

# The Coast Mail.

MARSHFIELD, OREGON.  
Thursday, August 7, 1884

For President,  
**JAMES G. BLAINE**, of Maine

For Vice President,  
**JOHN A. LOGAN**, of Illinois

Presidential Electors,  
**D. P. THOMPSON**,  
**WARREN TRUITT**,  
**J. C. LEASURE**

The democrats should get a mind reader to approach Ben. Butler. Probably his revelations might relieve their anxiety.

Harriet Beecher Stowe has a good deal more political sense than her illustrious brother, Henry Ward Beecher. She is strongly in favor of the election of Blaine.

It is reported that Carl Schurz has been intrusted with the task of writing Cleveland's letter of acceptance. As compensation he will probably demand a cabinet position or a leading foreign mission.

Kelly's organ in New York makes one good observation on the independent movement. It says that the revolt is conducted entirely by officers, with no privates. However the others may feel, there is no question that George William Curtis thinks he is a host in himself, but he has no sharers in this opinion.

The naturalized Chinamen of New York and vicinity are becoming somewhat Americanized. About 50 of them met and held an indignation meeting there one night last week, at which all the parties were denounced, but more particularly the republican party and "Blaine, who engineered the anti-Chinese bill through congress." The Johns are in a hard row for stumps. Ben Butler needs another nomination, and the Chinese had better give it to him.

Ben Butler has paralyzed Brother Upton of the Curry County Recorder. Upton declines to tackle Butler's speech at the Chicago convention, and sees no difference in the tariff planks of the two national platforms. That is because he don't want to see it. Butler saw the difference and asked in vain for any member of the democratic convention at Chicago to explain to him the meaning of the tariff plank in their platform. It may not yet be too late for Brother Upton to step in and furnish Benjamin with the desired information. He seems to be waiting for something of the kind.

It is stated that the Northern Pacific railroad company sent an agent to Hongkong to see how much business could be obtained for a proposed line to run to Portland or Puget sound, in connection with the Northern Pacific. Upon a favorable report it is claimed that a sufficient capital was raised in London to establish the enterprise. For the present the company will charter a few ocean "tramps" in and about Hongkong, and will probably ship their first cargo of tea early this month. It is claimed that the route to New York via Portland and Chicago being much shorter, all tea trade must come by the new route.

Mrs. F. H. Hopkins, one of the heirs of Mark Hopkins, the California millionaire, died of a remarkable ailment at Baraboo, Wis., a few days ago. Some two years ago Mrs. Hopkins fell from a hammock, and it is thought she received injuries from that fall that led to her death, as her health began to fail soon after, and continued until her death. No two physicians could agree as to the cause of her sickness, and one eminent physician from Chicago declared that it was cancer of the stomach, and then Bright's disease, etc. She was taken to various health resorts, but all to no avail, and was finally taken back to Baraboo to die. The case being such a singular one, the physicians of Baraboo all joined in the request to be allowed the privilege of a post-mortem examination, which was granted, and to their surprise they found the cause of her death was fragilitas ossium, or fragile bones, they having lost both the earthy and organic matter contained in them, and could be crushed by the pressure of the hand as a handful of crackers, the largest of the bones having about the resistance of a crust of bread. Such cases are very rare.

Mrs. Jane Gray Swisshelm, who died a few days ago, was one of the most remarkable women America has ever produced. She was born in Pittsburg, near which place she died, in 1815. Before she was 25 years of age she began to write and lecture in favor of the abolition of slavery and in behalf of woman's rights. She also originated the agitation which secured to married women in Pennsylvania the right to hold real estate in their own names. In 1848 she began the publication of the Pittsburg Saturday Visitor, which was one of the most aggressive journals of the day. In 1850 she went Washington and was the first woman to sit in the reporters' gallery of the house. She claimed the credit of killing Daniel Webster as a public man. In 1857 Mrs. Swisshelm went to St. Paul, Minn., where she started a paper that she called the St. Cloud Visitor. She fought for abolition, then unpopular in that state, and was notified to quit, but refused, and her office was mobbed and everything destroyed. A company was formed which again put the paper on its feet. Subsequently she started the St. Cloud Democrat. When the Lincoln campaign commenced she spoke for him and wrote for him. When the rebellion broke out she was lecturing and addressing the Massachusetts legislature on the legal disabilities of women. When the call was made for hospital nurses to do work at the front, she was among the first to respond, and served with distinction to the end of the war. Since 1865 she has at intervals contributed to all the leading papers in the country. If ever a woman deserved a monument from her countrywomen, it is Jane Gray Swisshelm.

