

# The Coast Mail.

MARSHFIELD, OREGON.  
Thursday, January 15, 1893

Jeff Davin will be 77 years old next June.

The blue book recently issued shows that there are 15,000 persons in the employ of the government in Washington city.

Now that democrats can handle the money, it is believed a bill will pass congress to provide for the construction of a navy.

Enough liquor was consumed in Great Britain last year to make a lake a mile long, a mile wide, and 35 feet deep. What a lake of fire that would make if lighted.

At least 1000 Tammany braves will attend the inauguration of Cleveland. John Kelly will lead the legion, but it is safe to say ex-Senator Grady will not be in the ranks.

Charles E. Bull left Tehama, Cal., May 20, 1881, sick. Any information with regard to him most thankfully received by his mother, Mrs. Gertrude Bull, Eau Claire, Wisconsin.

If Grover Cleveland should appoint Gen. McClellan secretary of war, says the Chattanooga Commercial, the country may rest assured there will be peace for four years to come. Gen. McClellan is not made of material that is going to kick up a fuss.

The Coos Bay News says the government work at the mouth of the Columbia river is to be carried on the same as that at the mouth of Coos bay. That may be so, as Capt. Powell seems to be in charge at both places. But if it be so, the Columbia has our sympathy, and it might be a good thing for the great northwest if Powell should suddenly die.

As to who received the largest number of votes for president is a disputed question. By counting all the Butler votes in Michigan, Iowa and Nebraska for Cleveland, the democratic newspapers make out that Cleveland received a plurality of the popular vote over Blaine. If Butler be credited with his proportion of the vote in these states, Blaine has a plurality over Cleveland.

The Lowell bankruptcy bill before congress provides for a commissioner of bankruptcy in each congressional district in the United States, with a salary of \$2000, which may, according to the volume of business to be transacted, be increased to \$3000 a year. It does not appear that this salary is to come out of estates; there may not be a case of bankruptcy occur in the district in a year.

The democrats and the mugwumps are becoming very much exercised concerning Cleveland's future course. They await the event with much impatience. The republicans are serene and not at all worried. They do not expect any quarter from the incoming administration, and if they receive it they will be disappointed. If Cleveland gets a mugwump into his cabinet he'll wish he hadn't.

The "inspiring and cheerful account of a marked improvement in the iron interests" that the Coos Bay News refers to in its issue of yesterday is that the workmen employed in that industry have recently suffered a reduction of from 30 to 40 per cent in their wages. From a democratic standpoint this may be "inspiring and cheerful." Doubtless it is. They appear to hanker after such things. The republican predictions before the election are being fulfilled. It is now in order for the democrats to fulfill their pledges and give us legislation that will make better times.

The Texas stockmen are circulating petitions asking the legislature of their state to pass a law requiring the railroad companies to furnish double-decked cars for the transportation of sheep. Single-decked cars carry about half as many sheep as the double-deckers and are charged for at about the same rate as for car-loads of cattle. For years the ranchmen have been entreating the railroad companies to make this concession, and now it is proposed to compel them to do it. The need for this is the more strongly felt just now when the flockmen realize only about a dollar a head on sheep sent to market. Regarding the future and the tariff the Texas Wool Grower says: The sheep-raising industry in the United States need be no longer afraid of free trade. It could make matters no worse than they are to-day, and prices may rise a little and then no country in the world could compete with this and other sheep-raising states in the west. We need to attend closer to business, market only years' clips and prepare our sheep for early market.

A Pittsburg iron manufacturer is reported as saying that he believes the industrial depression has reached the lowest point. He expects, himself, to have all his works running within a short time. The depression, as it is called, has been the means of reducing labor from 20 to 40 per cent. When mills start up it will be on the lower standard of wages. It will be a long time before the demand for labor will be sufficiently strong to warrant a return to the rates of wages paid the last few years. But this reduction in the wages of labor works a reduction of the demand for goods. The aggregate of the money paid to labor is the measure of the demand for the productions of our furnaces and mills. If that aggregate is permanently reduced, the demand will be reduced correspondingly. There is little hope for relief for an overstocked home market in any foreign market. All Europe is engaged in supplying foreign markets. The only market we can give our manufacturers preference in is the one we can protect by a judicious system of tariff laws.

