

LAMBETH'S AUTO SERVICE

STAND AT CHANDLER HOTEL
PHONE 20.
WILL GO ANYWHERE ANY TIME
NEW CAR AND CAREFUL
DRIVING
RATES TO CAMPING PARTIES

LYNN LAMBETH
Owner and Driver.

ST. LAWRENCE HOTEL
We have a great many inquiries
for acreage and lots. If you will
call at a real sacrifice list your
property at the St. Lawrence Hotel
Lloyd Hotel. No commission
paid.

MERCHANT'S CAFE
Popular place for
Good Meals.
Prices Reasonable.
Cor. Commercial & B'dw'y

**Low Rates for
Handling Trunks**

We haul trunks between any
points in Marshfield for the follow-
ing rates, delivery to be made in
first floors of buildings:
Free trunks \$.25
Five trunks50
Eleven trunks 1.50

Star Transfer and Storage Co.
Levi Heisner, Prop.
Phone 120-J, 49-L, 98-11.

J. SCAIFE & A. H. HODGINS

**Marshfield PAINT AND
DECORATING CO.**
Estimates Furnished
Phone 899-J. Marshfield, Oregon

NO SAW EDGES
—on—
YOUR COLLARS
If you have them laundered
—at—
WIN CITY STEAM LAUNDRY

THE COOS HOTEL
Formerly of Marshfield
WASHINGTON AVENUE
STADEN STREET
NORTH BEND
C. A. Metlin, Prop.

MITH'S VARIETY STORE.
North Bend,
for Fancy and Domestic
CHINA

SUITS CLEANED AND PRESS-
ED—SUITS MADE TO ORDER
—GIVE US A TRIAL—
UNIQUE PANTORIUM
JAY DOYLE & C. O. DAGGETT
256 Central Ave. Phone 250-X.

Pictures & Framing
Walker Studio

New Models
"HENDERSON CORSETS"
also principal distributors
"ONYX" and "CADET"
HOSE
S. S. JENNINGS, No. Bend

DRY WOOD
—AT—
CAMPBELL'S WOODYARD
North Front Street,
Phone 180-J.

0 Commutation 20
Tickets \$2.00
Marshfield-North Bend Auto Line
Runs every ten minutes from 6 a. m.
to 12:30 p. m.
GORST & KING, Props.

**HAVE THAT ROOF FIXED
NOW**
See **CORTHELL**
Phone 3171.

CHIMNEYS FIRE PLACES
J. N. BAYLISS
Any kind of Brick Work at
Prices That Are Right
And all Work Guaranteed
Call at "The Fireside," Johnson
Bldg., 137 Second St. Phone
434-J.
French Ranges. Boiler Work

For Camping and Fishing

**The Golden Falls
Excels**

—Delightful scenery and free from the wind. Streams teeming
with fish. Not far from Loon Lake and near to good deer hunting
sections.

—If you wish a pleasant outing, don't forget the Golden Falls coun-
try. You can leave Marshfield in the morning and return the same
evening. Autos to and from Allegany daily to carry any needs of
outing parties. Steamer Alert makes two round trips daily between
Marshfield and Allegany to connect with autos.

For further particulars, phone Busy Corner or Scandinavian Drug
Stores.

Allegany-Drain Auto Line

D. L. FOOTE, Proprietor.

**Abstracts, Real Estate,
Fire and Marine Insurance**
TITLE GUARANTEE & ABSTRACT CO., inc.

HENRY SENGSTACKEN, Manager
FARM, COAL, TIMBER AND PLATTING LANDS A SPECIALTY.
GENERAL AGENTS EASTSIDE
MARSHFIELD OFFICE, PHONE 44-J.
COQUILLE CITY OFFICE PHONE 191.

S. S. PARAISO

Equipped with Wireless. New Steel Boat.
Fine Passenger Accommodations.
**S. S. PARAISO WILL SAIL FOR SAN FRANCISCO SATURDAY
JULY 18, AT 4 P. M. WITH PASSENGERS AND FREIGHT
YELLOWSTONE WILL SAIL FOR PORTLAND, SATURDAY, JULY
18TH, AT 5 P. M., WITH FREIGHT ONLY.**

NORTH BEND MILL & LUMBER COMPANY, Agents
TOM JAMES, Agent,
Marshfield.

To Portland every Thursday | **To Eureka every Monday**

THE FAST AND COMFORTABLE
S. S. Geo. W. Elder
NEWLY EQUIPPED

NORTH PACIFIC STEAMSHIP CO.
C. F. McGEORGE AGENT W. H. PAINTER
Phone 44, Marshfield Phone 421, North Bend

EQUIPPED WITH WIRELESS.
Steamship Breakwater
ALWAYS ON TIME.

