

COAST MAIL.

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CAN AMERICAN VESSELS SHIP CHINESE CREWS

Sailors Union Denies the Right in the Case of the Big Steam- ship Korea

(S. F. Argonaut)

The right of steamship companies to employ non-registered Chinese on vessels sailing first from an American port, is in question. The steamship Korea—the largest vessel ever in this port—which recently arrived here from Newport News where she was built, is to be manned by Chinese sailors, who are now on their way here from China on the steamship Gaelic. The Sailors' Union of the Pacific, which is agitating the matter, argues that the landing of these Chinese for the purpose of signing them before the United States Shipping Commissioner, however brief the time may be, is in direct violation of the law, and protection. The signed protest of the union calls attention to the clause in the exclusion law reading: "It shall not be lawful for any Chinese laborers to come from any foreign port or place, or, having so come, to remain within the United States." The "coming" is here prohibited equally with the "remaining." The only exceptions to this rule are in the case of a vessel "in distress or stress of weather, or touching at any port of the United States on its voyage to any foreign port or place." The first of these exceptions, of course, can not apply; the second, it is asserted by the union, is also inoperative in this case, as the Korea will sail from this port on her first regular voyage, her crew will be engaged here, and are paid here at the

completion of each round trip. Another contention is that these Chinese, tactfully admitted to be brought here under contract, are subject to the contract-labor laws affecting all aliens, and are, therefore, subject to deportation. United States Attorney Marshall B. Woodworth and J. H. Barbour, chief deputy in charge of the Chinese bureau, are reported to have expressed opinions favorable to the union's allegations. Mr. Barbour suggests that a test case might result in a decision that the decks of all American registered vessels are, technically, American soil, and that uncertificated Chinese sailors would, therefore, be subject to arrest and deportation. Collector Stratton, however, states that his present instructions are to permit the transfer. The protest of the sailors union had not reached Washington when these instructions were forwarded, and it is thought that the elaborate setting forth of the facts in the statement forwarded may result in a reversal of the present ruling.

Coos Bay's Come-out.

(Portland Telegram)

It is indeed high time that Portland business men were making connection and establishing relations with Coos Bay. A development to describe which the overused word tremendous would not be out of place is beginning in that long-neglected and semi-benighted region. Not but what the people who were there were doing well enough, but the vast wilderness on one side, the vaster ocean on the other, one containing tens of millions of people on the globe, were but little appreciated, or used.

But a change has come. Men are crossing the mountains to Coos Bay by hundreds, by thousands. The forests are thronged with seekers, most of whom, as is usually the case, have come too late to secure what they wished. They found out the value of the timber claims after most of them had been quietly "gobbled up" for some syndicate, as has happened all along the Coast. Either the law is too loose, or it has been misadministered, to allow this; yet in spite of it, there will be opportunities, and work, for a great number of people in Southwestern Oregon, of which Coos Bay is and will be the main center, during the next few years; yes, for many years.

The timber is there, thousands of millions of feet of it, and it is becoming very valuable now. Railroads will be

built through it, as the Northern Pacific is building a road from Grey's Harbor to some point on Puget Sound—to get the timber out to tidewater. Possibly a road from Coos Bay may be built eastward and make connection with some transcontinental line, in which case the harbor will receive all the appropriations it needs. The big corporation get nearly everything; they can do anything. But why complain? If there were no big corporations to do these things they would not be done.

Coos Bay will scarcely become a rival of the Columbia River, or Marshfield of Portland, to hurt, but the truth is that the region around Coos Bay is going to witness wonderful activity and development in the near future. Not only is there vast wealth of timber, but there is also coal. And there is dairy and farming land, too.

The capitalists who are bringing Coos Bay out of the mists and into a light disclosing the wealth and advantages of that region—after so many years—live in San Francisco or in Eastern cities. They don't care about Portland. Neither do the Coos Bay people, for they never had much chance to get acquainted with our capitalists and business men. But no doubt we can do business there, if the proper effort is made. Coos Bay is nearer to Portland than to San Francisco. The Pacific Ocean plays no favorites.

Without making any comparisons to the disadvantage of any other section of Oregon—for each section has its great advantages and its many opportunities—it may be remarked that the come-out of Southwestern Oregon, with Coos Bay as the focus, during the next ten or fifteen years, is going to be worth watching.

Assessor Lawrence has completed his summary of the 1902 assessment of Coos County, and is as follows:

Acres tillable lands, 19,019.....	\$ 267 384
Acres nontillable 567,126.....	1 161 677
Improvement on deeded lands.....	224 997
Town and city lots, 13,000.....	290 074
Improvements on town and city lots.....	139 850
Improvements on lands not deeded or patented.....	5 655
Miles railroad bed, miles of telegraph and telephone lines, 410½.....	66 009
Rolling stock.....	15 200
Boats, engines, machinery.....	190 125
Merchandise.....	155 005
Farming implements, etc.....	21 892
Money.....	12 000
Notes and accounts.....	183,172
Dogs, 12.....	630
Household furniture, etc.....	80 758

Horses, 3021.....	41 170
Cattle, 14 617.....	162 678
Sheep and goats, 4103.....	11 804
Hogs, 3028.....	5 529
Total.....	\$3 135 303
Exemptions.....	276 609
Total taxable property.....	\$2 858 745

Jury List

Following is the list of jurors drawn to serve at the coming term of circuit court, convening Sept. 8th.