## Polar Explorations.

Finding the Greely arctic colony emaciated from hunger, feeble and suffering from exposure, and 7 only out of 23 alive, the voice of the world is attuned to a protest against polar expeditions. Fast following upon the Jeannette failure, the world outside the realms of science are asking what good is to be accomplished by such expeditions as that led by Greely, or the many others that have entailed great suffering and the loss of life in the northern zone. It is true, so far, polar expeditions have been attended with disaster and with no return or scientific discovery that compensates the world for the expenditure of sympathy it has been called upon to manifest for every polar expedition that has attempted to solve the mysteries of the far northland. But for all that, with the protest of the world against a repetition of the attempt to solve what seems to be the unfathomable mysteries of the north, and in spite of the example afforded by the failure of every expedition so far, there will be other adventurous spirits who will continue the search in frozen seas, and other tragedies will be recorded in connection with polar explorations. There is no reason why this should not be so. This world or globe of ours is a very small fragment of the universe, after all, and circumscribed and limited in our search for knowledge by its area, it would seem that no portion of it should remain unexplored or continue unknown to us with the secrets it may have, which revealed may benefit science, or at any rate give satisfaction from knowing just what we do not know now. Despite the utter barrenness of the polar regions and the suffering attending every expedition that has sought to penetrate or learn the mysteries of its barriers, there is a fascination about the great unknown region of the arctic and antarctic zones that will urge men to renewed efforts at exploration, which, we believe, in the end will culminate in making them no longer terra incognita. Explorers who have been shipwrecked and who have suffered to the verge of starvation in the polar regions, have returned to renew their researches, in spite of the little accomplished, the loneliness of this region of death and a renewal of the sufferings that had before befallen them. With such examples of a determination to wrest from the frozen zone its secrets, if it have any, we can expect new expeditions to be fitted out, and other accounts of sufferings equaling the deprivations of the De Long or Greely expeditions. But just here, if these polar expeditions are to be continued, as we know they will be, it would seem that experience in polar explorations should be as profitable and conducive to success as experience is supposed to be in any other undertaking in life. The Greely expedition, however barren it may be regarded of satisfactory results, affords an experience when contrasted with other polar expeditions, that ought to serve and aid toward attaining the end, the discovery of the north pole. For two years Lieutenant Greely held his command together without loss of life, or disease; and then marched them over glaciers, ice and snow, across a rugged country, or 300 miles, without loss of life or a case of sickness. Then, owing to the incapacity of the officers sent to his relief, or for some other reason, he found no supplies where they should have been; and he and his command began starving to death, one by one dying. Lieutenant Greely's command was housed at Lady Franklin bay, on shore, and wintered for two years in the highest latitude ever man lived, and without sickness, scurvy or any other disease, and he and the other scientists were able to take continued observations during this period. Not only this, but they made more extended explorations than were ever prosecuted, 2500 miles in all being covered by their explorations from Lady Franklin bay, and moreover, they went further north than man had ever trod. These expeditions or explorations from their headquarters were conducted without loss of life, accident or sickness; and taking everything into consideration, the Greely expedition has demonstrated this fact: that if the north pole is to be reached, and its frozen secrets are to be learned and recorded, it can only be done by the method that established Greely's colony at Lady Franklin bay. His should not have been the only colony established, but others along his line of retreat 100 miles apart should have been located up to the point where succor from the sea could reach them at any season of the year, and then his researches could have continued with the certainty of rescue or relief. Colonies located after this plan may be the means of solving the mysteries of the north, but it would seem in no other way may it ever be expected to find what may be beyond the open Polar sea of which many explorers have written. Heretofore polar explorations have been conducted from vessels, and these, subjected to the perils and uncertainties of ice-packs and dependent upon an open sea, have done little, while expeditions from them across the ice or land, of course, have had to be short in time and distance, because there was no certainty about where the headquarters would be if the time of absence were prolonged or if the distance traversed made great. If the Greely expedition is barren of great results, and that we can hardly know until we are made acquainted with his official report, it has done this much: it has demonstrated a feasible way, likely, of getting to the north pole, and that is by establishing and acclimating colonies in the polar region, in supporting distance of each other, down to a latitude where access can be had by a vessel in any but an unusual year.