## The Inter-State Commerce Bill.

Last Thursday Reagan's inter-state commerce bill passed the lower house of congress by a vote of 158 yeas to 75 nays. Congressman George voted for the bill, which provides that it shall be unlawful for a person or persons, engaged alone or associated with others in the transportation of property, by railroad or by pipe line or lines, from one state or territory to or through one or more other states or territories of the United States, or to or from any foreign country, directly or indirectly, to charge to or receive from any person or persons any greater or less rate or amount, freight compensation or reward than is by him or them charged to or received from any other person or persons for like and contemporaneous service in carrying, receiving, delivering, storing or handling the same. All charges for such services shall be reasonable, and any person or persons having purchased a ticket for passage from one state to another, or paid the required fare, shall receive the same treatment, and be afforded equal facilities and accommodations as are furnished to all other persons holding a ticket of the same class, without discrimination. But nothing in the act shall be construed to deny to railroads the right to provide separate accommodations for passengers, as they may deem best for public comfort and safety, or to transportation relating to points wholly within the limits of one state; provided, that no discrimination is made on account of race or color, and that the furnishing of separate accommodations at the same charges, shall not be considered a discrimination. Nor shall any railroad company or its officers charge to or receive from any person who is to be conveyed from one state or territory into another any sum exceeding three cents per mile for the distance to be traveled by such person; and all persons engaged as aforesaid shall furnish, without discrimination, the same facilities for carriage, receiving, delivering, storage and handling all property of a like character carried by him or them, and shall perform with equal expedition the same kind of services connected with the contemporaneous transportation thereof, as aforesaid. No break, stoppage or interruption, nor any contract, agreement or understanding, shall be made to prevent the carriage of any property from being treated as one continuous carriage, in the meaning of the act, from the place of shipment to the place of destination; unless such stoppage, interruption, contract, arrangement or understanding was made in good faith for some practical and necessary purpose, without any intent to avoid or interrupt such continuous carriage, or to evade any of the provisions of the act. It shall be unlawful for any person or persons engaged in the transportation of property as aforesaid, directly or indirectly, to allow any rebate, drawback or other advantage in any form upon shipments made or services rendered as aforesaid by him or them. It shall be unlawful for any person or persons engaged in the carriage, receiving, storage or handling of property, as mentioned in the first section of the act, to enter into any combination, contract or agreement, by changes of schedule, carriage in different cars, or by any other means, with intent to prevent carriage of such property from being continuous from the place of shipment to the place of destination, whether carried on one or several railroads. And it shall be unlawful for any person or persons carrying property as aforesaid to enter into any contract, agreement or combination for pooling freight, or to pool freights of different and competing railroads, or to divide between them the aggregate or net proceeds of the earnings of such railroads or any portion of them. It shall be unlawful for any person or persons engaged in the transportation of property, as provided in the first section of the act, to charge or receive any greater compensation for a similar amount and kind of property, for carrying, receiving, storing, forwarding or handling the same, for a shorter than for a longer distance. All persons engaged in the carrying of property, as provided in the first section of the act, shall adopt and keep posted up schedules, which shall plainly state: First, the different kinds and classes of property to be carried; second, the different places between which such property shall be carried; third, rates of freight and prices of carriage between such places, and for all services connected with receiving, delivering, loading, unloading, storing or handling the same, whether such property be carried wholly on one railroad or partly on several railroads, or wholly by one pipe line or partly by several pipe lines, and whether such services are performed or compensation paid or received by or to one person alone or in connection with another or other persons. The railroad or pipe lines of a corporation shall include all roads or pipe lines in use by such corporation, whether owned or operated by it under contract, agreement or lease by such corporation. Each and all provisions of the act apply to all property, and the receiving, delivery, loading, unloading, handling, or any actually or substantially carriage, storing and carriage of the same, on or as a part of such continuous carriage, as provided for in the first section of the act, and compensation therefor, whether such property be carried wholly on one railroad or partly on several roads, or wholly by one pipe line or partly by several pipe lines, and whether such services are performed or compensation paid or received by or to one person alone or in connection with another or other persons. Everything declared in the act to be unlawful is prohibited, and in case any person or persons as