Alex Stauff, farmer, E. B. Felt, farmer, A. Radabaugh, farmer; S. L. Lafferty farmer; J. Henry Schroeder, farmer. All of Arago.

R. W. Bullard, merchant, of Bullard. James Rookard, stock-raiser; S. B. Radebaugh, farmer, of Bridge. S. Davidson, laborer; R. C. Charleston, laborer; M. Shoemaker, millman; L. W. Record, laborer. All of Bandon.

C. A. Gage, merchant; J. A. Jacobson, merchant; J. C. Laird, capitalist; Wm. Darby, laborer. All of Coquille City.

Henry Hayes, farmer, of Etelka. F. H. Hull, farmer, of Riverton. G. W. Harry, farmer, of Sitkum. E. W. Hermann, merchant; C. M. Hermann, farmer, W. A. King, laborer; I. E. Rose, merchant. All of Myrtle Point.

J. A. Doak, farmer; J. V. Hamblock, farmer. Both of Parkersburg.

Cash Goodman, mechanic, of Prosper. Martin Holleran, mechanic; David Munson, farmer; E. W. Guptill, capitalist; R. B. Herron, farmer. All of Marshfield.

NOTICE OF SALE OF COUNTY PROPERTY.

NOTICE IS HEREBY GIVEN THAT

passed and adopted by the twentieth Legislative assembly of the State of Oregon, special session of 1898, entered on pages 25 and 26, Laws of Oregon, and approved by the governor Oct 15, 1898.

To authorize Coos County to sell and convey by deed, signed by the clerk and judge of the county court with the seal of said court affixed, and to the highest bidder for cash at public auction all the property belonging to Coos county, situated in Empire City, Coos county, Oregon, the former county seat of said county, and described as being lots numbered one, two, three and four in block numbered twentyfour (24) with all the buildings thereon and appurtenances thereunto belonging except the office of the recorder of the said town of Empire City.

No therefore in consideration of the premises and in accordance with said act of the Legislature, I will on Wednesday the 1st day of October 1902, at the hour of 10 o'clock in the forenoon of said day, at the court house door at Coquille City, Coos county, Oregon, at public auction and outcry, offer or sale to the highest bidder for cash all the above described property and premises. Dated at Coquille City, Oregon, this 8 23 4t

L. Harlocker,
County Judge of Coos County, Oregon.

Tamqua, Pa., Aug. 28—The wildest scenes since the strike opened in Panther valley were witnessed this morning at Summit hill and Landsdorff. This morning troops marched peacefully through the valley. Shortly after, two companies marched to Summit Hill where they were hooted and stoned.

Jimmy Martin, leader of the rioters, resisted an attempted arrest, when a soldier threw a bayonet and badly wounded him in the right side. He was placed on a car, after which troops descended the hill.

The rioters greased the track in the steepest places but the motorman discovered it in time and the soldiers got sand and placed on the track, making it possible to reach Landsdorff, at which place the cars were stoned and Captain Gerhart was wounded.

The soldiers dismounted and charged the crowd, and arrested the leader, McCann. Three other arrests followed as a second attack was made on the car. Many soldiers and rioters were bruised.

Bluefields, W. Va., Aug. 28—A report received from Crane creek says in a battle between the strikers and the company's guards this afternoon two men were killed and several wounded.

Charleston, W. Va., Aug. 28—Gov. White has ordered several companies of militia to the New River coal fields where the deputies were fired on by the strikers Wednesday, and the sheriff has announced that he could not adequately protect the life of the people. The troops will reach the scene of the mine riot this afternoon.

London, Aug. 27—The annual report of the labor department of Great Britain records a decline in the wages bill of the United Kingdom, for the first time since 1885.

A decrease is shown in many miners' wages.

The British board of trade has sent the inspecting officers of railways to the United States to prepare a report on the workings of American railways with a view to accepting the same for Great Britain.

Madrid, Aug. 27—A cyclone swept Felanit, province of Majoria, Spain, this morning, doing heavy damage. The number of victims is not yet known. The town had a population of 6000.

Important to Consumers.

BUYING goods direct from the manufacturer makes it possible for us to give our customers High Grade Values at a very low price. Nearly every steamer brings in additions to our already large stock.

New line of Ladies' and Childrens' colonial ties, just arrived (all sizes.) Don't forget the famous Florsheim shoes. We are always prepared to fit (the hard to fit) in best tailored clothing.

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