## The New Act in Regard to Shipping.

For the information and guidance of collectors of customs and shipping commissioners, Secretary Folger has sent out circulars embracing the "Act to remove certain burdens on the American merchant marine, and encourage the American foreign carrying trade, and for other purposes," approved June 26, 1884. All the officers of vessels of the United States shall be citizens of the United States, except that in cases where, on a foreign voyage, or on a voyage from Atlantic to a Pacific port of the United States, any such vessel is for any reason deprived of the services of an officer below the grade of master, his place, or a vacancy caused by the promotion of another officer to such place, may be supplied by a person not a citizen of the United States until the return of such vessel to its home port, and such vessel shall not be liable to any penalty or penal tax for such employment of an alien officer. All masters of vessels of the United States, and bound to some port of the same, are required to take destitute seamen on board their vessels at the request of consular officers, and to transport them to the port in the United States to which such vessel may be bound, on such terms, etc., as may be agreed between the master and the consular officer. It is unlawful in any case to pay any seaman wages before leaving the port at which such seaman may be engaged in advance of the time when he has actually earned the same, or to pay such advance wages to any other person, or to pay any person any remuneration for the shipment of seamen. All acts and parts of acts providing for the assessment and collection of a hospital tax for seamen are repealed, and the expense of maintaining the Marine Hospital service will hereafter be borne by the United States out of the receipts for duties on tonnage, and so much thereof as may be necessary is appropriated for that purpose. The master of a vessel in the foreign trade may engage a seaman at any port in the United States, in the manner provided by law, to serve on a voyage to any port, or for the round trip from and to the port of departure, or for a definite time, whatever the destination. The master of a vessel making regular and stated trips between the United States and a foreign country may engage a seaman for one or more round trips, or for a definite time, or on the return of said vessel to the United States may reshuffle such seaman for another voyage in the same vessel, in the manner provided by law, without the payment of additional fees to any officer for such reshuffle or re-engagement. The word "port," as used in the revised statutes, in reference to painting the name and port of every registered or licensed vessel on the stern of such vessel, is construed to mean either the port where the vessel is registered or enrolled, or the place in the same district where the vessel was built or where one or more of the owners reside. All laws and parts of laws that oblige American vessels to carry the mails to and from the United States arbitrarily, or that prevent the clearance of vessels until they shall have taken mail matter on board, are repealed, but such repeal does not take effect until the 1st day of April, 1885. Whenever any fine, penalty, forfeiture, exaction or charge arising under the laws relating to vessels or seamen has been paid to any collector of customs or consular officer, and application has been made within one year from such payment for the refunding or remission of the same, the secretary of the treasury, if on investigation he finds that such fine, penalty, forfeiture, exaction or charge was illegally, improperly or excessively imposed, shall have the power, either before or after the same has been covered into the treasury, to refund so much of such fine, etc., as he may think proper. Before issuing any inspection certificate on any steamer, the collector or other chief officer of customs for the port or district shall demand and receive from the owners thereof, as a compensation for the inspection and examinations made for the year, the following sums, in addition to the fees for issuing enrollment and licenses now allowed by law. For each steam vessel of 100 tons or under, \$10, and for each and every ton in excess of 100 tons, 5 cents, in lieu of the fees heretofore provided by law. The new law went into force July 1.

