Coquille City Herald.

PUBLISHED EVERY TUESDAY

D. F. Dean, Editor and Proprietor

County Official Paper.

Devoted to the material and social up building of the Coquille Valley particularly and of Coos County generally.

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THIS PAPER is kept on file at C. C. DAKE'S Advertising Agency, 64 and 65 Merchants' Exchange, San Francisco, California, where contracts for advertising can be made for it.

Nicaragua and Costa Rica also tried to do the "Strike" act in connection with the canal.

If anyone thinks the sugar beet growers haven't got a congressional pull they have another think coming to them.

The government has just sold for $30 a lot of homing pigeons that cost the Navy Department $1,200. Wireless telegraph renders the birds practically useless.

Congressman Babcock can now point to a reduction of the Australian tariff on metals and machinery as another reason for passing his bill for cutting our metal schedule.

Attorney General Knox will now proceed to see whether his efforts to head off the big railroad merger will be any more successful than were those of the Gov. of Minnesota.

The War Department has countermanded the order of the Treasury removing the light from the statue of liberty in New York harbor. Mars has more sentiment than Croesus.

The ten largest universites in the country in the order of their attendance are: Harvard, Columbia, Michigan, Chicago, California, Minnesota, Cornell, Wisconsin, Yale and Pennsylvania,

Trans-Atlantic liners are bringing in great quantities of shamrock. How far the import duty on this staple product affects politicl affiliations in this country we leave our readers to surmise.

Several reasons have been given, but our guess is that the President headed off his daughters intended coronation trip because he knows adverse public opinion when he meets it in the road.

The House fighters could get more gate money than would be needed for the most extensive Cuban relief asked for, if they would pair off and do their scrapping under the regular ring rules.

General Funston says that there is no more war in the Philippines than there is in Kentucky. The news of the latest scheutzenfest in Kentucky relates that two men are in the hands of the coroner and six others in the care of surgeons.

The Massachussetts legislature is considering a bill for the licensing of cats. The tax is 50 cents, and the fine for keeping an unlicesned cat is $5, half to go to the town treasury and the rest to the informer who secures the conviction. Estray and unlicensed cats will be executed.

The situation of farm labor in Louisiana is becoming very serious The negroes are flocking to the cities where existence is easier and they can get enough occasional jobs to make a living without having to perform regular work. As labor is needed on the Louisiana farms all the year round the planters have to find some way to supply the deficit, and are, in some places, relying on Italian labor.

The most admired and versatile woman in Europe is Mlle. Marguerete Durand, editor of La Fronde, a daily paper owned and published solely by women. When it was started all the journals of Paris scoffed, but they have changed to praise. Mlle. Durand is a charming actress, having supported Coquelin, and it is said that the stage lost a second Benhardt when she turned to literature. She is a very handsome women of Europe. Her very charm and womanliness have won more respect for the cause of womon that more extrenuous assertiveness could have done.

Taking it in Gradually.

In one of our New England villages near Boston, lives Mrs. Sylvia Dunham, who was born in 1800, and was married in 1824. At five years of age she rode in a stage coach; at forty she traveled in a canal boat; at Ninety-nine she road on an electric car; at one hundred she enjoyed an outing on an automobile. At the great age of one hundred years she still attends to her household duties, works in her little garden and reads an hour every day. She enjoys life, and attributes her health to plain living, and in cultivating through her long life a cheerful, happy disposition.—Everywhere.

Boston, March 11.—With more than 8000 men actually out and with promises of support from unions whose membership it was claimed would bring the total up to 25,000, if it became necessary for them to join the movement, the strikeing freight-handlers and men allied today began the second day of the contest to prevent the employment of nonunion labor by the railroads and other corporations.

GOOD ROADS.

A Few Remarks Particularly Addressed to Residents of Coos County.

