

WEEKLY COAST MAIL

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No. 46

MORGAN WILL BE RETIRED

From Chairmanship of Canal Committee

(Special to the Coast Mail.)

Washington, Nov. 10—Today for the first time since President Roosevelt has been President, visitors were admitted to a cabinet meeting. Hanna and Aldrich entered by appointment.

As Hanna will probably be chairman of the committee, it is supposed they were present to discuss the Panama situation.

A Caucus of Republican senators today determined to depose Morgan from chairmanship of the committee on inter-oceanic canal, as it was determined that the committee is too important to be left in control of the minority. The Republicans were much embarrassed last session by the act of Morgan, who chairman of the committee and at the same time an ardent opponent of the Panama canal. It is generally accepted belief that Hanna will succeed him.

Hanna said when he left the cabinet that the Panama question was discussed, and he asserted that there was no serious question regarding the choice of route, everybody favoring Panama. There will be no trouble in arranging a new treaty, as the republic of Panama is strongly in favor of the building of the canal.

Hanna was accompanied by Attorney Curtis one of the representatives of the Panama Canal Company but the latter was not admitted to the meeting.

The House met at noon with but few members absent. Public interest almost equalled that of yesterday, the galleries being filled. The swearing in of Chas. Thompson of Alabama was the first business. Tawney reported that the President would immediately transmit his message, Assistant Secretary Barnes presented it at 12:15, and the reading began forthwith.

SOME ANCIENT HISTORY OF MAIL SERVICE

Below is given a table which has a bearing on the mail route question. It is the record kept by F. P. Norton, Newsdealer, of the arrival of the San Francisco papers, the Chronicle, Examiner and Call. These dates and figures are taken at random from his records during the time the mail was brought over the Middle Fork route. The day of the month is given first, followed by the date or dates of the papers received on that day.

DECEMBER 1891	
1-23 and 27	15-11, 12
2-28, 29	16-13
3-0	17-14
4-30	18-15
5-1	19-16
6-2, 3	20-17
7-0	21-0
8-4, 5	22-0

9-6	23-0
10-0	24-18, 20
11-7, 8	25-21
12-9	26-22
13-0	27-0
14-10	28-23, 24

MARCH 1893	
1-25, 26	16-8, 9, 10
2-27	17-6, 7, 13
3-28	18-14, 15
4-0	19-17
5-1, 2	21-0
6-0	22-0
7-3	23-0
8-4, 5	24-15, 21
9-0	25-22
10-0	26-20
11-0	27-23
12-0	28-0
13-0	29-25
14-11	30-0
15-12	31-0
12-16	

APRIL, 1893	
1-27	16-13
2-30	17-14
3-29	18-8, 15
4-0	19-16
5-31	20-17
6-31	21-18, 12
7-0	22-0
8-0	23-0
9-1, 2, 4	24-21
10-7, Mar 26	25-22
11-6	26-23
12-0	27-24
13-9	28-25, 5, 17, Mar 25
14-10	29-26
15-11	30-27

MAY 1891	
10-0	21-19
11-0	22-20
12-7 and 10	23-21
13-0	24-22
14-12	25-0
15-13 and 11	26-23 and 24
16-0	27-25
17-15	28-26
18-0	29-27
19-0	30-29
20-14, 15, 16, 17, 18	31-29

CHIPPEWA RESERVE OPENED

(Special to the Coast Mail.)

St. Paul, Minn. Nov 10—500,000 acres of land in the Chippewa Indian reservation in the northern part of this state were thrown open for settlement today and as a result there is a small sized Cherokee Strip opening.

The tract constitutes a part of the Chippewa lands segregated as the result of an examination by land experts from the timber lands. While there is considerable swamp land in the tract the greater part of it is arable and as a consequence there has been a great rush of farmers.

The Catawba Comes to Its Own.
The Catawba grape in southern Ohio is itself again. Bunches weighing from three to five pounds are not uncommon. It originated in South Carolina about 1806 and was made famous by Nicholas Longworth of Cincinnati, a noted wine merchant of "before the war," says National Stockman.

Plants Wintered in the Cellar.
Plants wintered in the cellar should be kept quite dry, not dust dry, but should have very little moisture. A dark place is best for them, as light tends to excite growth, and a cool cellar is better than a warm one, provided it be not frost cold.

CLAIMS OF THE RIVAL MAIL ROUTES Arguments Used by the Advocates and Opponents of a Change

Advocates of a change of mail route argue.

Opponents of the change contend.

1—That outgoing mail will gain, over the present schedule, 12 hours in going to Portland and 24 hours in going to San Francisco, by making connections with the mail trains at Roseburg.

2—That incoming mail will reach here by 8:40 p. m., throughout the year, instead of up till noon of the following day, as under the present schedule.

3—That responsible parties are willing to contract to put the mails through on such a schedule.

4—That the change would result in the establishment of a better highway to the interior, thus encouraging immigration.