## Life at the Poles.

As barren and destitute of the means of sustenance as Lieutenant Greely found the polar region, there is a well defined theory among scientists that life began at the poles. The theory is that the poles were first fitted to produce life, which consequently began at the northern and southern extremities of the globe, developing independently, but to a certain extent correspondingly, as the

conditions were similar. By the secular cooling of the earth the poles finally became unfitted to support life, and such forms as did not perish in the changes of the earth's surface slowly migrated toward the equator, changing in the course of years, and ultimately giving rise to a fauna which over the most of the globe consists of a mixture of northern and southern forms. Many facts derived from the northern hemisphere lend support to this theory, and the southern hemisphere is adding facts to confirm the theory. The animals of the northern hemisphere are almost identical throughout the world's circuit. The same families and even the same species of mammals and birds are common to the north, in the old and new world. The elk, reindeer, the beaver, lynx, fox, and wolf, for instance, of the old world, are specifically identified with those of the new. Remains of animals now regarded as tropical, such as the elephant, hippopotamus, lion, etc., are common in the tertiary strata of temperate and even the polar regions. This is proof of a southern migration when the climate changed. In Patagonia remains of mammals are found which tend to show the fauna of Patagonia preceded that of the Argentine republic, and, moreover, the animals of South America have their counterpart in Australia and Africa. The flora of the southern hemisphere in the old and new worlds correspond, and the fossil remains in the eastern and western hemispheres correspond around the world's circuit. These resemblances become more marked when fishes, insects, and the mollusca of the old and new worlds are considered.

## A Coal-Mine Earthquake.

SCRANTON, Pa., July 17.—The people living in the Hyde Park portion of the city were startled early this morning by a loud rumbling like that of thunder, which was followed by a fierce commotion of the earth that sent crockery and furniture rattling about in a number of houses, tore doors from their fastenings, and produced a temporary panic. The excitement was caused by the caving in of the mines in the vicinity of Everett street and Van Buren avenue. Mrs. Somerhill, living on Price street, was the first to feel the shock, which occurred shortly after midnight. Her house rocked like a ship in a storm, and she was so terrified that she was afraid to leave the building. The convulsions lasted with more or less severity, during the night, and she says the hours that passed between the time the first symptoms of this miniature earthquake occurred and dawn were filled with indescribable fears. It took some time before she realized that the commotion was due to the caving in of the mine, and when the real situation manifested itself she feared to leave the house, lest she might step into some gaping chasm caused by the subterranean storm. When morning came she found that the walls of the house were cracked by the strain to which they had been subjected and one end of the building had sunk several feet in the earth. Several large fissures extended across Price street and the western side of the street had sunk two feet deep. The people living on the sunken side of the street had been in a state of terror before dawn, and soon as daylight appeared the entire neighborhood looked as if it had been made the sport of some Titanic force during the night. The houses were awry, and the gates were jammed so tight that they could not be opened. Several chimneys had been toppled over, and the street had been ruptured in numerous places, the fissures extending right across the thoroughfare. Since morning the middle of the street has sunk three feet. Most of the wells in the vicinity have been drained dry, and there has been a sudden collapse of the water supply. The people in that neighborhood are still considerably alarmed, although it is thought to-night that the worst is over. The caving in of the surface is due to the taking out of the coal pillars which are usually left to support the roof of the mine.

