

September (200), 1904
Marshfield, Coast Mail (daily)

New Combination in the Field

Service to Commence at Once

(Oregonian)
Weekly service between Portland and Coos Bay is to be established as soon as a steamer can be secured. Negotiations are now on for a suitable vessel, and it is expected the deal will be closed in a few days. The success and permanence of the venture will depend entirely on the support given it by the merchants of this city. For years there has been a loud call for a regular and frequent service to Coos Bay points and the people of that section have promised to support it. They want to trade with this city, as the natural market for their produce. Their wish will now be gratified if Portland business men will do their share.

T. S. McRath, a well known shipping man of this city, and E. J. Dodge, of San Francisco, will establish the line. They have thoroughly investigated the matter, and believe that what is required is a regular service that can always be depended upon. A steamer to be a success in this business must have regular sailing dates and live up to her schedule. It is this kind of service that Messrs. McRath and Dodge propose to provide. Their plan is to start in a comparatively small way and grow with the business. Therefore their first steamer will be one of about 800 tons, which they can be sure of filling every trip. As the business increases larger steamers will be provided.

Mr. Dodge left for San Francisco last evening, where he will close the negotiations for the charter of the vessel. The steamer on which they have an option is exceedingly well fitted for this business, as she also has accommodations for passengers. Mr. McRath will act as passenger agent at this city and Astoria.

That the people of Coos Bay will give their hearty support to the new line goes without saying. In addition to the published interviews with prominent Coos Bay men on the subject, almost every merchant has at some time or other had inquiries as to the price of goods which he could not deliver owing to the lack of transportation. This has enabled San Francisco merchants to get a foothold in the Coos Bay country in spite of the preference of business men there to trade with this city. The matter also will be laid before the Portland Chamber of Commerce, and it is hoped to resolve that body's indorsement of the line.

THE EXCELSIOR OF KUROPATKIN

The shades of night were falling fast. When through Marshfield they passed a general with leading eyes. Who bore this banner proudly high? "Entertainment."
A few days passed, again in haste. With harp decorated on the road. Another banner now he bore. Changed somewhat from the one before. "Waiting."
The weeks rolled on, again he came.

Of our... that dreadful line; And now before his army vast This banner he unfurled proudly fast: "Tomorrow's!"

A year had gone, no battle yet. The world came almost to forget The doughty general, but he Changed signs with regularity: "Next week's!"

But every day before his line And awe-inspiring battle line He rode with saber in his hand, And valiantly gave this command: "Back up!"

At last this grim and dreadful man Gray truncheon, and a message ran To the home folks, who freely shed Their bitter tears, the while they read: "Gone bumpki!"

J. W. Foley, in New York Times.

LENA LIES AT MARE ISLAND Will Be Dismantled and Repaired

The Russian transport Lena is at the Government naval station at Mare Island, having departed from San Francisco bay under escort of the cruiser Marblehead. The Lena is now under the local jurisdiction of Admiral McCalla, of the navy yard, the responsibility of her safe keeping having been transferred from Rear-Admiral Goodrich.

The entire crew of the Lena is aboard the Russian vessel, and will doubtless be detained at Mare Island pending an official decision as to their disposition.

The work of dismantling the Lena will be commenced at an early date, and workmen engaged to place her in a seaworthy condition.

Wrenched His Back

F. M. Stewart, wrenched his back badly today and is laid up in bed. He was throwing sand into a box of mortar with a coal oil can when the sand unexpectedly struck in the can taking Mr. Stewart at a disadvantage, with the result noted.



It is much easier for a woman to confide in the average man than in the average woman. She knows that the man will respect her confidence and keep them to himself. He is strong, has more experience of the world and can help the woman who needs advice. There is every reason why women should not trust their delicate constitutions in the hands of unskilled persons. It requires a thorough medical education to appreciate and understand the womanly organism. When a woman has the pain that she cannot bear—when life seems dark for every woman, she should confide her troubles to a physician of standing in the community, whose wife has a national reputation. Certainly it would not be the part of wisdom to confide in an ignorant person without medical education simply because she was a woman. There is every reason why she should write to some great specialist, one who has made the diseases of women a specialty for a third of a century, like Dr. E. V. Pierce, founder of the Hygienic Medical and Surgical Institute, of Buffalo, N. Y. All his correspondence is held sacredly confidential and he gives his advice free and without charge.

An uniformly successful has Dr. Pierce's Expectorant proven in all forms of Croup, Whooping Cough, Sore Throat, Bronchitis, and all other ailments of the throat and lungs. It is a powerful expectorant and soothes the inflamed membrane of the throat. It is a powerful expectorant and soothes the inflamed membrane of the throat. It is a powerful expectorant and soothes the inflamed membrane of the throat.

