

NEITHER WOULD SUPPLY FEAST SO THE WEDDING IS OFF

To Make Matters Worse, Expected Bride Is Suing the Man For Breach of Promise.

CHICAGO, July 23.—Back of a breach of promise suit brought by Helen Hada, against Joseph Mayte, is a difference of opinion as to who should pay for the nuptial feast. The answer to the question will in a measure decide the case. Miss Hada says she and Mayte were engaged to be married in December and that the license was issued. Mayte refused to marry her because she insisted that he pay for the wedding supper, it is said.

According to the attorney who represents the defendant, Miss Hada broke the engagement by saying that, since Mayte would not "settle," they need not get married. "She asked for \$25," said the attorney, "and Mayte gave her \$6, all the money he had with him. Then the trouble began."

It also is charged that Mayte gave Miss Hada a locket and later got it back by saying he would replace it with a wedding ring, but that he never presented her with the ring.

FIVE HUNDRED AND A FARM.

Farmer of Indian-Chinese Extraction Offers Dowry For Daughter.

NORTH YAKIMA, Wash., July 23.—David Toulee, a successful market gardener and hunter of Alfalfa, is reported here to be offering special inducements in order to procure a white husband for his daughter.

Forty acres of choice farm land, \$500 in cash and a nice band of horses are the dowry which awaits the fortunate suitor, the conditions imposed being merely that the man be of white blood.

Toulee is one of the interesting characters of the valley. He is of Indian-Chinese extraction, and has made the qualities begotten of both lines of ancestors prove of advantage to him. In the spring of the year when the vegetation is the great feature of this country his inherited skill as a market gardener shows itself, and he is usually the first to market the greens and vegetables. Throughout the summer he works as a tiller of the soil, and as a farmer reaps good profits on his land. When winter comes and there is no more farming to be done his Indian nature asserts itself and there is no hunter more wily or tireless, more patient or successful.

Home Trade Homilies.

It's all very well for you to think you're doing yourself justice by buying your supplies from the big city many miles away, but in the long run you're doing an injustice to your descendants, who are supposed to live in the town which you are killing off by neglecting to patronize home industries.

You may save an occasional nickel by ordering "bargains" through mail order catalogues, but don't you lose at least a nickel's worth of your self respect when you happen to meet one of the home merchants whom you have known all your life and from whom you could have bought the same bargain?

Governor Johnson says one of the great issues of today has to do with the curbing of the trusts. The chances are ninety-nine to a hundred that you agree with Johnson, no matter what party you may belong to. Very well. How about the big mail order trust, which is organized to kill off country merchants? Are you a supporter of the mail order trust?

If you are a farmer and sell your produce to the local stores and then stick stamps on letters ordering ordinary household articles from a city many miles away, wouldn't you think it the proper sort of reciprocity if the town merchants should quit dealing in fresh vegetables and supply only canned goods to their customers?

Throughout the country for some months we have heard the cry that "there is no money in circulation." Times have been tight. People who keep up the habit of buying mail order goods on the slightest pretext or provocation may expect to hear it said that there is no money in circulation around home. 'Cause why? They send it outside of the community.

Tree Planting Along Roads.

The Stockton (Cal.) Arbor club has commenced an active campaign to raise funds for the purpose of saving the fourteen miles of trees planted along four roads leading out of Stockton. The scarcity of moisture this season makes it necessary that the trees be watered several times, and additional funds are necessary to carry the many fine trees that have been growing through the summer. It is also the intention of the Arbor club to later extend the tree planting on the four roads already lined with trees. Officers of the organization hope before many years to have the main thoroughfares leading to Stockton nice shady lanes.

BOARDS WITH FORMER WIFE AND HIS SUCCESSOR

Woman Says He Eats at the Family Table, Pays Up and Acts Like Any Other Boarder.

DETROIT, July 23.—William Navarre, whose arm in a sling has been of great aid to him in the streets in offering shoe laces and pencils for sale, was taken to the police station, when it was learned that the supposed mendicant was boarding at the house of the woman from whom he was divorced last fall. The police found \$728 in the man's pockets. Navarre's former wife called on Supt. Downey for a permit to see him in his cell.

"Doesn't your husband object to his presence in the house?" she was asked. "Not in the least," she replied. "They eat at the same table; he pays his board and acts like a boarder should, and my husband is satisfied; so why should any one make a fuss?"

Mrs. Helsen appeared to know all about her first husband's financial affairs and readily told of his board. "He broke his arm by falling off the roof of the Packard Automobile Works last October," she explained. "His arm did not heal quickly and he started out selling shoe laces and pencils. I helped him count his collections and know that he had more than \$700 last Friday night."

A Bank President.

Mrs. Jennie P. Miller is the president of a state bank in Nebraska, of which her son is vice president. Mrs. Miller's husband had been the president of the institution, and upon his death last fall she was promoted by the board of directors from the vice presidency to the chief office.

She Expected Visitors.

Mr. Subbubs—Do you expect any visitors tonight, my dear? Mrs. Subbubs—Well, considering that Bridget's going to leave, Willie's got the measles, the cellar is flooded and the grocer hasn't called for two days—yes, I do.—Ally Sloper's Half Holiday.

According to an exchange, most travelers in Egypt are emphatically of the opinion that the quaintest sign in all that land of wonderful and curious sights is posted outside of one of the royal sepulchers near Luxor, on the banks of the Nile: "This tomb is especially reserved for luncheons!"

It is not unusual for women's feet to be human barometers, but there is said to be a woman in Europe whose hair serves the same purpose. Her red locks turn black at the approach of bad weather and only consent to glow when the day is fair.