## James B. Lockwood.

For about three centuries the hardy navigators of Great Britain maintained the distinction of having carried arctic exploration the furthest. In 1876 Commander Markham attained the leading position among them. With the news of the rescue of Lieutenant Greely, his commander, and other survivors of the Greely expedition, comes information that in the pursuit of his researches one of its officers, First Lieutenant James B. Lockwood, and a companion, reached a point further north than that recorded by Commander Markham, namely, 85 deg. 2 min., but a few miles advance, it is true, and of no importance geographically, but a great honor nevertheless, to the man and his country. There may be but a nose difference between the first and second horse in a race, but the horse with his nose ahead is the winner, and the glory and the honor of the achievement belong to him. First Lieutenant James B. Lockwood died of starvation in the drear wilds of the north, and his countrymen's gratification in his great exploit is saddened by his shocking fate. He was born at Annapolis, Md., in 1852, and was the son of General Henry H. Lockwood, who was professor of mathematics and instructor in military tactics in that city at the time of his birth. During the war his father was a commanding officer in the field, and while on duty in the campaign in Virginia was accompanied by his son, then a mere boy. After the war General Lockwood settled at Georgetown, now known as West Washington, and his son was a student at Georgetown college. Subsequently he was a cadet at West Point, and was graduated from that institution. At the age of 21 young Lockwood was appointed a second lieutenant in the Twenty-third United States infantry. Shortly after this he was sent into active service in the west. He continued to be thus engaged for several years, during which he performed severe duty in Arizona, Colorado and the Indian territory, and became distinguished among his fellow officers for his courage and love of adventure. When the Greely expedition was being organized he expressed the desire to become one of its members. Permission was granted him, and he sailed in July, 1881, with Lieutenant Greely and the rest of his party, in the "Proteus." His promotion to the rank of first lieutenant was gazetted in March of the present year, about a month before his death. He was the third man of the expedition who succumbed to the hardship and deprivation which robbed America of some of her noblest sons. The date of his death was April 9, 1884. This was the result of a heroic attempt to secure, in company with Rice, the photographer of the expedition, about 200 pounds of meat supposed to have been stored at a place called Bad lake, about 15 miles from the encampment occupied by the expedition. First Lieutenant Lockwood was unmarried. His parents still reside in Georgetown, where his father received news of the death of his heroic son in a dispatch sent from St. John's, Newfoundland, by Lieutenant Greely, on July 17, and which contained the following passage: "Your son immortalized himself by being in command of the party which proceeded nearer to the north pole than any preceding one."

## A Peculiar Malady.

SAN FRANCISCO, August 1.—A dispatch from Tehachapi, California, yesterday announced a peculiar malady as having broken out among the workmen on the new railroad bridge being constructed at the Noedige. Those attacked would suddenly complain of dizziness, and fall to the ground in a fit. Two of them died in a few hours. Those who survived were removed to the railroad hospital at Sacramento. The disease is attracting considerable attention. W. F. Knox of Sacramento who has just returned from there, says the stricken men, even those not yet dead, all looked like corpses. The malady was at first thought to be due to miasma, caused by the sudden falling of the river, leaving soaked ground, from which poisonous exhalations arose, under the boiling sun. One of the men, when questioned as how he felt when first attacked, replied that he remembered nothing until he came to his senses on the train. The heat during the period was intense, the thermometer registering 115 in the shade.

## The Man Who Was Nearest the North Pole.

For about three centuries the hardy navigators of Great Britain maintained the distinction of having carried arctic exploration the furthest. In 1876 Commander Markham attained the leading position among them. With the news of the rescue of Lieutenant Greely, his commander, and other survivors of the Greely expedition, comes information that in the pursuit of his researches one of its officers, First Lieutenant James B. Lockwood, and a companion, reached a point further north than that recorded by Commander Markham, namely, 85 deg. 2 min., but a few miles advance, it is true, and of no importance geographically, but a great honor nevertheless, to the man and his country. There may be but a nose difference between the first and second horse in a race, but the horse with his nose ahead is the winner, and the glory and the honor of the achievement belong to him. First Lieutenant James B. Lockwood died of starvation in the drear wilds of the north, and his countrymen's gratification in his great exploit is saddened by his shocking fate. He was born at Annapolis, Md., in 1852, and was the son of General Henry H. Lockwood, who was professor of mathematics and instructor in military tactics in that city at the time of his birth. During the war his father was a commanding officer in the field, and while on duty in the campaign in Virginia was accompanied by his son, then a mere boy. After the war General Lockwood settled at Georgetown, now known as West Washington, and his son was a student at Georgetown college. Subsequently he was a cadet at West Point, and was graduated from that institution. At the age of 21 young Lockwood was appointed a second lieutenant in the Twenty-third United States infantry. Shortly after this he was sent into active service in the west. He continued to be thus engaged for several years, during which he performed severe duty in Arizona, Colorado and the Indian territory, and became distinguished among his fellow officers for his courage and love of adventure. When the Greely expedition was being organized he expressed the desire to become one of its members. Permission was granted him, and he sailed in July, 1881, with Lieutenant Greely and the rest of his party, in the "Proteus." His promotion to the rank of first lieutenant was gazetted in March of the present year, about a month before his death. He was the third man of the expedition who succumbed to the hardship and deprivation which robbed America of some of her noblest sons. The date of his death was April 9, 1884. This was the result of a heroic attempt to secure, in company with Rice, the photographer of the expedition, about 200 pounds of meat supposed to have been stored at a place called Bad lake, about 15 miles from the encampment occupied by the expedition. First Lieutenant Lockwood was unmarried. His parents still reside in Georgetown, where his father received news of the death of his heroic son in a dispatch sent from St. John's, Newfoundland, by Lieutenant Greely, on July 17, and which contained the following passage: "Your son immortalized himself by being in command of the party which proceeded nearer to the north pole than any preceding one."