Port Arthur Intact

Soldiers Live on Black Bread

A Chefoo dispatch says: A Chinese who left Liao Tsi Promontory on September 10 says that the general assault on the stronghold which in some quarters was reported would occur on the 10th did not take place. He declares that the Russians are giving most of their attention to the forts on the northwest line, which include Rihlungshan and Kikwanahan. The Russian soldiers are living on black bread and seldom get soup. There are only a few head of cattle in Port Arthur and these are reserved for the highest officials.

Hardly a day passes but Lieutenant General Stoessel, commander of the Port Arthur forces, generally accompanied by General Balashoff, rides over the entire line having alterations made here and giving suggestions there, and complimenting or censuring his troops. His indefatigable efforts and his composure do much to sustain the spirits of the garrison, and this in spite of their hard fare and the sleeplessness which results from being constantly on the qui vive.

FINAL SORTIE EXPECTED

Port Arthur Fleet May Make a Dash

A St. Petersburg dispatch says: The Japanese are now expected to redouble their efforts before Port Arthur, whence the news received is not encouraging. In spite of the success which hitherto has attended the defense, the Russian lines are being drawn closer, the garrison is undergoing severe privations and its resisting power is weakening under the strain.

A final sortie of the Russian squadron at Port Arthur may be expected at any time. When the command of the squadron was turned over to Rear-Admiral Wirox he received strict instructions that if the fortress should fall not one of the Russian ships must fall into the hands of the Japanese.

A Nice Drive

If you desire a nice drive, do not overlook the new ferry which gives a good road from Empire to the light house. Keep always to the right till you see the sign Brandon Ferry, then turn to the left. This takes you directly to the ferry landing where there is a government scow that will hold two teams, that takes you across the slough; connecting you with the road to the light house, where you can get a splendid view of the coast north and south.

Travel by Sea

Departures by steamer Brockton, calling for San Francisco, Sept. 16th: Miss Annie Smith, Julia Larson, E. E. Deal, H. E. Bossey, Alf Sanderson, E. Marsden, E. Hanson, F. Haro, O. Ross, Mrs. Amsted, Miss Paerthill, Mrs. Downe, Miss Daily, Miss Malina, T. Minott, T. M. Barry, Miss Madge Berry, L. L. Rosenfeld, W. O. Durkin, E. Haggall, E. Roberts.

Reinforcements May Pursue Kuropatkin to Harbin

The Rome correspondent of the Exchange Telegraph wires that a telegram received there from Tokio states that the government in reply to a request from Field Marshal Oyama, has promised to send reinforcements of 100,000 men and 221 guns to Liao Yang by the first of October.

It is estimated in Tokio that this force will be sufficient to meet any reinforcements that the Russians may receive between now and the winter season, and that, if need be, it can be increased before the spring campaign opens.

Great surprise is manifested by the war experts in connection with the report, as it is taken as an indication that Japan may not rest from warfare even though the winter season is at hand. Off to the northward of Mukden there stretches a vast plain, which, contrary to the general trend of reports which emanated in St. Petersburg, is fertile and has produced a fair season's crop.

When the campaign and field of activities stretched away to Mukden each day's news bore some reference to the shortage of provisions north of that point and many were the stories to the effect that the Russian army once driven beyond Mukden would be compelled to seek all its supplies from far away. It now appears that this must have been a part of a regular plan to stimulate the hope of the Japanese that the campaign would be brought to a close at or near Mukden.

The retreat of the Russian army to that point, thus rendering it possible for the Japanese to more closely approximate the stores on hand and supplies possible between there and Harbin, 500 miles away, has unmasked the fact reported by rumor only, early in the season that the Russians with much forethought issued seeds and grains and even assisted the farmers of that great stretch of country to produce crops for war emergencies.

One of the last men to pass over the railway line to Harbin, is authority for the statement that Russia can find much subsistence for her present army almost to Harbin's doors and that to cut Kuropatkin's army off from supplies it will be necessary for the Japanese to force him almost to Harbin itself.

In view of this fact it is regarded as possible that the campaign may be continued even long after the clutch of winter has shut down upon the north. All later news today indicates the possibilities that many more fierce battles may be fought before the season's operations are brought to a close.

A REPLY TO BIRDS

In the past few years the desire of mankind to discover a means of navigating the air has led to a deep study of the flights of birds. And a great deal of material has been gathered. It is tempting to be the counterpart of opinion that the bird is not a whole is not nearly perfect in its...

More advanced are... pigeons, swallows, etc., because they can dart ahead for a space after they have gathered a good start by the rapid flapping of the pinions.

But the only perfect flyer are the eagles, vultures, albatrosses and other great fowl that can rise and fall, swoop and soar, in the air immediately without moving their wings perceptibly.

Now how do these great birds manage to ascend to great heights without flapping their wings? It is certain that such birds as the eagle and vulture can soar into the air gradually until they disappear from the eye of the beholder, and yet it will be quite impossible to denote a single motion of anything except the tail.