SAILS FROM MARSHFIELD DURING MONTH OF JULY AT 12:30
P. M., ON THE 4TH, 9TH, 14TH, 19TH, 24TH AND 29TH....

Tickets on sale to all Eastern points and information as to routes
and rates cheerfully furnished.
Phone 427-L. F. T. SHELDON, Agent

Inter-Ocean Transportation Co.
Semi-weekly service Coos Bay and San Francisco.

S. S. Redondo

SAILS FROM MARSHFIELD FOR SAN FRANCISCO
AND SAN PEDRO SATURDAY, JULY 25, AT 12 NOON.
Equipped with wireless and submarine bell.
Passengers and freight.

S. S. NANN SMITH

Equipped with wireless and submarine bell.
Passengers and freight.
SAILS FROM MARSHFIELD FOR SAN FRANCISCO
WEDNESDAY, JULY 22, AT 11 A. M.
San Francisco office, Greenwich street pier No. 23
and 600 Fife building.
Coos Bay Agent, C. F. McGEORGE, Phone 44.

TYPEWRITERS—All standard makes, sold on easy pay-
ments, new and rebuilt. Fox, Underwood, Remington, Royal,
Oliver, L. C. Smith, and Smith Premier, for rent or exchange.
Cleaning, repairing or new platens, work guaranteed. Ribbons and
carbon paper delivered. Phone us your order. Phone 44. Alliance office.
TYPEWRITER EXCHANGE AND SUPPLY CO.

Oregon Girl Wins Road Essay Prize

IN A contest in which nearly 5000
children all over the United States
engaged, two girls and a boy, all
aged 14, have been awarded prizes
by Logan Waller Page, director of
the United States office of public
roads, for writing the best essay
on the repair and maintenance of
dirt roads. The second prize was
won by Miss Lucille Huff, aged 14,
an Oregon girl, attending school in
Arlington, Or.

The contest was arranged by Di-
rector Page to arouse interest among
school children in the subject of im-
proving the public roads of the
United States. Mr. Page believed
that if such a contest were started
the children would ask questions of
their parents, and an impetus would
be given to the road improvement.

Many of the essays submitted bore
evidence of having been prepared
with the assistance of parents or
school teachers, and these were elimi-
nated. The ablest engineers in the
United States Office of Public Roads
acted as a board in passing on the
essays and in making the decisions.

Prizes Given to Three.

The prize winners are:
First prize, gold medal, Amy Coon,
Scammon, Kansas, a pupil in the
Skidmore School.

Second, Lucille Huff, age 14, Wil-
lowdale Farm, Arlington, Oregon, a
pupil in the Arlington School.

Third, Melvin Paulson, age 14,
Blooming Prairie, Minnesota.
Miss Huff's essay is given here-
with in full:

Climate and Drainage Discussed.
One of the chief necessities of life
is food. Often this is produced in
regions remote from town and rail-
road. Thus the transportation must
be over earth roads, which, after
much usage, become badly in need
of repairs.

Thus the question arises in rural
districts, "How Shall Earth Roads
Be Maintained and Kept in Repair?"

First of all, the climate must be
considered; for what would suit an
arid region would be an utter failure
in a humid climate, and vice versa.
Much attention should be paid to
drainage in a humid climate, as the

water gathers on the road if not
properly drained. The side ditches
must be kept cleared of all obstruc-
tions, and be of sufficient dimensions
to insure good drainage.

The road crown is slightly elevated
and sloped gradually toward the side
ditches.

Place culverts under the road at
canyons, and outlets for gutters at
every low point, sufficiently large to
carry off all surplus water.

Special Method Described.

Some compositions of soil will not
stand usage, and need special treat-
ment. Either a mixture of alternate
layers of sand and clay at a propor-
tion of about 70 per cent sand to
30 per cent clay should be spread
on at a sufficient depth to remedy
the defect. If sandy places appear,
add more clay; or if sticky places
form add more sand. The road is
smoothed, graded and given the slope
to ditches before the new soil is put
on; then before a crust forms, a
split-log drag should be run over
to crown and pack the road.

Roads in arid regions require en-
tirely different repairs. The chief
difficulties are sand drift and dust
beds.

Planting trees or shrubs by the
road or heaping brush on the wind-
ward side will often check the drift.
In some places it might be necessary
to clear away brush or debris on
the other side, allowing the drifts to
blow off the road.

Temporary Repair Explained.

After a dust bed starts, each pas-
sage increases; the depth, therefore,
should be immediately repaired. The
most satisfactory temporary repair
is made by scattering straw, brush or
other litter over the bad places. This
acts as a cushion to prevent wear-
ing. After the rains come, the dust
beds settle and the road can then be
repaired, and packed with the drag.

In arid regions the surface will be
made to distribute the moisture even-
ly, rather than to drain it off the
road. Although side ditches should
be provided where necessary, still
they are not so important as in rainy
regions.