## Timber Land Notice.

UNITED STATES LAND OFFICE, ROSBURG, Oregon, August 5, 1884. NOTICE IS HEREBY GIVEN, PURSUANT to act of congress of June 3, 1879, for the sale of timber lands in the states of California, Oregon, Nevada, and in Washington territory, that JOHN NASHBROCK has applied to purchase the east half of the southeast quarter and lots Nos. 6 and 7 of section 6, township 27 south, range 12 west, Willamette meridian. Any and all persons claiming adversely any of the above-described land must file their claims with the register of the office at Rosburg, Oregon, during the sixty-day publication hereof, and failing to do so, their rights will be barred by statute. Wm. F. BENJAMIN, Register.

## NOTICE FOR FINAL PROOF.

LAND OFFICE AT ROSBURG, Oregon, August 1, 1884. NOTICE IS HEREBY GIVEN THAT the following-named settler has filed notice of her intention to make final proof in support of her claim, and that said proof will be made before the county clerk of Coos county, Oregon, at Empire City, Oregon, On Saturday, September 13, 1884. MARY E. CARLETON, pre-emption declaratory statement No. 4525, for the south half of the northeast quarter, the northeast quarter of the southeast quarter and the northeast quarter of the southwest quarter of section 26, township 24 north, of range 11 west, Willamette meridian. She names the following witnesses to prove her continuous residence upon and cultivation of said land—viz: S. B. Cathcart, C. Rodin, J. R. Bunch and John Barzal, all of Marshfield, Coos county, Oregon. Wm. F. BENJAMIN, Register.

## HONGELL & SELANDER.

O'Connell's new building, Front street, DEALERS IN—BOOTS, SHOES AND Clothing! Ladies' fine and coarse shoes, boys' boots and shoes, and gent's rubber coats, boots and shoes of great variety. Our ready-made boots and shoes were manufactured expressly for the bay trade. Hats, caps and underwear, stationery, cutlery, tobacco, cigars and matches. A full assortment of men's clothing, in suits or otherwise; mattresses, bed-clothing and valises. Custom-made boots and shoes a specialty, for which we keep the best French tips and material. Our entire stock is of the latest styles and finish, and as cheap as the cheapest. Come and see us at our new store, in O'Connell's new building, Front street, noy



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## NEW ADVERTISEMENTS.

### BISHOP SCOTT GRAMMAR SCHOOL!

A Boarding and Day School for Boys. THE SEVENTH YEAR UNDER ITS present management will begin September 1st. Boys successfully fitted for college or for business. Five resident and three visiting teachers. Discipline strict. For further information and for catalogue containing list of former pupils, address: J. W. HILL, M. D., Drawer 17, Portland, Or. Head Master.

### TAX-PAYERS, TAKE NOTICE!

THE BOARD OF EQUALIZATION will attend at the office of the county clerk of Coos county, Oregon, the Last Monday in August, 1884, and will examine the assessment rolls and correct all errors in valuation of lands, lots and other property, and it is the duty of all parties interested to attend at the time appointed. L. HARLOCKER, Assessor.

### THE WESTERN HOTEL

South Front street, Marshfield, JOHN SNYDER, Proprietor

I HAVE RECENTLY TAKEN CHARGE of the above-named well-established hotel, and am sparing neither pains nor expense to insure my guests the best of accommodations. THE TABLES AT THE WESTERN are supplied with the best market affords, and patrons of the house receive prompt and courteous attention. TERMS—Board and lodging, per week, \$5.00 Board by the day, . . . . . 1.00 Single meals, . . . . . 50

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## Miscellaneous Advertisements.