One observer, Erich Hoffman, had an unusual opportunity to gather some facts that bear on this question. Two years ago he was in the Caucasus on a mountain peak that ascended close to another one. Over the latter there soared a great eagle, and, far as he was from the earth, he was quite close to Mr. Hoffman.

When he was seen first he was hanging almost motionless in the air. Suddenly he moved swiftly ahead, pointing his head slightly toward the sky, and thus he glided along without flapping a wing till his motion ceased of itself. As it stopped, he lifted his wings high in the air, dropped his head and permitted himself to fall.

As soon as he had fallen a short distance his broad pinions spread out to their fullest extent again, and immediately by the impetus gained by the fall sent him gliding forward and upward, so that within a few moments he had actually slid upon the air to a position higher than he had been in before.

After he had done this five times he had ascended so high without flying upon that the observer could see him only as a black speck in the air.

The eagle's method was exactly that of a boy who slides down hill in a wagon, and thus gets enough speed to carry him up the next hill. Only in the eagle's case his hills were of air.

BOUND FOR OREGON Colonists Taking Advantage of Rates

The colonist travel on the Union Pacific, which began Thursday, is very large. Colonists and home seekers are taking advantage of the low one-way rates to locate at points in the vast territory penetrated by the Harriman system. These tickets are sold from all Missouri river terminals.

THE FORD'S BLACK DRAUGHT THE GREAT FAMILY MEDICINE

The Ford's Black Draught has saved doctors' bills for more than sixty years. For the common family ailments, such as constipation, indigestion, hard colds, bowel complaints, chills and fever, biliousness, headache and other like complaints no other medicine is necessary. It invigorates and regulates the liver, assists digestion, stimulates action of the kidneys, purifies the blood, and purges the bowels of food accumulations. It cures liver complaint, indigestion, sour stomach, diarrhea, chills, rheumatic pains, stomachic backache, kidney troubles, constipation, diarrhoea, biliousness, piles, hard colds and hoarseness. Every drug store has The Ford's Black Draught in 25 cent packages and in mammoth size for \$2.00. Never accept a substitute. Insist on having the original made by the Chittenden Medicine Company.

I believe The Ford's Black Draught is the best medicine on earth. It is good for my and everything. I have a family of twelve children, and for four years I have had them on food and health with no doctor but The Ford's Black Draught. A. J. GREEN, Nevada, La.

Will Open Big Camps Near Medford

Thirty Mile Railroad To Be Built

(Oregonian)
That Oregon and the Northwest in the Meads of the northwestern lumberman is shown by the plan now on foot to move a Michigan lumber camp bodily to the mountains of Jackson county where the man will be employed in cutting the vast quantities of lumber to be found in the Cascade mountains of the southwestern part of the state.

Tuesday, B. H. Harris, of Medford, was in the city in consultation with the manager of the Southern Pacific railroad to launch off from Medford for a distance of about 30 to 35 miles in a northeasterly direction. This road is to tap the timber belt of Jackson county and make connection with the Southern Pacific line at Medford.

Mr. Harris is not an idle dreamer, but has his plans well in hand. He came to Portland armed with maps, plans and drawings and was able to show to the railroad officials that his plan was feasible and that he had the backing necessary to carry him through. While in the city he called upon Manager E. S. Calvin, of the O. R. N. and Southern Pacific, the primary object of his visit being to arrange for the purchase of such light rails and track-building materials as would be needed by him in the construction of the road.

Mr. Harris is the representative of a large lumber and logging company of Michigan and was sent to Oregon to investigate the conditions here at the solicitation of a large number of the timberland owners of Jackson county, among whom Cashier Elyart, of the Medford National bank, is one of the most prominently identified.

The plan of the company is unique. Timber camps will be built in the mountains, mills erected and timber cut and shipped either in logs or in lumber. Besides the timber owned by the company, all that of the surrounding country will be made tributary to the road, and the whole country will be opened, billions of feet of the finest pine grown being thus made accessible to the market.

The company will not depend upon western lumbermen for help entirely. They will bring to Oregon all of the old employees who have worked for the firm in the Michigan woods who may care to come west. These men, being old and trusted employees, will be given the preference over those from other sections, but any additional labor required to be done will be given to any man who may apply.

It is admitted publicly both by Mr. Harris and by the interested parties in Medford, that the construction of her road will be begun in a short time, as soon, in fact, as the necessary and final details can be arranged. The road will be approximately 33 miles long and will extend in a general northeasterly direction, the junction with the Southern Pacific being either at Medford or at Central Point, as future conditions may determine. It is believed by the Medford people interested that the road may be extended in a short time as far as Crater Lake, in the western part of Klamath county.

It is further stated that the company will do more of a milling than a logging business and that but little un-saved timber will be sent out. With the railroad owned by the company running into the camps, it will be much more profitable to ship the timber on sawed than round, and if the plans are of the magnitude rumored, the output will equal that of the Booth-Kelly Lumber Company, of Eugene, or of the Pitt Lumber mills of the Shasta district, in California.