5—That it would also result in better stage service and bringing passengers through by daylight, thus encouraging travel from the interior.

6—That it would give better train service between Marshfield and Myrtle Point, insuring two trains a day, it being assumed that the morning train would not be withdrawn.

7—That of the two, the Middle Fork road is far superior to the Coos Bay wagon road, as the former crosses no mountains, while the latter crosses five mountains, including the Coast Range.

8—That the train service was no part of the scheme when the mail was formerly brought over the Middle Fork route, and the extra time was consumed between Myrtle Point and Marshfield, and that this is now obviated by the train service.

1—That by reducing the schedule over the old road to 24 hours, which is perfectly feasible, and leaving here a few hours earlier, the same close connections can be made, and the same saving made as are aimed at by the proposed schedule.

2—That incoming mail can not be carried from Roseburg to Myrtle Point, during any considerable portion of the year, in any where near the time called for, and therefore can not reach here in the evening.

3—That it is beyond human possibility to bring the mail over the Middle Fork road, in the winter in the time proposed.

4—That the improvement of all highways is greatly to be desired, but we do not want our mail service interfered with to promote it.

5—That with the improvement of the old road now under way, and a little more to follow, passengers can be brought through by daylight in the summer about as easily as over the other road.

7—That while the Coos Bay Wagon road crosses four hills and a mountain range, the Middle Fork road is so constructed that it has practically as much uphill and downhill and as steep grades, and that whatever its possibilities may be, it is not now such if any superior to the Coos Bay road.

8—That our mail was changed to the Middle Fork route a number of years ago, and that we then had the worst service we ever had, and were glad to get it back to the old road again.

AGAINST THE CHANGE

Signers of the Petition to Keep Mail on the Old Route

Following are the signatures which had been attached, up till last evening to the petition which asks that the mail be not changed from the Coos Bay wagon road; that the winter schedule be shortened to 24 hours; and that the time of leaving this end be changed so as to make connections with the morning north-bound mail train at Roseburg.

F P Norton, Mayor of City of Marshfield.

W H S Hyde, Recorder of City of Marshfield.

J A Matson, Merchant and City Councilman.

J N Nelson, Merchant and City Councilman.

Chas Stauff, Merchant, City Councilman.

B C Bradbury, City Councilman.

John F Hall, Atty and City Treasurer

Allan McLeod, City Marshal.

W B Curtis, Postmaster.

C W Tower, Physician.

F W Bennett, Attorney at Law.

Bennett Swanton, attorney at law.

Reed F Miller, Bookkeeper Dean Lumber Co.

E B Seabrook, Attorney

W U Douglas, "

C F McKnight, "

P C Levar, Editor Coast Mail.

F X Hofer, Mgr Coast Mail.

Eugene O'Connell, Merchant

Dean Lumber Co., W F Merchant, Manager

Marshfield Lighting Co., F M Friedberg.

F. M. Friedberg, Electrician.

Jas T Hall, Attorney.

Andrew Storgard

Chas E Nicholson, Pres, and Mgr. C B Ice and Cold Storage Co.

FA Sacchi, Merchant.

L Planz, Taylor.

H. J Edwards, Clerk.

James Stock, farmer.

L A Whereat, Civil Engineer.

C H Dungan.

E W Guptill.

G W Norris

H H Rogers.

F S Dow, Res Agt O C & N Co.

A C Cox, Farmer.

Ed Stock.

H Granby.

E A Anderson, Liveryman.

R F Williams, Cashier Flanagan & Bennett Bank

Geo F Winchester

Nels Rasmussen.

J H Milner, Merchant.

Wm Nasburg, Merchant.

M P Guloveon, "

Henry Holm, Prop Marshfield Cash Meat Market.

G A Bennett, Editor Coos Bay News.

J W Riggs, Photographer.

Chas Griesen Music Co. Music Dealers

A R Tenbrook.

Dan Keating, Clerk.

Thos Howard, Jeweler.

C A Rohnsbacher, Life Ins. Agent.

R C Rohrsbacher, Life Ins. Agent.

J R Lightner, Salesman.

C H Marsh, Carpenter.

O A Johnson, Merchant.

T J Lewis, Upholsterer.

David Holland.

C W Wolcott, Merchant.

A L Wilkinson, Logger.

P M Wilbur, Clerk.

J A Luse Editor Sun.

M A McLeod

J Lee Brown, Pharmacist.

R W Swanton, "

A B Campbell, Merchant.

W P Murphy, Merchant.

A Williams.

T J Fox, Clerk.

C A Pennoek, Clerk.

F M Farmer, farmer.

Chas. A Kronholm, Clerk.

W O Williams, Real Estate.

S Lando, Merchant.

F A Golden, Principal School.

H S Bowbrake, Jeweler.

L K Nichols, Surveyor.

John Bear.

Wm Turner.

Jas Forty.