Was there ever a subject of more universal application? Does not everybody want good roads? Yes, everybody, including those who travel, and those who do not. It is a theme which many pencil pusher avoid and county officials look at askance, and yet, one, which like God's poor is always with us. The farmer wants them, even as he wants rain and sunshine. The immigrant wants them, the lumberman, the mail carrier, the traveler, the wagonier, the pleasure seeker, the bicyclist, the pedestrian, and even that persevering *hoi polloi* known as "tramps". Nothing is so good for the many. Nothing so acceptable to everybody, man woman or child, of every grade and class, as good roads. There is nothing the taxpayer pays his money for more willingly or turns out "on call," and works harder to get.

Coos county wants good roads and she wants them, "awfully".

The present generations are asking for them even more loudly than the same people will fifty years hence when the most of our contemporaries will have betaken themselves to a country where a lot of good money is not paid annually for the purpose of still allowing the *Vox Populi* to wallow in the mud!

Now it has been our lot to be a pioneer in at least one new country before we hit the "Oregon trail." Yes and it was a country at that time but seven years a state, which even then, rejoiced in better roads than most of Oregon can boast of after her forty three years of statehood. If those roads were not such as the same state can boast of today they kept you out of the mud. People could get round. Farmers were not imprisoned two-thirds of the year and even the "bumperty bump" of miles of "corduroy" log-pole-and-rail turn piking was an unmixed blessing to the men who made them better as the years went on.

But the soil and the rains make this a very different country from that in which to build "good roads," or roads, of any kind over which a stout team can haul something more than an empty wagon.

Oregon soil is adhesive. It sticketh closer than a whole lot of brothers and when the rains descend this same soil becomes a consistency of mud entirely inconsistent with ones moving about. The farmer is imprisoned on his ranch and when he cannot move, many other things must stand still.

In this part of Oregon the mud never freezes up. Of winter rain we have all we need and sometimes something over but we are here and when it rains we have to do as they do in Vermont, *id est* we "let it rain." If it would only freeze up it would be very different but it will not freeze and so we go on boasting about our mild and equitable climate and continue wallowing in the mud.

Now surely there must be a remedy for this and what is to be done.

Go out on any thoroughfare and take a look at the splendid trees growing within the limits of the width of a legal highway. What shall we do with them? Cut and destroy them simply to clear the way? Not if we know ourself.

Since this subject was first suggested to us as a fit one to be written up, cussed and discussed, we have tramped round quite a bit. On one occasion some distance from town we left off counting ties and struck across the fields on a wild hunt for the county road, determined to reture to the city "by land." We did and the to best of our knowledge and belief some of that "land" is sticking to our boots yet!

That is the custom of the country. Even as at an early day in Illinois immigrant wagons were still covered with the mud of Maumee swamp, all the way from the state of Ohio.

But on our tramp, did we find the county road? Yes, as alleged, but was it ever true that a ditch of mud could be a road?

Impassable for teams and barely passable for the pedestrian who spent most of his time on the bank skirting the aforesaid mud ditch and climbing over logs while for a horse, unless barefooted be sure he would have had his shoes pulled off in the almost bottomless rich alluvial.

And since we have been asked to look up this subject we have talked with many men from the rural districts and we find them all of one voice on one subject—the improvement of our roads, the ways and means to accomplish it, and without exception, every man we have talked with is demanding the "Portable saw-mill" as the truly righteous machine to let him out of the woods. We saw it at once, even as we saw this same Portable mill in the Michigan woods, forty years ago, on a plank-road line, sawing up the timber which stood in the way, and planking it down in the mud for the Concord coach to travel over.

It was a plank-road line forty-eight miles long, and the Portable sawmill was what helped the work out and enabled the contractor to make some money.

Shall Coos county have one? Shall she have two or three, for as many different important roads, or will one do for a "starter?" Will the commissioners, or whoever may be in authority, have the good sense and nerve even to buy one and put it to work, clearing the roadway of its big trees and cutting them into good, solid plank to make a road, "as is a road," over which the heavy wagons of the farmer may easily and softly rumble with big loads for the markets of the world.

