

The Coast Mail.

MARSHFIELD, OREGON.
Thursday, November 6, 1884.

Election News from the East.

The indications are that we have New York and that Blaine is elected president, but the democratic party has proved itself a very lively corpse, as the following returns show:

New York, Nov. 4.—Indications show that Cleveland's majority in the city will be from 30,000 to 40,000.

The San's bulletin says Cleveland has carried New York state.

The Herald's bulletin says both sides claim New Hampshire.

St. Louis, Mo., gives Graves (dem.), for congress, 1200 majority, and Cleveland carries the state of Missouri by 30,000.

The Herald's bulletin says returns from Massachusetts leave the state in doubt. The plurality will not be more than 5000 either way.

Cleveland's majority in Kings county, New York, is 20,000. Blaine carried but one ward.

The bulletin of the Times gives 208 election districts in the state, in which Cleveland has a majority of 14,332.

In Indiana, 200 places show a republican gain of 1857. If this ratio is kept up it will give the state to Blaine.

In Iowa, 200 towns and wards give Blaine 32,907 and the fusionists 25,350—a net republican gain of 7557. At Davenport, Iowa, the democratic gain is over 1000, which puts the republican gain down to these figures.

In Nebraska, 50 precincts give Blaine 7285, Cleveland 3349, Butler 23 and St. John 231. The state will probably give Blaine 20,000 plurality.

In Illinois, 303 precincts, outside of Cook county, show a democratic gain of 7181. It is claimed that the democrats carried the second, third and fifteenth congressional districts, and that the republicans carried the tenth, eleventh and sixteenth. Harrison's majority in Cook county is put at 1000 and Cleveland's at 4000.

Outside of New York city and Kings county, 1269 districts have been heard from. If the 727 districts not heard from vote as they did in 1880, Blaine's plurality in the state will be 6000.

Yesterday's Dispatches.

SAN FRANCISCO, Nov. 5.—It is probable that Bartlett (dem.), is elected mayor of this city.

Latest returns give the republicans a majority of 10 on joint ballot in the legislature.

The democrats concede the state to Blaine by a majority of 6000.

SAN FRANCISCO, Nov. 5.—The only thing definitely known is that the state will be close and that the plurality will not be more than 1000 either way.

VERMONT CITY, Nov. 5.—So far only half the ballots have been counted. The republicans carry Storey county by 300 to 400 majority. The republican state central committee claim the state of Nevada by 1100 majority.

CHICAGO, Nov. 5.—The morning papers have head-lines reading as follows: "Times—'Jim Blaine is up!' Tribune—'Blaine Ales!' Inter-Ocean—'All northern states, except Indiana and New Jersey, for Blaine.' Herald—'Cleveland 193 electoral votes; Blaine 174; New York and California doubtful.'"

The latest reports from New York this morning give the state to Blaine by a plurality of 2500.

DETROIT, Nov. 5.—The Post (rep.) claims the election of the entire republican ticket in the state.

In 2577 precincts heard from Blaine has 80,754, Cleveland 71,039, Butler 14,067, St. John 7913.

KEY WEST, Fla., Nov. 5.—The republicans have elected their presidential electors, congressmen and legislative ticket in this state for the first time since 1876. There is great disaffection in the democratic party.

INDIANAPOLIS, Nov. 5.—About 1000 plurality is claimed for Cleveland.

NEW YORK, Nov. 5.—It appears that the democratic plurality of 57,538 in New York and Kings county will be overcome, with upwards of 11,000 to spare, by the plurality with which Blaine comes to Harlem river. This is contingent upon the returns holding out as favorably for the republicans as they have thus far in the state at large up to this time, and as a matter of fact the latest returns are more favorable to the republicans.

THE LATEST.

The latest reports, just as we go to press, give New York to the republicans by from 8,000 to 10,000 majority, democratic estimate.

Indiana has also returned to the republican fold with a 1200 majority for Blaine.

The latest reports say the democrats concede the loss of New York and the election of Blaine.

The only advice we have from this state come by way of San Francisco, and place the republican majority at from 1600 to 2000.