defined in the act, engaged as aforesaid, shall do, suffer or permit to be done any act, matter or thing in the act prohibited or forbidden, or shall omit to do any act, matter or thing in the act required to be done, or shall be guilty of any violation of the provisions of the act, such person or persons shall forfeit and pay to the person or persons who may sustain damage thereby a sum equal to three times the amount of damages so sustained, to be recovered by the person or persons so damaged, by suit in any state or United States court of competent jurisdiction, where the person or persons causing such damage can be found, or may have an agent, office or place of business, and if the court before which any such action is tried shall be of the opinion that violation of the law was willful, it shall make allowance by way of additional costs to the party injured sufficient to cover all his counsel and attorney fees. Any director or officer of any corporation or company, acting or engaged as aforesaid; or any receiver or trustee, lessee or person, acting or engaged as aforesaid; or any agent of any such corporation or company, receiver, trustee or person aforesaid, or of one of them alone, or with any other corporation, company, person or party, who shall willfully do or cause, or willfully suffer or permit to be done, any act, matter or thing in the act prohibited or forbidden, or who shall aid or abet therein, or shall willfully omit or fail to do any act, matter or thing in this act required to be done, or cause or willfully suffer or permit any act, matter or thing so directed or required by this act to be done, or to be so done, or shall aid or abet any such omission or failure, or shall be guilty of any infraction of the act, or aid or abet therein, shall be guilty of a misdemeanor, and upon conviction thereof be fined not less than \$2000. Nothing in the act applies to the carriage, receiving, storage, handling or forwarding of property wholly within one state, and not shipped from or destined to some foreign country or other state or territory; nor shall it apply to property carried for the United States at lower rates of freight and charges than for the general public, or to the transportation of articles at reduced rates of freight for charitable purposes, or to or from public fairs and exhibitions for exhibition.

## THROUGH AT LAST.

Five Hundred Passengers Reach Portland from The Dalles.

(Oregonian, January 7.)  
The force of laborers at the Onaonta blockade did an excellent day's work yesterday, and by dark the track was free from obstruction. At 8 a. m. a train carrying 400 passengers, baggage and six car loads of mail left The Dalles and reached Bonneville without detention. Conductor Lyons' train left Bonneville for this city at 9:20 last night and The Dalles train at 9:45. Both came carefully and slowly toward Portland. The ticket office at Ash street dock presented a lively appearance at 2 o'clock this morning. The room was a blaze of light, and a large number of people were present waiting to greet expected friends. The dock was crowded with trucks and express wagons, depositing their loads of baggage, etc., for the train going out at 7 o'clock, while the street was crowded with hacks and hotel coaches. About 1:30 a long train came rolling down out of Sullivan's gulch, and only a few of the cars, judging from the lights, being passenger coaches. A few minutes after, a train of about a dozen passenger coaches came racing after the first. Then, after a long wait, the whistle of the transfer boat Willamette Chief was heard, and at 2:20 the first of the long-awaited passengers stepped ashore in the city of Portland.

First to touch the dock was big-hearted Ed Lyon, who, true to warm nature, hurried to the policeman in charge of the door, and inquired for the relief committee of the Oregon immigration bureau and looked to it that a few needy passengers were properly cared for. The folding doors were thrown open and they poured through into the office. There were women and children, old men and young men, clothed in buffalo coats, coon-skin coats and coats of all kinds and colors and carrying parcels and satchels of all kinds. All looked cheerful and happy, and many of them seemed dazed by the brilliant light, and looked at the gas chandeliers as if they had never seen anything of the kind before. Through the office they streamed to the carriages in waiting, which drove off in the pouring rain loaded down. Judge D. C. Lewis, one of the snow-bonders, halted as he passed an Oregonian reporter, to say: "It is three weeks since I have seen an Oregonian, and that is the longest time I have been without seeing it in 20 years." Under ordinary circumstances it is not a pleasant thing to land in a strange city in the middle of the night in a pouring rain, but it may safely be said that such an advent was to each and every one of those who landed from the trains this morning one of the most pleasant events of their lives. And now that their troubles are over and they are safely in the promised land, may they all live long and happily and tell to their children and grandchildren the tale of how they spent the holidays in the gorge of the Columbia in the memorable winter of 1892-93.

