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 I can furnish the following
 Thoroughbred Eggs at
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DO YOU KNOW WHAT A MONORAIL ROAD IS?

New Type of Carrier That Promises To Revolutionize
 the Transportation Problem—Runs On One
 Rail—Motive Power Is Electricity

The great problem of the present age is transportation and distribution of the products of the farm, mine and factory from the centers of production to as great a radius of consumption as possible and at minimum cost. It follows, therefore, that the system of transportation which can effect distribution at the lowest cost insures the greatest profit to the producer.

The development of the steam railway from its crude beginning to its present high state of efficiency has contributed more than any other agency to the wondrous growth in wealth, comfort and refinement of all civilized countries. But the steam railway, on account of high cost of construction, maintenance and operation reaches a limit of efficiency as a means of transportation which falls far short of the demands of the age.

Where there are large volumes of traffic to be moved over large distances the steam railway is now, and will doubtless continue to be for some time in the future, the most economical method of transportation. Under the most favorable conditions the cost per ton mile may be very low but as the volume of traffic decreases the cost per ton mile proportionately increases until it reaches a point where it is impracticable to build and operate steam roads; for the first cost of construction and cost of maintenance remains practically the same whether the traffic is heavy or light.

Under the most favorable conditions as to grades and topography of country it costs at the present time to construct and equip a steam road \$25,000 to \$35,000 per mile and from \$500 to \$800 per mile per annum to maintain the structure—entailing a minimum fixed charge of \$1,750 per mile per annum, without counting the cost of operation. For this reason the building of short lines of steam railway to handle light traffic has almost invariably proved unprofitable. It follows, therefore, that there are hundreds of thousands of communities in this and other countries situated ten to fifty miles from a steam railway which cannot hope for transportation by other than animal power until some system is devised which shall be cheap in first cost of construction and low in maintenance and operation compared with steam roads.

It costs to haul freight by wagon over ordinary roads by animal power from 20 to 25 cents per ton mile, while in very many places, on account of very bad roads, or no roads at all the cost is more than quadrupled. The producing power of such localities may be greater than that of localities immediately adjoining the steam road, but on account of the handicap of transportation facilities the market value of the property is only a fraction of that of less intrinsically valuable property located adjacent to the railway.

Mining Development.
 Particularly is the above true of mining countries. Nowhere is cheap transportation more needed than in the mining industry. It must be patent to the most superficial observer that there are thousands of places in the mining states of this country, Mexico and Alaska where rich mineral deposits would be worked to great profit if means of transportation were at hand, and where camps already working would double their profits.

Relief at Hand.
 The Monorail Transportation Company is now prepared to satisfactorily meet this pressing demand for cheap transportation by its Monorail Electric Tramway system, built under patents recently granted by the U. S. Patent office.

The Reason Why.
 1. The Monorail road can be built and equipped at a first cost not exceeding one half to two thirds that of the steam road.
 2. The cost of maintenance is only a small fraction of that of the steam road.
 3. The Monorail can be built and operated with ease where it would be impracticable to build and operate a steam road at any cost.
 4. The Monorail is particularly adapted to furnish the cheapest and most satisfactory form of transportation to the mining industry. Its first cost of construction in such regions would in a majority of cases be cheaper than the cost to build the same road

through agricultural districts, for the reason that all the timber required for the structure could be cut and saved on the grounds. In a majority of mining districts also there is an abundance of water power going to waste to furnish all power required at minimum cost. In case of transportation for coal mines power could be furnished by burning screenings at the mouth of the pit without other cost than shoveling to the furnaces.

The Logging Road.
 While the Monorail will be of such inestimable advantage to the mine operator it will prove equally as great a boon to the saw mill operator in logging operations. In fact, application to the lumber industry will be much cheaper than to any other line of industry for the reasons that; first, while no grading for road bed will be necessary, the structure, which is the principal item of cost, will be obtained from the standing timber along the line of the road at only the cost of cutting; second, the power required for operation will be generated at the mill from saw dust and other refuse which has to be burned in any event. Third, the cost of equipment will be very light, as the cars for hauling logs and lumber

need only be a steel frame work mounted on motor trucks equipped with a small electrical hoist for loading. Fourth; when no longer required (Continued on page seven.)