The indications are that Armstrong (rep.), is elected delegate to congress from Washington territory.

The manager of a large eastern clothing store is reported as saying: "A few years ago it was an unusual sight to see a lady customer in a store devoted exclusively to gentlemen's goods. But it is not so now. Our counters are besieged by the women folks from morning to night; they select neckties for husbands and brothers; pick out handkerchiefs; detect flaws in underclothing, and are quite an authority upon the proper 'set' of an overcoat. A large number of gentlemen rely upon the taste of the female members of the household, and will never purchase an article until it has met with womanly approval."

Trade with Sister Republics.

The commission appointed by President Arthur to ascertain the best means of securing more intimate international commercial relations between the United States and Central and South America held a second meeting in New York City a few days ago, at which Gen. H. H. Sharpe presided. There was a large attendance of persons interested in the work to be done by the commission. Among others in the room were Senator Romero, the Mexican minister; Salazar de Mendonca, Brazilian consul general; Captain Rodolfo Pin, of the British navy; Perry Belmont, Melchior Obarrío, consul for Bolivia; Joseph C. Tracy, consul general of Peru; Philip H. Morgan, United States minister to Mexico; Hinton B. Helper and Alexander D. Anderson, special commissioner of the Spanish-American colonies to the New Orleans exposition.

Helper made a long address, in which he claimed that a line of railway communication through North, Central and South America was the solution of the problem of improved commercial intercourse. This was the idea which the commission should urge upon American statesmen from Behring's strait to Cape Horn. He considered it a patriotic duty to make efforts to establish a continuous line of railway communication from Canada to Patagonia before the close of ten years. He said that the commissioners had a task of supreme importance before them, and declared that they ought to remain two years in South and Central America to understand the magnitude of their task.

Senator Mendonca said that one reason why commerce between North and South America was hampered was the high freights on the vessels trading from and to New York. As an illustration, he said that Brazil alone used every year about \$5,000,000 worth of American butter. But instead of coming from New York direct, as it would with lower freights, it was sent across the Atlantic to England and then shipped to Brazil.

Captain Pin, in the course of a vigorous speech, said that he did not consider it treason for him to be present at a meeting the object of which was to take away from England the 80 per cent of the South American commerce which she now controls and transfer it to the United States. The work before the commission claimed his sympathy.

North America ought to have this trade. It naturally belongs to her, and if the United States had the ships she would have the trade. "I came here," said the captain, "prejudiced against the United States; but I go back without any and full of admiration for your country, which is, indisputably, the greatest in the world." The speaker said that he approved heartily of the Monroe doctrine, and he wished that England had such a doctrine. He was glad to see that America was in no hurry to adopt England's detestable system of free trade. American statesmen were wise in not adopting it.

Alexander D. Anderson, who has visited the north to supply manufacturers with official information in South American markets, made an interesting speech, in the course of which he said: "On the continent south of the United States are 15 Spanish-American republics, the Portuguese-American empire of Brazil and four European colonies. They have a total population of 40,000,000 consumers and an area of about 8,000,000 square miles, or more than double that of the United States. In climate, resources, products, supply and demand they are the reverse and complement of the United States. Commercial exchanges with such countries are, therefore, in accordance with sound laws of trade and political economy. They are exceedingly deficient in manufactures. They need our railway iron and supplies, farming implements, cotton and woolen goods, boots and shoes, sewing machines, telegraph and telephone supplies, clocks and watches, notions and a thousand and one products of our invention and skill. We need their coffee and sugar, tropical fruits, hard woods, fire plants and other raw materials. In brief, these countries represent 20 American Indias, whose unexplored and inviting trade fields we will find most profitable to occupy with our surplus energy, skill, products and manufactures. At present, however, our share of that trade is disgracefully small. Their total foreign commerce, exports and imports of merchandise combined, is in value as follows:

Republic of Mexico.....\$55,000,000
Five Central American republics.....24,428,000
Four South American republics.....348,646,000
Four European colonies.....31,050,000
Empire of Brazil.....215,000,000
Total.....\$675,084,000

Of this total trade the United States controls but \$126,822,000, or less than one-fifth part, the lion's share being monopolized by Great Britain, France and other European powers.