There were about 500 passengers on the two trains. Among the crowd, as they filed through the waiting-room, were noticed: H. S. Rowe, superintendent of the O. R. & N.; A. D. Charlton, general western passenger agent of the Northern Pacific; Paul Schulze, general land agent, W. H. Cushman, treasurer of the agency, A. L. Warner, of the O. R. & N. paymaster's office, Colonel L.

S. Howlett, Joseph Oppenheimer, Major Duxbury, Lieut. Ed. H. Brooke, Hon. Jesse George, Hon. W. J. McConnell and Mr. Tolman.

At 7 o'clock last evening the entire system of roads of the Oregon railway and navigation company were free of snow, and no serious trouble is anticipated. Morning weather reports showed continued moderation of temperature. In the evening the lines were too busy with train orders for the reception of the customary bulletins, but judging from the weather in Portland, it cannot be cold in the inland empire. Passenger trains will commence service this morning, and to-morrow, barring accident, all trains will be running on schedule time.

A train left Wallula junction at 10 o'clock last night, bringing all delayed passengers and mails from the Northern Pacific. It is due here about 9 o'clock this morning. An express leaves here at 7 o'clock this morning, running through to Wallula. The Atlantic express leaves on schedule time at 5:30 to-night, making connection with the Northern Pacific and Oregon short line.

It is learned since midnight that there will be connection east to-night only over the Northern Pacific; not over the short line. Several of the men who were passengers on the train which became snowed in have expressed indignation at the action of the company during the blockade and a few of them proposed to express their views in a set of condemnatory resolutions to be published over their signatures. When one in the party suggested that God Almighty be included in the vote of censure, the matter was dropped. It is proper to remark, now that the road has been cleared, that the elements alone were to blame. The inconvenience and losses, direct and indirect, occasioned by the interruption of traffic have been more keenly felt this year than ever before, for the one reason that the Columbia river pass is now the highway of commerce between eastern states and Portland. Heretofore when the Columbia river was frozen over, people simply folded their arms and waited for warmer weather. No effort was made to combat the elements.

As every one knows or should know by this time, the snowfall between Troutdale and The Dalles was by far the heaviest ever known in the history of the country. No doubt it was twice as heavy as in any preceding winter, and in some places four-fold deeper. Snow alone would not have held trains three weeks, but it must be remembered that a very cold east wind blew with short intermissions for 15 days, filling up cuts with snow as fast as it could be removed. If 10,000 men and 40 snow plows had been at work during the gale it is questionable whether the track could have been kept clear two hours while the gale was blowing. A train, unlike a wagon, can run only on its fixed roadbed, and then upon clean rails. Yet that is all that is needed to get trains through. If the officers had known, what the public knows now, that the storm would have continued two weeks longer, the passenger train would not have been dispatched from The Dalles. Once stuck, no effort was spared to get relief to passengers. That more and finer food was not furnished must be charged against the elements, certainly not to any want of feeling on the part of officers of the company or a disposition to be economical in so great an emergency. They offered any price demanded to men who would carry in supplies. They did this not because it was their duty as common carriers, but from feelings of humanity.

The company spent thousands on thousands of dollars in keeping forces at work, when they knew that the money was literally thrown away, in the vain hope that some progress might be made. After the futile efforts of the first few days, it was plainly to be seen that no part of the road could be kept clear so long as the storm lasted, yet new forces were added daily at great expense, and when finally the storm did cease, the work of clearing away was vigorously pushed. Said an old railroader, who came over the line and arrived here yesterday: "The task was colossal, and no one who has seen the blockade can appreciate it." No just mind can accuse the company of neglect of duty in any particular. Probably every citizen of Oregon and Washington has suffered, if not lost, at least inconvenience on account of the snow blockade, but blame must rest on Providence, not on any set of men.

