

WEEKLY COAST MAIL

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IMPROVEMENT OF SCHOOLHOUSE GROUNDS

The improvement of the school grounds which is being agitated by the alumni association, is a laudable undertaking and should be encouraged by every one who takes pride in Marshfield's public school, which is one of the best in the state.

The clay soil about the school house makes about as unsightly surroundings as could be imagined, and during a good part of the year it is in such condition that it sticks to the children's shoes, tracks into the school house and makes a mess of things generally. In fact, it is necessary to forbid the children from getting off the board walks.

The Marz would suggest that whatever be done should be in the direction, not only of beautifying the grounds, but of rendering them available for a play ground for the children, also.

WHY PANAMA WAS CHOSEN (Oregonian)

That the American people have desired the construction of the Isthmian canal at Nicaragua rather than at Panama is unquestionable. They have not liked the flavor or order of the Panama project with its history of corruption. And as for traffic between the Atlantic and Pacific Coasts of the United States, Nicaragua offers the shorter route, by many hundreds of miles.

But the Panama project has been adopted. It is assumed that the authorities of the United States—the diplomats and the Senate—have superior knowledge; and upon it action has been taken. We are committed to Panama.

Professor Emory R. Johnson, member of the Isthmian Canal Commission, in the current number of the Independent (New York), undertakes to set forth and explain the reasons why Panama has been chosen. The sum of these reasons he tells us, why the commissioners recommended the Panama route, instead of the Nicaragua-Costa Rica location, was that the Panama Canal will be shorter, cheaper and on a lower altitude. For the Nicaragua route the estimated cost was \$190,000,000, for Panama, including the payment of \$40,000,000 to the old company, \$184,000,000. But it would cost \$1,350,000 to maintain and operate the canal at Nicaragua than the one at Panama; and the capitalization of this annual sum would make a total of \$59,000,000 against Nicaragua.

Since the canal at Nicaragua would be much the longer one, more time would be required to pass vessels through it. This, it is urged, would be an offset against the saving of distance south and north. To steamers it might be; to sailing vessels not so. The Panama Canal will be 49.9 miles in length; the

Nicaragua Canal would be 183.66 miles. It is urged further that the fact that the Panama Canal is straighter than the Nicaragua route will be a consideration of much importance to vessels of the length required for modern commerce. Again the summit level of the Panama Canal will be eighty-five feet above the ocean level; while the level of Lake Nicaragua, the summit on that route, is twenty feet higher. The number of locks at Panama will be five, two on the Atlantic and three on the Pacific side. At Nicaragua eight locks would be required.

We are to pay Colombia \$10,000,000 outright for the concession at Panama; but this is not deemed excessive, in view of what that country is to surrender to the United States. Colombia now receives \$250,000 annually from the Panama Railroad, and under the arrangement with the Panama Canal Company was to receive from 5 to 8 per cent of the gross receipts from the operation of the canal—the concession stipulating that this payment should not be less than \$250,000 annually. Thus Colombia is surrendering a present annuity of \$250,000 and a prospective income of larger amount. These advantages Colombia will lose altogether under the new arrangement; for the railroad will go with the canal, and Colombia is to surrender her right, formerly reserved, to take over both.

These concessions to the United States are deemed equivalents for the sum to be paid and the annuity for 100 years; and at the end of 100 years the United States is to have the option to renew. As to control of the canal, we are to have the least of a strip of territory six miles wide and the right to take such measure as may be necessary for defense of the canal.

Under this lease construction and operation of the canal probably will proceed smoothly, for we are pretty big, and shall be bigger, and Colombia probably will not want a quarrel. This is the true ground of hope that we shall keep out of trouble with these "little convulsive republics" of Spanish America, as somebody has called them.

ANARCHY IN HIGH PLACES (Oregonian)

It is hardly susceptible of belief that the Sherman law conveys a different meaning to Hill, Morgan and their colleagues than to the ordinary mind. They can scarcely be credited with the conviction that the joint acquisition and control of Great Northern and Northern Pacific had for either its purpose or its effect the stimulus of competition between those roads. In their heart of hearts they probably regard the contention that the merger's consummation before the Government's bill was filed renders the merger impeccable in the eye of the law, as "novel" and "absurd" as does the ruling of the court.

They understood the law, but it did not suit them. They had other ideas. They had other plans.

The law was a mere negligible incident to their more pertinent undertaking—a mere fly on the great wheel of their colossal schemes. Hence it did not effect them. It was to be ignored, or, in the last extremity, to be gotten rid of by high-priced legal talent in a maze of technicalities and whimsicalities and nonsensicalities. What was Congress to Hill, what is the President to Morgan, what are a few judges more or less to Wall Street and the brainiest lawyers in the United States? We are engaged, they said, in a great movement

of world development. We must be equipped for quick and coherent service across the American continent and the coast of Asia. What we require we must have. If the law is otherwise, so much the worse for the law. It must stand aside. We cannot be balked.