Of the total annual imports of these 20 countries, which amount to \$303,812,000 in value, we supply but one-twentieth part.

But the facts are still more disgraceful when we confine the statistics to the 15 sister republics. Their total annual foreign commerce, exports and imports combined, is as follows:

Republic of Mexico.....\$55,000,000
Five Central American republics.....24,428,000
Four South American republics.....348,646,000
Nine South American republics.....348,646,000
Total of 15 republics.....\$478,670,000

Of this total trade we control but \$63,636,000, or less than one-sixth part.

Viewed from the standpoint of our annual exports, we find that 80 per cent, go to Europe, and only 5 per cent, or one-twentieth part, to the 15 American sister republics.

The Pope and Masonry.

At a meeting of the grand lodge of Free Masons at Louisville, Ky., a few

days ago, Grand High Priest Farleigh said in reference to the new papal attack on Masonry:

Who can forbear to express his indignation at the attitude of a man placed in such a situation as Leo who can deliberately put his signature to such statements as the following:

"If anyone watches the proceedings of Masons in respect of religion, especially it will appear that they drive off the Catholic church; they add persecutions and insults; the rites of the church are violated; it is their supreme aim to persecute Christianity. Free Masonry is a wicked farce—a contagious disease."

Furthermore, this papal bull charges us with seeking the education of the youth, that they may be corrupted from the pure faith. We have nothing to do with the pure faith further than an implicit faith in the Great All.

Column after column of this sort of stuff, embodying all the venom and hatred with which the ruler of the Catholic church regards the progress of the age and the fast decreasing power of his hierarchy, is printed. This hierarchy is fast diminishing, and its unreplicable head will, before many moons be beyond sight. If it is given to me to make any reply to such statements, I simply say they are false—false in the main, false in particulars.

A Western Pioneer Novel.

In the November number of the Overland Monthly begins a serial novel by Ada Langworthy Collier, the scene of which is laid in the pioneer settlement of Iowa, the present site of Dubuque, then a few mining cabins. Many pioneer characters and historic incidents enter into the story, and it will doubtless prove a somewhat notable literary incident, as the field is new, and will be especially interesting to people of the central west. Mrs. Collier is well known as a writer in her own section, and is known to readers of the Overland by several poems that have been widely copied. She is said to be a daughter of the first settler on Iowa soil, and to have drawn largely on facts thus known to her for the material of her story.

Interesting News from the Mines in Alaska.

Victoria, Oct. 28.—The steamer Ancon arrived from Alaska this forenoon with about 225 passengers and over 100 miners from different mines in Alaska and Cassiar. During the past season the miners have been very successful, all claims paying well, and on an average they would pay out about \$10 per day to the man. Some have done very much better. At Juneau City are about 300 miners, 150 of whom are employed by the company who are working on the Paris lode. Douglas Island, of which Treadwell is manager. The Paris lode is over 600 feet in width and 1500 feet in length, and the ledge will extend over two miles in length. This is probably the largest and richest quartz ledge in the world. All the ledge is taken by different companies, who are preparing for extensive operations during the coming season. On the up trip of the Ancon she had on board a large consignment of quartz and saw mill machinery for the Paris lode company, for which they have been engaged all summer preparing to place in position. The machinery is now all complete. The company's saw mill is an extensive one.

The weather during the past season has been unusually favorable to mining operations, and very little trouble has been experienced in any particular. The Indians have been quiet. A rough estimate of the amount of the total output on Silver Bow basin will be between \$75,000 and \$80,000, by the twelve companies who are operating claims there. The miners are well satisfied with their summer's work. The prospect looks very bright for the coming season.

Robert Armour, manager of the North Pacific Trading and Packing company, was also a passenger by the Ancon. Armour is postmaster at Klawack, where the headquarters of the company are. The season's output has been 6000 cases and 400 barrels of salmon, while the company's sawmill has turned out over 1,000,000 feet of lumber.