Split-Log Drag Useful.

The split-log drag is one of the

most useful tools for repairing roads.
It is easily constructed at home by
splitting a log 10 or 12 inches in
diameter and seven or eight feet
long. Select the best half for the
front. Bore three holes with a two-
inch augur; one located four inches
from the road end, the second twenty-
two inches from the ditch end, and
a third midway between. On the
back slab bore at points twenty
inches from road end, six inches
from ditch end, a third midway be-
tween. Fasten these two slabs thirty
inches apart, by stakes driven into
the holes and firmly wedged. When
completed the back slab lies 16
inches nearer the road center than
the front one. A 2x4 brace is placed
diagonally to the stakes at the ditch
end, resting within an inch of the
ground on the front slab and in the
angle between stake and slab at the
rear. A strip of iron three and one-
half feet long, four inches wide and
one-fourth inch thick, attached to
the ditch end of the front slab by
counter-sunk bolts, so that it extends
from one-half inch below slab at end
to flush at middle, may be used for
the blade.

In treeless regions a good substi-
tute is the plank drag, constructed
on the same plans, but with the ad-
dition of more secure bracing.

The successful operation of the
drag depends much on the position
of the driver and length and position
of the hitch. Both may be regulated
to suit every purpose.

Drag the right hand side of the
road, making the return trip over the
other half. The aim is to throw the
earth toward the center of the road,
forming a crown.

Two horses can usually do the
work; but if four are necessary, they
should be hitched by a four-horse
evener.

If gravel or crushed rock are avail-
able, a thin coating will make the
road more durable and save a great
deal of trouble.

The cost of repairing a road varies
greatly with the extent of repair,
ease with which material and the
cost of labor.

Plank Drag Is Substitute.
In treeless regions a good substi-
tute is the plank drag, constructed
on the same plans, but with the ad-
dition of more secure bracing.

The successful operation of the
drag depends much on the position
of the driver and length and position
of the hitch. Both may be regulated
to suit every purpose.

Drag the right hand side of the
road, making the return trip over the
other half. The aim is to throw the
earth toward the center of the road,
forming a crown.

Two horses can usually do the
work; but if four are necessary, they
should be hitched by a four-horse
evener.

If gravel or crushed rock are avail-
able, a thin coating will make the
road more durable and save a great
deal of trouble.

A GRIEVANCE IN CURRY.

The people in Curry County seem
to have a well-founded grievance
against the Postoffice Department of-
ficials at Washington, as word has
been received at Gold Beach, the
county seat of Curry, that all bids
for carrying the mails between Gold
Beach and Harbor have been reject-
ed, and that after July 1 the only
way to get mail from the county seat
to the lower portion of Curry County
will be to send it by stage to Port
Orford, thence by stage to Bandon,
thence up the Coquille River by boat
to Coquille, thence by rail to Myrtle
Point, thence by stage to Roseburg,
thence over the Southern Pacific to
Grants Pass, thence through the Illi-
nois Valley and over the Siskiyou
to Crescent City, thence up the coast
to Harbor. In all, this makes a dis-
tance of about 425 miles to gain a
distance of forty-two miles. Under
such circumstances it would take
mail, in the best of weather, from
eight to eleven days; to pass from
Gold Beach to Harbor; in winter,
from ten to fifteen days.

The contract price for carrying
the mail over these forty-two miles,
making three round trips a week,
has been about \$1250. This was for
a horseback and pack-animal route.
Under the best conditions the con-
tractor could only make a very small
wage; since the parcel post law be-
came effective every trip has shown
a loss. Hence the lowest bid re-
ceived prior to letting for the next
four years was \$4000. The officials
say this price is prohibitive; hence,
all bids have been rejected.

Just now the greatest develop-
ments in Curry are taking place at
Brookings, just north of and across
the Chetco River from Harbor. The
largest town in the county has sprung
up there as if by magic. More than
350 people are now located there and
this number is being daily augmented.
When the Brookings sawmill gets
under full way, within a few
weeks, the population will begin to
swell still more rapidly. The Brook-
ings company has a large amount of
good farm land to put upon the mar-
ket in small tracts in the hope that
settlers will purchase it to raise sup-
plies for the new town. Homes will
be sold to workmen. There will be
much business of all sorts with the
county seat. But in plain language
the postal officials say that the dis-
tance to the county seat is 425 miles;
the quick transit for a letter eight
day—which in the winter season will
more often be twelve to fifteen days.

—Portland Oregonian.

**CARL GRISSEN IN CONCERT AT
Finnish Hall JULY 28. Admission
50 CENTS.**

The tulip beds on the premises of
C. M. Thomas, Spruce street, Rock-
land, Me., have evoked a great deal

of comment and admiration. There
are between 50,000 and 60,000 of
the plants, the blooms on which
make a dazzling sea of color.

