffrage. They simply howl about the 'outrages' in order to make votes for their party at the north. They would be willing that the south should be kept solid for the democracy forever, even by intimidation, fraud and occasional violence, if thereby they could hold the north solid for their own party, and so retain control of the general government. A canvas of the southern states was deliberately abandoned by the republican managers in 1880, on the false plea that it would not be safe, for the purpose of 'firing the northern heart' by an appeal to the old sectional feeling. If Conkling, Blaine, Sherman, Hoar, Logan and a score of the other well-known republicans had made a stumping tour through the south, appealing to the voters of both races upon high national grounds, and presenting the tariff or any other new and non-sectional issue, the republican organization in those states would not now be dead, and the country would have ceased to hear of political crime due to the race issue." In view of the events in 1876 it is the merest folly to talk about sending republicans on stumping tours through the southern states. The trouble in the south does not arise from a lack of republican votes or majorities. The voters are there, they are anxious to exercise their political rights, but they are generally unable to get their votes in the ballot boxes, and when they do they are deliberately counted out. The stumping theory was acted upon in 1876 and it resulted in a crisis that endangered the peace of the country. The situation in the south cannot be remedied by stump speeches, for stump speeches will not enable men to get their rights at the polls. It has become a serious question whether even white voters of the dominant party can vote if they are not in accord with autocrats who have resolved to rule the nation by such means as are necessary to obtain their ends. It is only a short time since democrats, even, were killed at the primaries in New Orleans because they had the assurance to belong to an opposition element. An infamous system has been inaugurated in the south. It is only a variation of the spirit that prohibited free discussion in the south before the war. The violation of political rights has simply been transformed to the ballot box. It is not true that the republicans deliberately abandoned the canvass to the southern states. They made a remarkable struggle, and contested the field so long that they were accused of using the military power of the nation in support of partisan politics. The Herald concedes that suffrage is not free in the south. How ridiculous, then, to say that the republicans suggest no remedy. They do suggest a remedy, and that is a free ballot. Let a free ballot once be conceded in the south, let it be understood that men would be allowed to vote their opinions, and that their votes would be honestly counted, and republican orators would be found in every southern state from the very opening of the next canvass. What is there for the republicans to do but investigate and appeal to public sentiment? Where is the remedy except by laws which if passed and executed would be denounced as oppressive of sovereign states by the democracy and such independent papers as the Herald? The outrages are conceded. Is that a reason for stifling investigation? Should republicans be accused of howling about outrages which are known to exist? A democratic lower house of congress

stands united in opposition to remedial legislation and determined to even prevent investigation. The Herald concedes the outrages, but the democrats in the senate vote as a unit in opposition to investigation. As statesmen, what excuse have democratic senators for upholding political outrages by their votes? They refuse remedial legislation, and attempt to deny that there are causes for investigation. There is no excuse for such policy, and the silence of the democrats condemns them. The solid south affords ample reason for this alleged republican howl, and it will be continued until men in the south can vote and have their votes counted, the same as they do in the north. There can be no other outcome. States that gain and hold power by fraud and outrages are not fit to govern the nation, and will not. One term of presidential democracy as now controlled would make the north forever solid. There is but one thing for the future, the north will control the general government until the south learns to govern itself according to the laws of the United States. That is the only solution of the unsettled question, and is ample explanation of the 'howl.'

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Music for all kinds of instruments furnished at short notice.

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A variety of the best brands of San Francisco Beer always on hand. Also, choice Wines and Cigars. Fresh Eastern Oysters by every steamer—served in any desired style. Special attention paid to Ladies and Families. Give us a call.
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Board by the day, week or month. Also, LODGINGS, by the day, week or month. Good rooms, excellent spring beds and reasonable prices.
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THIS COMMODIOUS, CONVENIENT and justly popular resort for picnics has recently undergone a thorough renovation, refitting and enlargement, and is now under the personal supervision of MRS. E. W. SPRAGUE.
This restaurant now has two commodious dining rooms and four smaller, cosy rooms for private and select parties.
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The tables will always contain the choicest edibles the market affords.
Fresh Eastern Oysters received by every steamer and served to suit the most fastidious.
Meals served at all hours. Single Meals, 25 cents. Board by the day, week or month.
A share of public patronage will be duly appreciated by
MRS. E. W. SPRAGUE, Proprietress.

FOR SALE, Boats and Skiffs!
—AT THE—
MARSHFIELD DRUG STORE,
\$5 to \$75!
Or to Let by the Day, Week or Month.

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Call and see me, one and all.

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Prescriptions carefully compounded.

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