Eating House Language.

It takes the frequenter of New York's cheap restaurants quite awhile to become familiar with the language in which his orders for edibles are transmitted to the cook. He soon learns that "Beef and!" means beef and beans and that "Ham and!" refers to ham with the same nutritious vegetable.

Before long he grasps the fact that "Draw one!" is an order for coffee. "Draw one in the dark!" meaning black coffee; that "Brown the wheats!" is the correct command for buckwheat cakes, and that "Hash in the steamer!" is the open sesame to the supply of corned beef hash.

Perhaps you may know eggs, fried on one side, are ordered in Bowery eating houses as "White-wings, sunny side up!" Recently a visitor ordered fried eggs and gasped half a minute before he could answer the darky waiter's polite query: "Yes, sir. Will you hab dem bilnd or lookin' at yo?"

NOTICE OF SCHOOL INDEMNITY SELECTION.

United States Land Office
Roseburg, Or., May 23, 1908.
Notice is hereby given that the State of Oregon, on May 23, 1908, applied for lot 7 of sec. 18, tp. 24, S. R. 10 W. of W. M., and filed in this office a list of school indemnity selections in which it selected said land; and that said list is open to the public for inspection. Any and all persons claiming adversely the above described land or any legal subdivision thereof, or claiming the same under the mining laws, or desiring to show said land to be more valuable for mineral than for agricultural purposes, or to object to said selection for any lawful reason, should file their claims or their affidavits of protest or contest in this office on or before the 8th day of July, 1908.

I hereby designate the Coos Bay Times, published at Marshfield, Oregon, as the newspaper in which the above notice is to be published.

BENJAMIN L. EDDY,
Register.

CAUSE OF BAD ROADS.

Businesslike Methods Not Used In Highway Construction.

THE RIGHT SYSTEM LACKING.

Road Bosses Should Be Removed From Politics and Made to Pass an Examination Showing Their Efficiency. Change Needed in Road Laws.

A back number—the bad country road is a back number. It is as much out of place and date as the grain cradle or flail thrasher. They had bad roads away back in grandfather's time—ever since people began to travel, to haul stuff in modern narrow tired wagons. They had good roads away back in Caesar's time in the old world. What progress have we made in road building? Very little. Over three-fourths of all the miles of country roads in the midwest are still unimproved, says the Agricultural Southwest. In most states 90 per cent would be more nearly correct. Of course every bit of road gets its annual tearing up by the road officials, who draw a salary for calling it road "improvement."

Why is it thus? There's a reason why country roads are bad. Can't lay it to the weather or the road material either. As one farmer says, "I have seen in twenty-three years hundreds of thousands of dollars of taxpayers' money expended on the roads in town and country; but after all, our roads are still as bad as ever." As bad as ever! What a comment to make upon the appearance of country homes had it been said that the farms had not been improved in twenty-three years! But, no; the farms have improved, the towns have grown, and business places are better than they were twenty-three years ago, but the country roads are "as bad as ever" after spending fortunes upon them.

The reason is this—road building is not done in the same businesslike manner as other things are managed. We have seen the creamery come into existence. We have seen the skilled buttermaker turning out carloads of butter finer than that made by the farmers before the creameries took the job off their hands. Science and business methods have made the change in buttermaking. But the roads are "as bad as ever" because it is a farmer's job, to be done when it suits his convenience. It is done by men who have never studied the science of road building. It is done in a hit and miss method devoid of business principles. This is why hundreds of thousands of the taxpayers' money have failed to make the roads any better. And again we say it is not because of bad weather or poor road building material. The buttermaker takes bad cream and makes pretty good butter from it because he knows how. Of course he could do better with good cream. Likewise the skilled road builder can make good roads out of just plain country dirt because he knows how. Of course he could do better with crushed rock and all of that. It is not a scarcity of money or of material, but a lack of the right system, that is responsible for bad roads.

Dollar for dollar—what we want to see is a dollar's worth of good roads for a dollar spent in road tax. And why not have it? Isn't it about time to quit pouring money into a mud-hole? Most roads could have been nicely paved with the dollars they have cost since first laid out. Where has that money gone? Don't cry "graft." Of course there has been too much politics—ah, politics; there's the rub—but there has been no political graft to speak of in connection with country roads. The trouble is the system is and has been wrong. Road building is for the public good, just as mail carrying is. The mail carriers are under civil service, out of politics entirely. They are paid for knowing their business. They must give a dollar's worth of service for a dollar in pay. Why not handle the road problem that way? Remove the road boss from politics and make him pass an examination showing his efficiency. Keep him just as long as he does his work well. Then you will see good dirt roads wherever there is nothing better. Enough money will soon be saved in road tax to macadamize every mile of the main traveled country roads.

A farmer would be foolish to go ahead with a large job of tiling without having the whole thing mapped out and levels established by some one capable of doing it. Then he would be equally foolish should he not study the capacity of tile needed to drain the area intended. It is good business sense for him to hire a competent surveyor or ditcher. Just one tile put in wrong will ruin the whole plan of drainage. But that same farmer will pay money every year in road tax and let men who know nothing about road building squander the money. It is time this foolishness was stopped.

It will be stopped when the farmers who pay the money and who use the roads get together and demand a change of system, demand that it be eliminated from politics, demand that the road laws be changed from antiquated forms to suit the needs of a progressive age of business sense.

Good Road Requisites.
D. Ward King, the original road drag man, says there are three requisites for a good road—it must be oval, hard and smooth, because all three of these conditions are necessary to secure drainage. Without drainage the best road soon goes to pieces.

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