The cars are so built that they may be loaded from the shoot at the mine without handling the ore or coal and are unloaded into steam railway cars simply by throwing a lever. Only one man is required to haul a load of freight and by the use of our combination cars he carries at the same time a load of passengers with perfect safety and comfort to the passenger.

Assuming that we are operating a line of 15 miles in length, one motor-man would be able to make ten round trips over the line in ten hours and as his car has a carrying capacity of 15 tons, he would thus be able to deliver 150 tons of freight in ten hours, counting that he hauls nothing on the return trips. The power required to move this load would not exceed 50 horsepower, and the cost of 50 horsepower for ten hours would not exceed \$2.00 under any conditions. As a very liberal estimate we will put the motorman's wages at \$5 and incidentals at \$3, making a total cost of hauling 150 tons \$10, or 6 2-3 cents per ton. The cost of moving the same tonnage by animal power over ordinary roads and under most favorable conditions as to weather, would not be less than 20 cents per ton mile or \$3 per ton for 15 miles.

In the state of Nevada alone, with its present wonderful mining development there are hundreds of sections where it costs from \$10 to \$40 a ton to transport ore and supplies to and from the railways and where the same service could be better furnished by the Monorail system at a cost of ten to twenty cents per ton.

These conditions likewise prevail in all the other great mining states and in Mexico, while in Alaska the Monorail has practically a virgin field for development. No country of the world presents such difficulties to transportation as Alaska. The marshy character of a large portion of the ground renders the building of surface roads, either wagon or railway, extremely difficult and expensive, while the heavy snow in winter is a serious obstacle to their operation. The billions of gold and other precious metals lying buried in that frozen Northland are as yet barely dreamed of, but as soon as a cheap and efficient method of transportation is introduced to render the country accessible they will be poured into the channels of industry as a splendid reality.

The Logging Road.
 While the Monorail will be of such inestimable advantage to the mine operator it will prove equally as great a boon to the saw mill operator in logging operations. In fact, application to the lumber industry will be much cheaper than to any other line of industry for the reasons that; first, while no grading for road bed will be necessary, the structure, which is the principal item of cost, will be obtained from the standing timber along the line of the road at only the cost of cutting; second, the power required for operation will be generated at the mill from saw dust and other refuse which has to be burned in any event. Third, the cost of equipment will be very light, as the cars for hauling logs and lumber

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(Continued on page seven.)

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NOTICE—Pure Jersey milk delivered at your door. East Port Dairy. Etton Metlin, deliveryman. W. C. Music.

WANTED TO BORROW, \$500 for 1 year on 2 lots in block 25, railroad addition, on Broadway. Address N68, care Coos Bay Times.

WANTED.—To buy, clean rags. Apply Times Office.

FOR SALE—Homestead relinquishment, direct from owner, on daily mail route. Address X. Y. Z. care Times.

FOR RENT—Two rooms to rent; across the street from O'Connell's new building. Mrs. A. Ogren.

ROOM FOR RENT, housekeeping and single; some choice office room. Enquire at Room 1, Roger Building, corner First and C streets, opened under new management. J. L. French, manager.

FOR SALE—Clam shells for sale at end of Broadway. 25c per sack.

WANTED—Girl to do general housework. Call at Mrs. S. E. Painter's, on So. Broadway.

NOTICE—TEACHERS WANTED. Application will be received by the clerk of school district No. 6, Empire City, Oregon, for the positions of principal and assistant; references must accompany application.

FOR SALE—A small house with two lots cheap. M. 45, care Times.

\$750 WILL BUY you a home in Bay Park with living water. See D. M. Wilkins or Edgar L. Wheeler.

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Lawyers.

E. L. C. FARRIN.
 Attorney-at-Law.
 City Attorney. Deputy Dist. Att'y.
 Lockhart Building, Marshfield, Ore.
 Phone 44.

L. A. LILJEQVIST, LAWYER,
 United States Commissioner,
 U. S. Land Matters.

Fillings, Entries, Proofs, Contests, etc.

J. W. BENNETT,
 Office over Flanagan & Bennett Bank.
 Marshfield, Oregon

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 Attorney-at-Law
 Office: Rogers' building
 Marshfield, Oregon

COKE & COKE,
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