There is much complaint made about the reckless way in which charts are marked out, islands and rocks being placed on them which are not in the water, and if the steamers were to follow the chart for guidance they would steam up some miles into the forest.

Uncle Sam's mails are also erratic in their delivery, papers and letters often arriving two months behind time, and after previous mails have been delivered. Efforts are being made to have this remedied.

The Ancon brought news about the explorations of three prospectors on the Stewart river and on the Yukon. They started from Chilkat, Alaska, in the spring of 1882, and proceeded to the mouth of the Stewart river, up which they canoed for about 200 miles. Navigation was moderately easy on the Stewart, there being stretches of 100 miles where portage had not to be made, and no portage is over half a mile in length. During their trip they examined over 100 streams, in all of which they found gold in paying quantities. The ground was frozen in all places, there being a thick covering of moss, through which the sunlight could not penetrate, and in spots this was five and six feet in depth. The beds of the streams where water was running was frozen solid. The prospectors report that on account of the frozen nature of the soil the dirt could not be operated. These men have been in these regions, which have been regarded all along as uninhabitable, for over two years, in the winter time going to the mouth of the Yukon, by dog team, for supplies,

the distance traveled each way being nearly 1500 miles.

Two of the three remained at Juneau City, and the other on his way to San Francisco to purchase a schooner, and being supplied by way of the mouth of the Yukon on the river, and to their claims on the Stewart river. This would indicate that their statement about the impossibility of operating the ground on account of frost is somewhat of a blind. They found places on the Stewart river where the Schellin Bros. had been operating. It is said these men were returning with a schooner and supplies to the Stewart river, when the whole party was lost in a storm off the Alaska coast. Along the upper Yukon some large lakes occur. Lake Labarge, about 200 miles from Fort Selkirk, is fully 30 miles wide and about 25 or 30 miles in length. The maps of this portion of the country are altogether defective, and more of a hindrance than a help to prospectors, places being marked on them which are nearly 200 miles out. Many of the rivers are not marked at all. During the two years that the party of three were in the interior, the lowest thermometer registered was 55 degrees below zero.

Passengers by the Ancon state that the Schellin brothers were lost in their schooner during a gale off the Alaskan coast in June last. Another report states that they arrived safely at San Francisco.

MANY SHIPS WRECKED.

A Mexican Steamer and Numerous Other Vessels Lost—Great Loss of Life.

SAN FRANCISCO, Oct. 28.—Particulars of recent disastrous storms along the coast of Lower California were received at the merchants' exchange to-day, on arrival of the steamer Newbern from Guaymas. She reports that the steamer Estado de Sonora left Mazatlan September 29, and on the following day encountered a southeast gale, during which, the supposition is, the steamer rolled over, carrying all and everything on board to the bottom of the sea. The steamer was a Mexican coaster of 700 tons, owned by Don Joaquin Redo, and insured in this city for \$70,000. At the time of the loss she had on board a partial cargo, 19 passengers and a crew of 35, including two captains—American, C. F. Rode; Mexican, Marcial Campa. During the same storm the American schooner Dora, hence for Mexican ports September 15, is also supposed to have been lost. The Newbern reports that on October 14 she passed a quantity of loose canvass, which was believed to be part of the Dora, and that material known to be a part of the Dora was also found on shore near Cape St. Lucas. No bodies nor boats from either of the above vessels have been seen or heard of since the time of the supposed disasters.

Another gale occurred on October 7, which continued with unabated fury for three days, creating a tremendous sea and doing great damage along shore in the vicinity of Cape St. Lucas. At Cape St. Lucas it blew and washed away 20 houses, and a large number of live stock and farm property. The storm was the most violent ever seen in these parts. Of nine small vessels plying between Mexican ports, which were caught in the gale, only one has been heard of. She was a small sloop, with five souls on board. There was saved from her a sailor and a boy, the latter a son of Green, manager of Cape St. Lucas. The sailor, whose name is not known, held the boy for 16 hours in his arms above water before saved. The names of five of these vessels, including the one from which the above mentioned two persons were saved, could not be ascertained. The other four are the schooners San Pablo, San Pedro, San Cisne and San Antonio. Each of these vessels had from three to five persons on board, none of whom have been heard from up to this date.