A E Dimmick.

V O Pratt.

Wm Stauff.

Thos N Johnson,

George Tillotson, Engineer.

O P Noah, Long Shoreman,

Walter Robertson.

Wm McCahey.

N B Hall.

W C Deubner, Blacksmith.

J W Carter.

Ole Erengan,

CH Merchant, Farmer.

J L Ferry, "

C S Higgins "

L D Pettyjohn

E G Callender, Druggist.

W F Bowron Jr. "

L E Robertson, Mgr Pac Ste Tel & Tel Co.

C E Luthy, Jeweler.

E W Schetter, Coal Dealer.

Jens Hansen, Clerk.

E. G. Flanagan, Merchant.

Otto Schetter, W U Tel. Co.

A Briggs, laborer.

John P Maxton, Gardener.

Jas Hibbard, Laundry.

J O Stoeps, Carpenter.

A E Kardell, Laborer.

P S Weaver

H A Scott, Laborer.

J C Steckel, renovator.

B F Ross, Farmer.

E R Hodeon, "

E M Smith, "

G H Magary, Carpenter.

Chas Snedden, Farmer.

S C Rogers, "

W H Sammons, Painter.

Thos Buckman.

I Lando, Bookkeeper.

J M Upton, Atty at law.

W H Cavanagh,

J J Sullivan,

John Blomquist

D D Campbell

T Mickelwright, Jeweler.

John B Rapp, electrician.

F Messerle, Laborer.

C L Pennoek, Carpenter.

Isaac Landrith, Carpenter.

Wm R Davis, Laborer

F J Bingham, Mattress-maker.

C H Langhead, Brickmaker.

Wm Jaeger, Engineer.

L D Pillyjohn.

Wm Longstaff,

R A Johnson.

A Rosenburg, Salesman.

D B Flennner, Laborer.

E W Lewis, Salesman.

E M Erickson

Alex M Sneath, Bookkeeper.

A G Aiken, Laborer.

T A Freese.

C E Edwards, Steamboat Capt.

G H Nay, logger.

J T McCormac, Physician.

Henry G Floeger, Clerk.

I Thurman.

Rocco Biasca.

Martin Breen, Retired farmer.

John Messerle, Farmer.

E Marsh, Merchant.

Alex Hall.

L M Noble.

Wm Blackmore, Dairyman,

E J Hanson, Fruit stand.

S B Cathcart, County surveyor.

E J Coffelt, Farmer.

J D Johnson

W C Harris, Capt. Sumner boat.

F L Stone, Farmer.

J T Collier "

W H Norton "

C T Smith "

C A Metlin, Laborer.

F M Flye "

A B Daley, Salesman.

Alex Bruce.

North Bend Citizen—There is a re-monstrance gotten up by some of the people of Marshfield opposed to changing the mail route but it is meeting with very poor success. In fact nearly all the business men of Marshfield, North Bend and the other localities on Coos Bay, are in favor of the change.

WYOMING MURDER'S FRIENDS

Threaten to Prevent a Hanging

(Special to the Coast Mail.)

Cheyenne, Wyo., Nov. 10—The Governor denies Tom Horn's application for commutation of the death penalty, and he will be hanged on the 20th. His friends are preparing to attack the jail, a letter assures the sheriff that Horn won't hang. A rapid fire gun has been placed in position by the cattle barons which they threaten to use on the jail. The latter is heavily guarded.

Convict James escaped from the penitentiary last night. He scaled the wall in a terrific wind storm. A posse is on his trail.

CAN'T SHIP TROOPS To Attack the New Republic

(Special to the Coast Mail.)

Washington, Nov. 10—At the request of the State Department, the Secretary of the Navy today ordered a war ship from Panama to Buena Ventura for the purpose of warning the captains of two British steamers at that port that they won't be allowed to take on board Colombian troops bound for Panama, information having been received that Colombian troops are being mobilized at Buena Ventura and two British merchantmen had been chartered to transport them to the Isthmus.

The United States won't permit the embarkation of troops from Colombian ports. It is probable that the Boston will be the vessel sent.

Duchesse de Berry at Dieppe.
Dieppe boasts of being the most ancient of all the "bains de mer." Henri III. repaired thither in 1578 "to bathe in the sea in order to cure certain ailments from which he suffered." For a long time the Dieppe baths were reported to be efficacious in cases of hydrophobia. When Henry IV's little dog, Panor, had been bitten by a big dog, supposed to be mad, it was dispatched to Dieppe in charge of a groom of the chamber, "pour etre mouille dans la mer," and Mme. de Sevigne relates that some ladies of the court who had been bitten by a mad dog went there in 1671. It was, however, the Duchesse de Berry who popularized Dieppe. She went there regularly from 1824 to 1830 and once took part in a really remarkable ceremony of inauguration on the beach. While cannon thundered and bells pealed and bands played she publicly entered the water, led by the