Let it be tried. If it be an experiment, it is one we venture to assert, which will never be abandoned after it has had a fair trial, until our county shall abound in such thoroughfares as it will be a pleasure to travel over. With such roads, floods of rain will cut no ice.

Put your plank down solid in the mud with a few inches of the primal earth on top, and there you are, with a substantial wagon-way on top of the ground, and not as now—anywhere from a foot to thirty inches below the surface.

How will you operate the mill? Much as other mills are run, and when you are ready, notify the immediate district and if the farmers and ranchers do not turn out *en mass* to supply the logs and do what ever else they may, to bring your roads up to date, they are not the men we think they are, and else, would "pan out" very differently from what they talk.

In fact they are talking upon this subject so vigorously that if the present officials will not move in the matter, they are proposing to put those in who will, when the proper time comes. The question is not a matter of politics, but rather one as to who are the men who will give ear to the public need and obey the mandate of the public voice.

A word to the wise is sufficient.

Hark! We hear the saw a whizzing,
Far down the woodland glen,
And we hear the whistle screaming
With the joy of many men,
For the "Portable" is working
Where the cougar once abode,
Making lumber for the planking
Of the mirey county road!

Let 'er whiz! The sturdy yeoman,
With the cross-cut saw and ax,
Are a marching down the road-way,
Leaving most determined tracks!
And the mighty trees are making
Many logs for many loads,
Which the "Portable" is sawing
Into planks to make good roads.

Hark! The crash of falling timber!
Hark! The merry ranchers' shout!
Hear the screaming of the whistle,
For there's high life all about,
And the merry saw is singing
Where the cougar once abode,
While a hundred men are shouting,
"We are going to have a road."

E. G. D. HOLDEN.
Coquille, Ore., March 12, 1.02.

Coming by Trainloads.

Portland, Or., March 5.—The spring rush of settlers under the stimulus of cheap rates, that went into effect last Saturday in the East, has reached the coast. Between forty-five and fifty extra railway coaches, bearing passengers who came west on settler's tickets, have come into Oregon and Washington in the past two days.

Nearly all sifted out at various stations in Oregon and Washington east of this city, either to locate or on stop-over privileges to examine the country. Between sixty and seventy-five settlers have already gone to points on the Southern Pacific lines south of Portland. Twenty extra cars of settlers were delivered to the O. R. & N. at Huntington by the Oregon Short Line. The record was that about the same considerable number went into Eastern Washington. Almost without exception they had westbound settlers' tickets—no returns. They meant to stay in the country.

The Northern Pacific and the Great Northern brought into Eastern Washington extra coaches filled with settlers on each train Tuesday and today. Today Assistant General Passenger Agent Charlton, of the Northern Pacific, received from General Passenger Agent Fee at St. Paul, the following message:

"Our train left St. Paul last night in two sections, of seventeen cars, with over 500 people. A train left St. Paul this morning in two sections of fifteen cars each with 450 people for Montana and all points west."

It is expected that from 3,000 to 5,000 settlers will go to points on the Southern Pacific in Oregon during the next two months.

Oficial Mourning Ends.

Washington, D. C. March 14.—The official period of mourning for President McKinley came to an end today. About the only noticeable change is a return to the use of the customary stationery at the White House and at the state department in place of the black bordered paper and envelopes which have been used for the last six months.

Big Boston Strike Reaches Sudden End.

Boston, March. 14—The big strike of freight handlers, etc. was compromised last evening, and this morning most of the men returned to work.

Treasurer's Notice.

NOTICE is hereby given that all County Warrants endorsed prior to Sept. 1st, 1900, will be paid on presentation at my office in Coquille City, Coos county, Oregon. No interest will be allowed after Mar. 25, 1901.

This 20th day of Mar., 1902.

J. B. DULLEY,
County Treasurer.

Good Roads Discussion.