SAN FRANCISCO, Oct. 29.—The following further particulars of the disastrous storms on the coast of Lower California were learned this morning: The news has been brought here by the captain of the steamer Newbern from Guaymas. He says the steamer Estado de Sonora left Mazatlan September 29. The first storm broke out the following day. It raged with such terrific fury that the Estado was unable to put back. It is supposed that she rolled over and went down with 50 souls on board. Nothing ever afterward was heard of the passengers or crew. On October 14 the Newbern passed a large quantity of wrecked stuff near the entrance of the gulf of California. Among it was a pilot-house and a mast with a band attached. A lot of brass work had been picked up by the natives of San Jose Island. They had stripped off all the wood part and burned it, leaving only the brass-work. There were no marks on any of these, but it is believed they were all from the wrecked steamer. Some brass-work was sent to Guaymas for the purpose of identifying it. The Estado was commanded by Capt. Rode, nephew of Captain Charles Wilson, formerly the Danish consul in this city. The second storm began October 7 and lasted three days. It was more violent even than the first.

The only particulars are from Cape St. Lucas, as reported last night. There was such a tremendous sea running that the Newbern was unable to touch at the cape. She passed through fields of loose candles, believed to be part of the cargo of the schooner Dora.

A Steamship Burned at Sea.

New York, Oct. 31.—The German steamer Rheine, which arrived here to-day from Bremen, reports that on Oct. 24 at 7 o'clock in the evening, in latitude 49.38, longitude 27.41, she fell in with the Dutch steamer Maasdam, from Rotterdam for New York, which was all ablaze. The Rheine took from the boats passengers and crew numbering 180 in all, and brought them to this port.

The Maasdam carried a miscellaneous cargo, consigned to New York. The vessel was valued at \$200,000. It was about 9 p. m. when the Maasdam was first seen to be on fire. The boats of the steamship were picked up, one by one, as the Rheine approached.

Vanderton, agent of the steamship company, says that the Rheine, with Captain Van Derzee of the Maasdam, and the passengers and crew, will arrive at Hoboken at 3 o'clock this afternoon.

The steamship Rheine arrived at her dock soon after 3, with all the passengers and crew of the steamer Maasdam. Hundreds of relatives and friends of persons from the lost ship awaited them.

Captain Van Derzee, of the ill-fated vessel, said to a reporter: "We had eight cabin and 133 steerage passengers, and a crew of 48 men. For several days prior to October 24 complaint had been made to me that the oil tank, situated under the bridge on the upper deck, was leaking. On that day Denver, one of my seamen, went with a light into the oil room, to make an examination. A moment afterward an explosion was heard, and a sailor with a burned face and beard rushed back on deck, crying 'Fire.' We put into use all our appliances for putting out flames, but they gained headway. We then took to the boats. We could save nothing of the cargo or of private property; only the very clothes we stood in could we take away with us. There was a heavy sea running at the time. I think they were too much frightened, and justly so, to do anything but obey orders. The Rheine picked us up soon after 9 o'clock."

"There were 35 persons in each boat," said Dr. Smith. "We remained near the burning ship, hoping some vessel would see the light and come to our rescue. The flames burst from the ship at first, and the masts fell at 5 o'clock. The conflagration was a grand sight, though not appreciated at the time. I couldn't save even my instruments. There was something ludicrous even in our dilemma. We had a pair of lovers in our boat, and the man could not be induced, nor would the girl permit him, to take his arm from her waist to stand him out at the oar."

Heinrich Wolf, a passenger, said: "The officers and crew did all they could to save the vessel and us. The steam pumps could not be gotten at, on account of heat. When the Rheine picked us up our boats were being tossed about at a lively rate, and were half filled with water."