**PIONEER SALOON.**  
Esprit Street, Marshfield.  
SUDERLUND, NYSTRON & KEARNEY, Proprietors.  
THIS OLD AND POPULAR SALOON, under the new management, has been furnished with a stock of CHOICE WINES, LIQUORS & CIGARS. Which are served by courteous barkeepers. A share of patronage solicited and appreciated. Agents for Philadelphia Lager Beer, 1879.

**MRS. M. TOWER**  
MILLINERY  
DRESS-MAKING  
EMPIRE CITY, OREGON.  
HAS ON HAND A NEW AND FINE STOCK of Millinery and Dress-Making Goods. All orders promptly attended to.

**MRS. C. F. LUSE**  
MILLINERY  
NEW GOODS! NEW STYLES!  
MRS. C. F. LUSE (AGENT FOR W. F. BURN), FRONT STREET, MARSHFIELD, OREGON. Opposite the Central Hotel. WOULD RESPECTFULLY INFORM the ladies of Marshfield and vicinity she has just received AN ELEGANT STOCK OF NEW GOODS, EMBRACING A COMPLETE ASSORTMENT OF LADIES' HATS, CAPS, TRIMMINGS, and Millinery Goods of all kinds. Children's Toys OF ALL DESCRIPTIONS. Cleaning and trimming done to order, perfect satisfaction guaranteed. A share of patronage is solicited. Please call and examine my new goods.

**W. G. WEBSTER,** DEALER IN CLOTHING, HATS and CAPS, BOOTS and SHOES, Harness, Saddles and Bridles, Crockery, Etc.

Also, a full line of Gent's Furnishing Goods, to be had on hand. Custom made and repaired neatly and promptly. Call and see me. N. B.—Gentlemen's fine suits a specialty.

**STEAMER LULU**  
NEW TIME-TABLE. UNTIL FURTHER NOTICE the steamer LULU will make a trip up Coos river to Yonkams landing EVERY THURSDAY AFTERNOON. Every Friday morning, at 7 o'clock, she will leave Yonkams for Marshfield; return to Yonkams the same day, and then back to Marshfield at 10:30 a. m. and 4 o'clock p. m. At Empire City the Myrtle makes close connections with Jarvis, Crenwell & Co's stage line to Drain.

Prior to starting on or after she returns from her regular trips the Myrtle is subject to change on reasonable terms, for towing and other business. For further information, apply to J. A. EGENHOFF, Master.

**STEAMER MYRTLE**  
HALL & LIGHTNER, Proprietors.

NEW TIME-TABLE. UNTIL FURTHER NOTICE the steamer Myrtle will run as follows: Leave Marshfield for Empire City every morning at 8:30 and every afternoon at 2 o'clock. Returning, leave Empire City for Marshfield at 10:30 a. m. and 4 o'clock p. m. At Empire City the Myrtle makes close connections with Jarvis, Crenwell & Co's stage line to Drain.

Prior to starting on or after she returns from her regular trips the Myrtle is subject to change on reasonable terms, for towing and other business. For further information, apply to J. A. EGENHOFF, Master.

**CENTRAL HOTEL**  
Corner of Front and A streets, MARSHFIELD, OREGON, JOHN J. KRONHOLM, Proprietor.

THIS WELL-KNOWN AND FAVORITE HOTEL has just been entirely refitted and furnished throughout and is again open to the public for patronage. New beds and spring mattresses have been placed in almost every sleeping room of the house and neither trouble nor expense has been spared to put everything in first-class order. At the bar is to be found the best brands of wines, liquors and cigars. A new entrance to the dining room has been made that opens on Front street, and the table will always be supplied with the choicest market affords. J. J. KRONHOLM, Proprietor.

**BLANCO HOTEL,** Marshfield, Coos County, Oregon. FIRST-CLASS ACCOMMODATIONS And Reasonable Charges.

Having lately completed a large addition to the above hotel, and having had an extensive experience in this line of business, we can safely guarantee to our patrons comfort and accommodations excelled by no other house on the bay. The reading room of this hotel contains the leading papers of the Atlantic States and the Pacific coast. FERREY & HOLLAND, Proprietors.