This is anarchy—in high place, but anarchy. Disregard and impatience of law come to the same thing, whether held at the corner of Broad and Wall and in private palace cars and along Fifth avenue, or by the ragged beggar stealing a loaf of bread from the baker's wagon.

KNOCK THE KNOCKERS

Knocking is as old as Father Time himself; the very Bible starts in with it when Cain "knocked" Abel on the head. Had Cain a chum to whom he could have gone, and to whom he could have told what a — Abel was, that would have perhaps sufficed, and Abel's life would have been spared. But Cain had no one to "knock" to so he solved the problem by "knocking" Abel direct, and big example has been followed for generations in a greater or less degree, sanguinary and verbal. It is easy to imagine the workmen on the Pyramids formed into cliques and "knocking" as they hammered the great blocks of stone to pieces.

The Romans must have been great "knockers," for they had to caution people against "knocking" a man after he was in his coffin, for witness: "De mortuis nil nisi bonum." What better evidence can one desire than that? He's gone now; let him alone; or, perhaps more literally translated yet, let him do his own "knocking" at the gates of heaven or hell, as the case may be.

And then we come to the Christian era and read upon the tombstone of the dead, "Requiescat in Pace" or, "Rest in Peace," and can this not be construed as a warning to those who "knocked" him in life to now give him rest?

How natural this knocking business—some men spend most of their time knocking everybody, from the president down. The man who is "agin" anything and everybody can be set down as a "knocker," and no mistake need be made. And men do not do all the "knocking" for the gentler sex come in for their share of it. The women, too, have their little hammers concealed up their sleeves and can "knock" their worse favored sisters to the queen's taste.

The business men who are given to "knocking" their competitors cannot be counted on one's fingers. "Knock! Knock!! Knock!!!" might be said to be the trade mark of some firms—and the salesmen go out and forget all about extolling the quality of their own goods in their firm attempt to "knock" their competitors. I wonder when some salesmen will ever learn the futility of "knocking," the taking up of an hour of a buyer's time "knocking" your competitor, and when your time is up, coming to your senses to realize that you have not said one word extolling the goods you have to sell. No wonder a buyer gets tired of such and turns them down as they rightly deserve.

Once in a great while the "knockers" gets knocked good and plenty.

Some men would as easily and readily pay a bill they did not owe as to say a pleasant word for another. I have known some men—and a woman or two—who could never resist the opportunity to "knock" when speaking of any individual. It was second nature to them. The nearest thing to praise they could give was faint praise

which is more damning than to praise at all.

I have seen five men in a group unanimous in the praise of an individual, and the sixth man "knock" the praised one by emphasizing some inconsequential trait in his character, but enough to turn the fly loose in the ointment. And when I see such men I cannot but think of "Cris" in "The Raven," when— He "knocked" him at board, he "knocked" him in bed. From the sole of his foot to the crown of his head; He "knocked" him in sleeping, that every night He should dream of a "scalper," and wake in a fright. He "knocked" him in eating, he "knocked" him in drinking. He "knocked" him in coughing, in sneezing in winking; He "knocked" him in sitting, in standing, in lying. He "knocked" him in walking, in riding, in flying. He "knocked" him living, he "knocked" him dying! Never was heard such a terrible "knocking."

But what gave rise To no little surprise, Nobody seemed one penny the worse!— But the "knocker."

—Charles Christodoro in Barrel and Box.

A WISE STATESMAN

"In the first place I believe Republicans are fair minded enough not to want to return a man to Washington who is not in favor with the Administration. Then, again, Mr. Hermann has been in office a long time. I don't believe Mr. Hermann would be in a position to do anything for the state on account of his attitude toward the Administration. One Democratic vote more would not probably make any change," said the gentleman in argumentative manner "It would be good politics for the state to have some representation in the other party. This would be especially so in the next House should it happen to be Democratic."

The above is from an interview with E. A. Reames, Democratic candidate for congress in this district. We suggest that every one study it carefully, for its statesmanship, its originality and its wide and firm grasp of large ideas.

Some friction arose between Mr. Hermann and Secretary Hitchcock, which, so far as known, was through no fault of Mr. Hermann. The Democrats are working this for all it is worth, as an indication that Mr. Hermann's attitude toward the administration should bar him from return to congress.

The MAIL begs to submit that the Secretary of the Interior is not "the administration" and we can send a man to congress who is "persona non grata" to him without casting any reflections on the administration.

The fact that Mr. Hermann "has been in office a long time" only fits him better to serve us in the office to which he is about to be elected.

That "one Democratic vote more would probably not make any change," might be a comforting reflection if there were any danger of that vote being sent in, but as a reason for sending it, it seems to lack some of the elements of a good argument. If Mr. Reames can think of no better reason why he should go to congress than that he may not do any harm there, he would better stay at home.

The idea that it would be "good politics for the state to have some representation in the other party," may appeal to candidates of the other party, but it will hardly influence the people of this district to send young Mr. Reames to congress.

It is said that the Democratic candidate will be seen and heard in this section during the campaign, and we will then be able to judge whether or not the above utterances are a measure of his calibre.