Bruno Petersman, first officer of the Rheine, was the man to spy what he thought to be a fire, away in the distance, and climbed to the topmast head to make it out. It seemed to be a ship on fire, about 12 miles to the southwest. The Rheine was promptly headed for the light, and it took about an hour to get to it. The flames lighted up the sea for five miles around. The signal lights in the boats were soon seen, and as the boats got alongside ropes were lowered and the people hauled on board. The women and children had to be taken up in blankets. "The sea was very rough," said Petersman, "and a severe storm came up at midnight. Had we been two hours later in getting to the burning ship, not a soul of the Maasdam's passengers or crew would have been saved."

Pacific Coast Exports and Imports.

WASHINGTON, Oct. 29.—Nimmon, chief of the bureau of statistics, in his annual report of the foreign commerce of the United States for the past year, on the subject of commercial and transportation interests of the Pacific coast, says: "The total value of the exports of merchandise from, and of imports of merchandise into California, Oregon and Washington territory during the year was \$83,564,874; the value of exports was \$46,385,284, and of imports \$37,179,590. The total value of domestic exports from the Pacific coast to foreign countries amounted during the year to \$45,051,927, of which \$31,622,028, or 70.19 per cent, consisted of breadstuffs. The value of the exports of wheat and wheat flour alone amounted to \$30,969,311."

The great change which has taken place in the industrial and commercial interests of the Pacific coast is clearly indicated by the fact that the value of the wheat crop of that section during the season of 1882 amounted to \$44,700,000, whereas the value of precious metals produced by mining operations in the same section of country amounted to only \$17,750,000.

It appears that the foreign commerce of California, Oregon and Washington territory is chiefly with the countries of Europe. In that trade the value of exports of merchandise was \$61,225,433, and the value of the imports of merchandise was only \$5,156,311. The wheat trade of the Pacific coast constitutes the most marked feature of the commerce of that section of country. The total export of wheat, including wheat flour, from California, Oregon and Washington territory, amounted during the year just ended to 30,058,644 bushels, of which 24,473,263 bushels were exported from ports of California, 5,384,303 bushels from ports of Oregon, and 226,958 bushels from ports of Washington territory. Exports of wheat, including wheat flour, to Europe, amounted to 26,490,710 bushels, and constituted 88.13 per cent. of the total exports of wheat from the Pacific coast. This wheat trade with Europe gives employment each year to a fleet of about 400 sailing vessels, which pursue the route around Cape Horn.

The distance from San Francisco to Liverpool by that route is about 16,000 miles, and the average time of passage of sailing vessels is a little more than four months.

During the year ended June 30, 1883, there were 410 ships cleared from Pacific coast ports to Europe, of which 110 sailed under the American flag, and 300 under foreign flags, and during the year ended June 30, 1884, there were 388 ships cleared, of which 95 sailed under the American flag and 293 under foreign flags. The question as to the practicability of securing some shorter and cheaper route of transportation to the grain markets of Europe has, for years, been one of absorbing interest to the people of the Pacific coast. They have, from the beginning, taken a deep interest in various projects which have been advocated for the construction of a ship canal across the isthmus which connects North and South America, and also in the proposition to construct a ship railway across the isthmus of Tehuantepec.

Captain Pin Says the Panama Canal is a Failure.

New York, Oct. 29.—The Commercial Bulletin has interviewed Captain Rodolfo Pin, of the British navy, who returned from his expedition to the Panama canal, as now being constructed, is impracticable. He says: "I heard down there that De Lesseps intends to visit the isthmus during the dry season of 1885, to inaugurate the completed section from Aspinwall to Gatson, about seven miles. He will find the actual cutting less than two miles, with only water enough to admit the passage of a small steamer, by an entrance in Simon bay, and such as would disgrace the merest tyro in his profession. It certainly will surprise even De Lesseps himself."

The captain also writes to the Sun the following conclusion, after a careful consideration of his notes and observations: First—The Panama canal, at sea level, cannot possibly be completed for any reasonable sum of money, or within any reasonable time.

Second—Yellow fever has now become epidemic, and the climate consequently is more or less deadly. Many thousand employees of the canal works have already fallen victims to its attack.