A photographic paper which is
sensitized on both sides is designed
for the purpose of making copies of
records for filing. The scheme is a
space-saver.

There are in Canada four tele-
phone lines owned by provincial gov-
ernments, twenty-seven owned by
municipalities, 268 owned by cor-
porations, 133 owned by co-operative
companies, 31 owned by partnerships
and 113 private lines.

When full, the terminal elevators
at Port Arthur and Port William will
hold approximately 30,000,000 bush-
els of grain, but, owing to the dif-
ferent grades of grain and its con-
dition, this total capacity is hardly
ever reached.

If the earth were to revolve seven-
teen times faster than it does, bodies
at the equator would lose their
weight and remain stationary in the
air without support.

The Assouan dam and other irri-
gation works in Egypt have cost
about \$53,000,000; but the increase
in value of land in middle and lower
Egypt and the Fayoum provinces
has been from \$955,000,000 to \$2,-
440,000,000. The total rent of this
land has risen from \$82,000,000 to
\$190,000,000.

Eighteen barrels of ginseng, con-
taining 1343 pounds and worth
\$8061, have begun their journey
from Wausau, Wis., to China. This
crop was grown by J. H. Koehler
on one-half acre of land near Wau-
sau.

An expert of the Department of
Agriculture has been sent to the ex-
treme northwestern corner of China,
never before visited by scientists, to
seek new plants that might be valu-
able in the United States.

Some people may not be aware of
the origin of the word "porcelain."
When, in the sixteenth century,
traders introduced this Chinese prod-
uct into Europe, its polished, trans-
lucent surface was thought to resem-
ble cowrie shells, which, from their
supposed likeness to the shape of
a little pig were called "porcellana."

One of the wonders of the Guate-
mala jungle is the "water vine," a
black, snakelike, leafless stem, droop-
ing from the Ceiba and mahogany
trees to which it has climbed. It is
said to contain a quart of water to
every foot. When the stem is cut
the water spurts forth in a refresh-
ing stream. Moisture is drawn up
from the soil, and filtered through
the pores of the plant.

Early wells in what later devel-
oped into the greatest oil region in
the country were put down for salt,
some being sunk to a depth of 800
feet. Nearly all yielded quantities
of petroleum, and some produced
nearly all oil, but it was not until
the late fifties that the commercial
value of oil as an illuminant was
realized.

More than 600,000 pounds of snail
shells are shipped out of Malaysia
every year to Europe and America to
be used mainly in the making of
buttons. The shells are taken from
the ocean by fishermen and sold
through Chinese collectors to Euro-
pean firms at Singapore. The prod-
uct brings about sixteen cents a
pound in New York.

MARRIED ARITHMETIC.
Mudge—Here's a man figured out
that if all the money in the world
were divided equally each adult
would get about thirty dollars.
Moek—He's wrong. My wife would
get sixty dollars.

**AT ONCE! CLOGGED NOSTRILS OPEN,
HEAD COLDS AND CATARRH VANISH**

Instantly Relieves Swollen, Inflamed
Nose, Head, Throat—You Breathe
Freely—Dull Headache Goes—Nasty
Discharge Stops.

Try "Ely's Cream Balm."
Get a small bottle anyway, just to
try it—Apply a little in the nostrils
and instantly your clogged nose and
stopped-up air passages of the head
will open; you will breathe freely;
dullness and headache disappear.
By morning the catarrh, cold-in-
head or catarrhal sore throat will
be gone.

End such misery now! Get the
small bottle of "Ely's Cream Balm"
at any drug store. This sweet fra-
grant balm dissolves by the heat of

the nostrils; penetrates and heals
the inflamed, swollen membrane
which lines the nose, head and
throat; clears the air passages; stops
nasty discharges and a feeling of
cleansing, soothing relief comes im-
mediately.

Don't lay awake tonight strugg-
ling for breath, with head stuffed;
nostrils closed, hawking and blow-
ing. Catarrh or a cold, with its
running nose, foul mucous droppings
into the throat, and raw dryness is
distressing but truly needless.

Put your faith—just once—in
"Ely's Cream Balm" and your cold
or catarrh will surely disappear.
For Sale by Brown Drug Co.

the nostrils; penetrates and heals
the inflamed, swollen membrane
which lines the nose, head and
throat; clears the air passages; stops
nasty discharges and a feeling of
cleansing, soothing relief comes im-
mediately.

Don't lay awake tonight strugg-
ling for breath, with head stuffed;
nostrils closed, hawking and blow-
ing. Catarrh or a cold, with its
running nose, foul mucous droppings
into the throat, and raw dryness is
distressing but truly needless.

Put your faith—just once—in
"Ely's Cream Balm" and your cold
or catarrh will surely disappear.
For Sale by Brown Drug Co.