This is a good time to remark also that H. S. Rowe, superintendent of the railway division, has proven himself the right man in the right place. In organizing the forces for the tremendous task which he was looked upon to execute, and in the work itself he was entering in energy, and kept pushing ahead when an ordinary man would have raised the white flag to the elements. He is to be credited with having performed a more arduous siege of work than has fallen to the lot of any Pacific coast railroader.

Captain Milton M. Gilman, who died at Astoria January 6, was born in Hallowell, Maine, November, 1810; he came to Oregon in 1850 in command of the bark Louisiana, having in 1839 visited the coast of California on a trading voyage. He commenced his career as a sailor when he was 12 years of age. An event in his life which may interest many old Californians is the fact that he sailed on the ship Nautica from the time she was launched for 16 years, this vessel having, in 1849, been broken up in San Francisco and the hotel of that name built on her hull. He settled in Astoria in 1851, and was engaged in piloting vessels on the Columbia from that time to 1883, then retiring from active service.

## ST. JOHN'S CAMPAIGN.

Clarkson Promises Convincing Evidence to Prove His Assertions.

Des Moines, Ia., Jan. 8.—The following letter from J. S. Clarkson, editor of the State Register, and Iowa member of the republican committee, was sent by him to the Chicago Tribune to-night.

Des Moines, Ia., Jan. 8.—Editor Chicago Tribune: In reply to your direct inquiry, if I know personally as to whether or not St. John offered to withdraw as a candidate for a money consideration, I can answer now only as to the fact, without yet being at liberty to make public the details. To my knowledge he did have overtures made through a friend from his own state, by which he offered, if paid \$25,000 in cash, to withdraw as a candidate altogether, or to stay in the field and "feather" his speeches, as it was put in the Kansas phrase, to the help of the republicans. He was asked, in order to prove the sincerity of his offer, to withdraw from Ohio the last week before the October election in that state. He did this, under the plea which he said he would give, of getting a sore throat, and with the friend I have mentioned, went first to Pittsburg, next to Philadelphia, and finally to New York, where he hoped to meet some one on the part of the republican national committee who would be ready to make the deal and pay the cash.

On the 20th of October, through his friend, in a letter still in existence, he alleged to have earned the cash, in getting a sore throat in Ohio one week for the benefit of the republican party. This letter, and other facts of denial which will convince any fair-minded person of the real character of St. John, and show to the country what a thrifty Christian he is, will be given to the press whenever he shall ask and persuade his friend, who was the medium of his overtures, to give his consent to have them made public.

I may add that neither the national committee nor any one acting for it ever made an overture or proposition of any kind to St. John. All that it did was to listen to and discuss the opportunities and propositions made to it through the medium which he employed to reach it. Several other members of the national committee and some other gentlemen connected with the Ohio campaign had frequent conversations with this friend of St. John; and are as conversant with the facts and details of it as myself. They know that St. John's friend was in constant telegraphic and frequent personal consultation with him, and that things which were demanded of St. John as to his movements in Ohio were pledged by that friend and carried out by St. John.

In many ways ample evidence was thus afforded us, including exchange of telegraphic correspondence between them, and several persons, proving that the friend of St. John and other persons who were the medium of his written offers to the national committee.

Gen. Grant was right in refusing to be pensioned and in declining further assistance from his personal friends; but it is eminently proper that he should be placed upon the retired list of the army, with the rank and pay that he enjoyed at the time he was elevated to the presidency, and if this congress fails to put him there it will neglect a duty that it owes to the greatest soldier that the United States ever had.

Rev. J. W. Howard of Roseburg has a diseased finger that has afforded the reporters of that place weekly items for a long time. They are now about to be cut off the finger and the items. The Plaindealer says the finger has become so loose that it will fall out of joint if not held in an upright position.

## NEW ADVERTISEMENTS.

PERCY LEVART. F. P. NORTON

**EMPIRE Cigar Store!**

Schetter's Corner, Empire City, NORTON & LEVART, Proprietors.

**JOBBER AND RETAIL DEALERS IN Cigars and Tobacco.**

**TOBACCO STAND!**

First door south of Norman's Hall, Front street, Marshfield, E. P. NORTON, Proprietor.

**COOS BAY FAMILY MARKET**

Front street, Marshfield, South of the Postoffice, DILLON & ROSS, Proprietors.