Editorials of the People

Under this head the MAIL will be pleased to publish communications on subjects of public interest, assuming no responsibility for the sentiments expressed. Contributions are invited.

POSSIBILITIES FOR COOS BAY

"God made the world. Men build cities." In 1833, 70 years ago, the commander at Fort Dearborn, where enterprising frontiersmen had built two or three log cabins on the banks of the Chicago river, reported to our Government at Washington that the surrounding country was a low, marshy district, not capable of sustaining a population. Today there stands a city with a population of nearly two million people, one of the marvels of this generation.

When Chicago assumed the dignity of a rival of the rich and thriving city of St. Louis, her brother rivals claimed that St. Louis was owned by her own people, while foreign capital held Chicago in its grasp, and there was no danger of their being left in the race by the city on the lake. But push and pluck soon forged Chicago ahead in the race. Kansas City and Leavenworth were rivals, the people of the former town feeling so sure of her preeminence that they fell into a spirit of indifference, and the result is that the enthusiastic and enterprising spirit of the K. C.'s have built a city with nearly ten times the population of her rival.

Minneapolis, started right under the shadow of St. Paul, by judicious advertising has left her old and wealthy rival, though at the head of navigation on the Mississippi River, "the father of waters", nearly 25 per cent in the lurch.

Seattle, though a burg in the early 80's by the hustling methods of her enthusiasts, compelled the N. P. R. R., which had selected Tacoma as its Sound town, to enter her gates, and is today more than twice the size of Tacoma, and a formidable rival of the old, wealthy city of Portland.

Spokane, in '83 was only neck and neck in the race with Cheney, her Eastern Washington rival, with the N. P. R. R. pulling for the latter place. At this time Cheney is but a way station, with Spokane the greatest railroad center west of the Rockies, and a marvel of the age. Push and a liberal use of printers ink did it.

Recently a bright man writing to the Oregonian, declared that in the next ten years the Pacific Coast will be the center of the world's commerce. Shall San Francisco and the Sound handle all this immense traffic? Where are the outlets for the great state of Oregon, with her more than 96,000 square miles of area, and her rich and wonderfully numerous resources; with 250 miles of sea coast? The Columbia river at her extreme Northern boundary, with constant vigilance and immense expenditure of funds is one. Coos Bay near the center of Oregon coast line the other, and from its natural location and features should, WILL be a more important one.

The resources tributary to Coos Bay are rich and varied. While farming or grain producing is limited, there is a mine of wealth in her dairy farms, her

orchards, her majestic forests and her coal fields. Land transportation is all that is needed to bring this favored section to the front with a bound. Where is there a field so inviting to capital as the vast area between San Francisco to the south, Portland north and Salt Lake City east?

For healthfulness the climate of this Bay is perhaps second to none on the globe, and taking the year round, will compare favorably with any, for comfort.

The Coos Bay Chamber of Commerce is a representative body of men. Do they collectively, and as individuals realize the possibilities within our grasp? The doubling of the population of a town quadruples the value of its outside property.

One dollar spent in judicious advertising will bring a return of ten. There is no reason why the city on Coos Bay should not be at least second in the state of Oregon. Shall we not let the world know what we enjoy? Invite those seeking new homes to come and enjoy with us, that we may enjoy the more?

The enterprise of one of our citizens, Mr. L. J. Simpson, the worthy president of our Chamber of Commerce, is already pushing our manufacturing industries away ahead of the population compared with most cities. Shall we not join him in his most commendable efforts and rightfully claim a share of the benefits?

What need is there of jealousies? Marshfield with her schools, churches, hotels, docks and mercantile establishments, will, must receive the benefits of the lion's share of the first influx. All branches of business will receive a new impetus.

Instead of saying, "a railroad can't come with existing conditions let us, as we can, bring about conditions, as did Seattle and Minneapolis, that will compel railroads to build to Coos Bay. It can be done.

LANDS IN COOS ARE NOT AFFECTED

There is some excitement over the decision of the supreme court touching the O. & C. R. R. lands which have been in dispute with settlers, and parties here have commenced to file on railroad lands lying in this county.

The MAIL will state, on the authority of Chas. J. Schnabel, of Portland, the attorney who won the suit against the railroad company, that the decision affects only the lands which have been in dispute with actual settlers, who had filed on the lands about the time they were awarded to the railroad company, and does not affect the lands to which the railroad's title has not been disputed.

TIGHT SQUEAK FOR LOUISE

Pounds on Umpqua Bar—Loses her Shoe

Carl L. Albrecht, who returned from the Umpqua yesterday, reports that the three-masted schooner Louise, Capt. Anderson, got into serious difficulty while crossing in over the Umpqua bar Monday, and lost her shoe, an anchor and cable.

She struck on the north spit and sustained a severe pounding. The Life-Saving crew went out to render assistance and the boat was capsized in the breakers, the crew being considerably bruised. An anchor was put out, and an attempt made to warp the schooner off the spit, but the cable parted. Finally the tug got the vessel off and into the river, and she does not seem to be seriously damaged.