The subject of "good roads" is ever a topic of interest to residents of localities subject to open winters of which Coos county is a tolerably fair exemplification. As yet nothing definte has accomplished toward the betterment of our public thoroughfares, although much speculation has been indulged in regarding the most suitable plan to adopd. Several propositions for constructing roads have been suggested, all presenting features which out close inspection, seem to render any and every plan quite possible. Before adopting any plan whatever there are certain features pertaining to the construction of good roads that should be carfully considered. A knowledge of the fact that our roads when constructed should be made serviceable for an indefinite period of time should be constantly borne in mind. The future supply of the material used as well as the present supply should receive its due share of attention. any plan not meeting these requirements will eventually prove undesireable.

The durability of the material used should not be overlooked for the reason that any material necessitating renewal and frequent repairs imposes a task upon those who in succeeding years will be compelled to bear the burden of maintaining an undesireable institution or of discarding the same and establishing one more in accordance with the advanced thought and views. Thus a great responsibillity rests upon those who are now called to decide what are the essentials of a road suitable for the future as well as for the immediate present.

The question most likely to bring out heated dission and the one most likely to break a man all up, but on account of that none the less important and by no means the lest important, is that concerning the immediate cost of constructing a suitable, permanent and generally acceptable highway. Disiring to keep at a safe distance, for the present, I will say nothing further on this, undecided part of the discussion.

Concerning the present and probable future supply of material let the votaries of good roads decide which, wood or rock, would eventually prove the more advantageous and satisfactory. We have a plentiful supply of timber for the present at least, and of suitable rock the supply is practically inexhaustible. The question of durability between these two articles needs but little if any comment.

Assuming that 2 inch plank can be furnished on the ground where needed at a cost of five dollars per thousand, a sixteen foot road will cost over eight hundred dollars per mile. Again assuming that the duriability of lumber will have reached the time of its usefullness in twenty years it follows that after all our public highways have been completed it will require, on an average, an annual expenditure of over forty dollars per mile to maintain permanency in good roads.

A rock or gravel road would in time, undoubtly, prove more acceptable. The cost of building would exceed that of plank and that required for construction would be longer. Even though its usefulness does not come so rapidly, it is nevertheless gradual, substantial, and permanent. Many roads are in the immediate vicinity of quarries. For other roads, means of transportation are not beyond the possibilities of accomplishment. There are waterways and there can be railroads built not, expensive ones, suitable for delivering material convenient for districts to handle.

There are advocates for material other than wood or rock. The public would appreciated a full discussion on this subject. The press of the county have generously offered their columns to all having something to offer on this question.

Were it argued that the needs of the present day only are to be taken into consideration then the cheapest road might be deemed preferable. If we live in the consciousness that we do live to some extent for others then what better heritage, in part, than goods, can a people leave to posterity, over which they will have some reason to exhibit a degree of thankfulness. Choose therefore between a road requiring an everlasting rebuilding and repairing, of which future generations may or may not be appreciative, and one that is undeniably permanent and of which there is no possibility of a want of approval.

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A Railroad On Paper.

There has been cosiderable railroad built on paper from Myrtle Point out to Douglas county, but no rails have been laid as yet. As I am well acquainted with the country between Myrtle Point, Coos county, and Roseburg, Douglas county, would like to suggest that to branch off at or near Rackleff's mill, run up the North Fork of the Coquille river to Gravel Ford, thence follow the East branch of said stream to near the summit of the Coast Range; about four miles west then take the North branch and pass through a saddle in the coast Range, thence around east side of Coast Range, bearing downward and strike the level at the Roland Flournoy place, thence east through Looking Glass valley on to Roseburg, would be a practical route and would run through a vast body of fine timber, and would be much the shortest route that could be had from Myrtle Point and Coquille valley to Roseburg.

A SUBCRIBER

Surgeon's Knife Not Needed.

Surgery is no longer necessary to cure piles. De Witt's Witch Hazel Salve cures such cases at once, removing the necessity for dangerous, painful and expensive operations. For scalds, cuts, burns, wounds, bruises, sores and skin diseases it is unequalled. Beware of counterfeits. R. S. Knowlton.

