



GOOD WOOD PRESERVATIVE FORMULA

RECOMMENDED BY THE GOVERNMENT

Preparation Inexpensive and Life of Wood Greatly Increased.

Fence posts of many kinds of cheap woods which ordinarily would soon decay if set in the ground can be made to last for twenty years by a simple treatment with creosote.

Impregnation with creosote has been greatly cheapened by the introduction of the "open tank," which can be installed at a cost of from \$30 to \$45, or much less if on old boiler is used.

Experiments of the Forest Service show that with preservative treatment the durability of lodgepole pine in Idaho is increased sixteen years.

There is a saving, with interest at 6 per cent, of 2 cents per post yearly. More important than the saving, however, is the fact that through preservative treatment other woods are fitted to take the place of cedar, of which the supply is rapidly becoming exhausted.

Fred Hoffman Burns Barn.

Word was brought to Myrtle Point Friday morning to the effect that Fred Hoffman had deliberately set fire to his brother's barn, destroying it completely, with ten head of cows, and hogs and thirty ton of hay.

According to report Fred is the black sheep of the Hoffmans. He is supposed to have obtained the sum of \$200 from his invalid mother at the point of a knife, threatening death. Revenge is the probable motive for the crime.

Sheriff Gage captured Hoffman Friday afternoon by a rather clever ruse. Hoffman had barricaded himself and threatened to shoot if molested. J. O. Stenler, deputy sheriff, asked Hoffman for a chew. As he laid his gun aside to comply, Gage stepped up and made his arrest.

Lumber \$5 per M.

We have a quantity of No. 3 lumber, suitable for building sheds, walks, etc., which we offer in lots of 1000 feet and upward, at \$5 per M.

For Sale.

J. H. Jones' Dairy Ranch for sale at a bargain on easy terms if sold in thirty days. Address: J. H. JONES, Fourmile, Ore. Jan. 23rd 1904.

INTERESTING MATTER REGARDING THE MAIL

WHY OUR MAIL IS LATE AND A REMEDY

Ill-Kept Horses and Slack Methods Principal Difficulty.

The matter of mail service into Coos county is of serious consideration to all of us. We reprint following a part of a communication to the Times on the subject, which should furnish food for thought. This is in answer to a communication which says that Mr. Baines is very badly mistaken in the assertion that "the roads between Dora and Roseburg were never in as bad a condition as they are this winter."

This is one of Mr. Baines' "apparently good men," who "are doing all in their power to provide a good service." But hold! Mr. Baines is consistent, after all, for he says that "scrawny" horses "are the kind of horses which can stand such work."

My correspondent says that not all the carriers are like the one mentioned above, but the efforts of the good men are neutralized by the other kind. He says that Mr. Fenton does not get around among his men as he should; that months pass without his showing up, and all is left to drift.

And this again calls attention to the fact that there may be a nigger in the wood pile. It is worthy of note that, after indignantly scolding the idea of a "conspiracy" to cause the abandonment of the Coos Bay wagon road route, and to switch the Coos Bay mail to the Roseburg-Myrtle Point or Middle Fork route, the Myrtle Point Enterprise goes on for half a column with an editorial argument in favor of doing that very thing.

And the Coos Bay people may as well sit up and take notice that if they do not wake up and do some effective work, just that result is likely to ensue. Old settlers are reminded that such a scheme was carried out about 17 or 18 years ago. A weak sister for a mail contractor and a heavy snow on the Coast Range caused a delay which represented to be altogether the fault of the road, and this furnished an effective argument with the Department for the abandonment of the route in favor of the newly opened Middle Fork route.

The experience of the Bay people before they succeeded in getting their mail switched back over the old road has not been forgotten, nor was it a thing for the repetition of which they are hankering.

To return to the contractor's apologist: He says that when the mail piles up only a certain amount of it can be moved at a time over such roads. The roads are certainly the cause of the delay, and no matter how many horses or men were used, it would not improve matters to any extent. So one horse can carry as much mail as two or three!

But all argument is cut into ribbons by one fact; that the two contractors preceding Mr. Fenton got the mail in on time throughout every winter, being only stopped by high water, which seldom occurs; and the man who says that the road was better then than it is now is simply talking through his hat.

Mr. Bangs took the contract, yet he was on time from the start, and his good record was fully equaled by Mr. Barnard. In fact, the latter, winter and summer, was nearly always hours ahead of the schedule in arriving here. There is no reason on earth why the present contractor should not do as well as the other two. It is true that the mails are heavier, but that only means more horses to carry it, and more expense in dollars and cents.

A fine assortment of rings at A. Rice's. All prices and all designs.

PRICE MAKES SHIP-BUILDING RECORD

1400 KEEL AND RAISES FRAMES IN WEEK

C. E. Bland, Vice-President McKay Co. Pleased with Progress

The Price shipyard holds the belt against all comers in the ship construction business. A week ago this past Monday morning one of their ways was as bare as the proverbial Mother Hubbard's cupboard.

The vessel upon which this record was made is the McKay Steamship Co's. boat, the J. J. Loggie. She is 150 feet keel, 34 feet beam and draws 13 feet of water. She will carry 400,000 feet of redwood or 500,000 feet of fir.

Meantime the larger vessel has been ceiled and the work of planking has commenced and has gained good headway. Difficulty is experienced in securing timbers of suitable length from the mills at present, which delays the work, but with fair weather and nothing unforeseen, she will also be ready in a couple of months.

C. E. Bland, vice-president of the McKay Steamship Co., is in Bandon representing this company and incidentally getting pointers from Price on ship construction. He is

very much pleased with Bandon and regrets his time will be limited. He says the local shipyard can turn out the best boats ever, and is willing to take his hat off to the record made by them in getting the frames up in his new boat.

Speedy Boat for the Coquille

Max Timberman of the Bay is constructing a vessel for O. R. Willard to be used on the Coquille River as a passenger boat, which is intended as the acme of all river boats for commodity, speed and operation.

She will accommodate sixty passengers, and the plans are from Eastern parties familiar with vessels of this type. She is something entirely new for the Southern Oregon Coast, and is calculated to eclipse all others.

Opportunity for Teachers.

The Southern Oregon State Normal School at Ashland offers special opportunities for teachers to review for the teacher's examinations in February and August, and to take work in Pedagogy and in Special Methods of teaching in the various grades of the training school.

The State Normal School of Ashland is enjoying the largest appropriation of state funds ever granted a Normal school in the history of Oregon. Catalogues sent on application to the

PRESIDENT



Coffman in Boston Herald.



THE TIME HAS ARRIVED WHEN WE WISH TO CLEAN HOUSE QUICKLY OF ALL REMAINING WINTER GOODS. THE VERY LOW PRICES ON ALL OF OUR REGULAR LINES OF CLOTHING, POSSESSING STYLE AND QUALITY, WILL NOW SPEAK FOR THEMSELVES.

RESPECTFULLY,

O. A. Trowbridge