**HAVING JUST OPENED OUR NEW**

**FAMILY GROCERIES OF ALL KINDS.**

Such a share of public patronage as first-class goods, low prices and square dealing entitle us to a respectfully solicited.

NEW GOODS AT REDUCED PRICES.  
**THE O. S. I. Company**  
OFFER  
**The Largest and Finest STOCK OF DRY GOODS AND Boots AND Shoes IN THE COUNTY**  
AT LOWER PRICES THAN EVER BEFORE SEEN ON COOS BAY.  
**PRINTS.**  
15 YARDS FOR \$1.00.  
**TICKINGS.**  
10 YARDS FOR \$1.00.  
Heavy Canton Flannel, 5 yards for \$1.00.  
Remember all these goods are the newest patterns from the East.  
No old stock or second quality goods to get rid of.  
**GRAY WATER-PROOF CLOTH, 75 cents per yard—no quality.**  
Don't be deceived and buy poor goods at higher prices we charge for the best.  
**LINEN CRASH, 14 yards for \$1.00.**  
Other goods in proportion.  
W. P. METCAL, General.

**THE PIONEER MARKETS,** MARSHFIELD & EMPIRE CITY.  
**O. Schetter & Co.,** PROPRIETORS.  
Successors to H. P. WHITNEY.  
A good supply of MUTTON, BEEF, CANNED BEANS, CANNED CORN, CANNED FRUIT, CANNED MEATS AND VEGETABLES, CANNED TOMATOES, CANNED WATERS, CANNED WINE, CANNED YEAST, CANNED ZUCCHINI, CANNED APPLES, CANNED PEARS, CANNED PLUMS, CANNED CHERRIES, CANNED RASPBERRIES, CANNED STRAWBERRIES, CANNED BLUEBERRIES, CANNED BLACKBERRIES, CANNED RASPBERRIES, CANNED STRAWBERRIES, CANNED BLUEBERRIES, CANNED BLACKBERRIES.  
**LOGGING CAMPS SUPPLIED AT SHORT NOTICE.**  
DAVID YOUNG, HENRY HEDER  
**Marshfield SODA WATER WORKS,** Corner of Third and C streets, HUDEN & YOUNG, Proprietors.  
SODA, SASSAPARILLA, GINGER ALE, ETC., OF SUPERIOR QUALITY. Constantly on hand and for sale.  
Orders from the country promptly filled. Address orders to "Marshfield Soda Works."

**NEWS DEPOT TOBACCO STAND!**  
First door south of Norman's Hall, Front street, Marshfield, E. P. NORTON, Proprietor.  
**CIGARS & TOBACCO!**

**EUROPEAN PLAN!**  
You pay for what you get and you get what you pay for.  
CONSTANTLY ON HAND, A Full Line of Cigars, Cutlery, Fancy Goods, Stationery, Notions, Newspapers and Magazines.  
New goods received by every steamer and sold at bottom prices. Call and see me—ap10

**E. F. COOK, PAINTER, GRAINER,**  
Paper - Hanger, MARSHFIELD, OREGON.  
PREPARED TO DO ALL KINDS OF work in his line at short notice and on the most reasonable terms.  
SIGN PAINTING AND GRAINING A SPECIALTY.  
Orders left at the Marshfield Drug Store will receive prompt attention. oct9

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On Wednesday and Saturday Evenings.  
TERMS.  
For Gentlemen (night lessons) \$1.50  
For Ladies (night lessons) \$1.00  
For particulars in regard to children, apply to Mrs. M. T. CHESTER, Principal.

**J. D. GARFIELD,** Front street, Marshfield, Adjoining the Marshfield Drug Store, Manufacturer of and Dealer in  
**HARDWARE TINS**  
OF ALL KINDS  
FARM TOOLS AND IMPLEMENTS OF ALL KINDS,  
Stoves and Ranges,  
Blacksmiths' Supplies,  
Crockery and Glassware,  
Paints and Oils,  
Lamps,  
HARNESS, TUBS, BASKETS,  
Guns, Fishing Tackle, etc.  
Plumbing, Job Work and Repairing of all kinds promptly executed. my29