Early Rush.

Port Townsend, March 13.—The rush to the Klondike has already commenced. The steamship City of Seattle sailed this morning for the north with a passenger list of 200 and 60 horses. As the big steamer sailed away from the wharf the crowd aboard cheered as lustily as did those who departed from here at the birth of the excitement three years ago.

Many of those going North today already own mining properties in Alaska and the British possessions. Others are going to try their luck. Quite a number of women were among the passengers.

For Sale!

Eleven head of milchcows, at $30 per head. Fourteen yearling hiefers and other stock.

J. E. Fisher. Parkersburg.

NOTICE OF FINAL SETTLEMENT.

NOTICE is here by given that the undersigned has this day filed his final account in the matter of the administration of the Estate of Adam A. Wimer, deceased, and that the County Court for Coos county, Oregon, has appointed Monday, April 7, 1902, that being the first day of the 1902. April term of the County Court for Coos county, Oregon, as the day for hearing objections to said final account and for the settlemet of said state. Dated March 4, 1902. G. W. WIMER.

Administrator de bonis non of the Estate of Adam A. Wimer, deceased.

In the Circuit Court of the State of Oregon, In and for the County of Coos.

George E. Hathaway, Plaintiff, vs. Minnie Hathaway Defendant. } Suit in equity for divorce.

To Minnie Hathaway, the above entitled Defendant:

IN THE NAME OF THE STATE OF OREGON:

You are hereby notified that you are required to appear and answer the complaint filed against you in the above entitled suit in which George E. Hathwayis plaintiff and you, Minnie Hathaway, are defendant, within six weeks from the date of the first publication of this summons, towit; Within six weeks from the 4th day of March 1902, the same being the date of the first publication of this summons; and if you fail to appear and answer on or before the 15th day of April, 1.02, the same being the last day of the time prescribed in the order for publication, a judgement will be taken against you for want thereof, and the plaintiff will apply to the court for the relief demanded in his complaint, a succinct statement of which is as follows: That the marriage contract now existing between you and plaintiff be dissolved.

Service of this summons is made by publication in pursuance of an order made by L. Harlocker, County Judge of Coos county, Oregon, dated the 1st day of March, 1902, and directing publication of the same in the Coquille City HERALD, a newspaper published at Coquille City, in said Coos county, once each week, for a period of six weeks.

A. J. SHERWOOD.
Attorney for Plaintiff.

NOTICE OF FINAL SETTLEMENT.

NOTICE is hereby given that the undersigned has filed his final account in the matter of the administration of the estate of John Radabaugh, deceased, and that the County Court for Coos County, Oregon, has appointed April 7, 1902, that being the first day of the 1902. April term of said court, as the day for hearing objections to said final account and the settlement of said estate.

Dated February 17, 1902.

HENRY J. RADABAUGH,
Administrator of the estate of John Radabaugh, deceased.

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NOTICE OF FINAL SETTLEMENT.

NOTICE is heby given that the undersigned has filed his final statement as Executor of the last will and testament of James B. Greene, deceased, in the County Court of the State of Oregon, for Coos County, and that the said Court has ordered that the hearing of the same in said Court be set for the 7th day of April, 1902, at which time any objections to the same will be heard.

Coquille, Oregon, Feb. 22, 1902.

F. J. BIGELOW.
Executor of Estate of Jas. B. Greene, deceased.

NOTICE is heredy given that the undersigned has filed his final statement as Guardian of the estate of Catherine Alma Greene, a minor, in the County Court of the State of Oregon for Coos County, and that the Judge of said Court has fixed the itme for hearing the same in said Court on the 7th day of April, 1902, at which time any objections to the same will be heard.

Coquille, Oregon, Feb. 22, 1902.

E. J. BIGELOW,
Guardian of the Estate of Catherine Alma Greene, a Minor.

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