Third—There is anxious desire on the part of many of the natives of Panama to secede from the United States of Colombia, and this secession is now being worked out, with the idea of inducing the French to extend their protection over the new and independent state of Panama. The participation of the French in this idea is more than conjectural, for the obvious reason that it is as much to their interest. Indeed, it means life or death to the canal works."

A \$10,000 model of Capt. James B. Eads' proposed ship railway over the Mexican isthmus, representing a ship seven feet long being raised out of the water and run across an imaginary isthmus, is on exhibition at Pittsburgh, Pa.

McCullough, the new secretary of the treasury, was qualified and took charge of the department last Friday.

NEW ADVERTISEMENTS.

NOTICE FOR FINAL PROOF.

LAND OFFICE AT ROSEBURG, Oregon, October 28, 1884.

NOTICE IS HEREBY GIVEN THAT the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the judge or clerk of Coos county, at Empire City, Oregon.

On Friday, December 12, 1884.
VIZ: ISAAC BARRETT, homestead No. 353, for the northwest quarter of the southwest quarter of section 5, township 25 south, range 12 west, Willamette meridian.

He names the following witnesses to prove his continuous residence upon and cultivation of said land—viz: George W. Terry, Nelson Lewis and George W. Thomas, all of Marshfield, Coos county, Oregon.

WM. F. BENJAMIN, Register.

NOTICE FOR FINAL PROOF.

LAND OFFICE AT ROSEBURG, Oregon, November 3, 1884.

NOTICE IS HEREBY GIVEN THAT the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the judge or clerk of Coos county, at Empire City, Oregon.

On Friday, December 19, 1884.
VIZ: JASPER A. YOANAM, homestead No. 479, for the southwest quarter of the southeast quarter of section 11, and the east half of the northeast quarter of section 14, township 25 south, range 12 west, Willamette meridian.

He names the following witnesses to prove his continuous residence upon and cultivation of said land—viz: John E. Nosh, George M. Seely, William Knowlton and Herbert Rogers, all of Marshfield, Coos county, Oregon.

WM. F. BENJAMIN, Register.

JOHN KENYON.

DEALER IN

FANCY GOODS.

TOYS & CANDIES,

BOOKS & STATIONERY,

CUTLERY & TOBACCO,

CIGARS.

AND

NOTIONS.

NOTICE!

ALL PERSONS INDEBTED TO THE late firm of CLEMMENSEN & CO., of the Bayview Brewery, are hereby notified that the same is payable to us as successors of Clemmensen & Co., and persons so indebted are requested to call upon us at our place of business and settle their accounts without delay or further notice from us.

CLEMMENSEN & EVANOFF,
Proprietors of the Bayview Brewery,
Marshfield, Oregon, September 17, 1884.

Miscellaneous Advertisements.

STEAMER MYRTLE

UNTIL FURTHER NOTICE THE steamer Myrtle will run as follows:

Leave Marshfield for Uter City every morning at 7 a. m. and every afternoon at 2 o'clock.
Leave Uter City for Marshfield and Empire every forenoon and for Marshfield every afternoon on the arrival of the Columbia passenger steamer.
Leave Empire City for Marshfield and Uter City every day at 1 o'clock p. m.

HALL & LIGHTNER, Proprietors.

THE MARSHFIELD

HARDWARE STORE

KEEP ON HAND A SUPERIOR quality of

TIN, COPPER and SHEET-IRON WARE,

Of home manufacture, in connection with a well-selected stock of

GENERAL HARDWARE!

Stoves and Ranges, Wood and Willow Ware, Farm Tools and Implements, Coal Iron and Steel, Pumps, Water Pipe and Fittings, Paints, Oils and Brushes, Doors and Windows, Harness and Trimmings, Glassware, Lamps and Crockery, Plated and Granite Ware, Ropes, Rifles, Pistols and Ammunition, Fishing Tackle, Bird Cages, Terra Cotta Chimney Pipe, Etc., Etc.

Job Work and REPAIRING done at short notice.

E. O'CONNELL, Prop'r.

E. F. COOK,

PAINTER, GRAINER,