Coquille City Herald.

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DENTIST

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GOOD ROADS BY FEDERAL GOVERNMENT

[Continued from last week.]

It will be observed that if the Government would issue bonds, $100,000 000 at 2 per cent, it would be a tax of 2½ cents per capita to meet this annual charge, a mere bagatelle.

Will anybody tell me why the United States Government should not construct good roads in the various States and Territories? Is thare any difference in thus applying public money and applying it to creeks, branches, and rivers? Both are to expedite transportation to help interstate and foreign commerce.

Suppose the $400,000 000 (perhaps more) spent in the Philipdine requisition had been turned loose, under the well-directed efforts of some executive department of the Government, for construction of good roads, does anyone for a moment question which would have been the more beneficial to the people of this country? We have spent $450,000,000 on rivers and harbors, millions for railroads, immigration, irrigation, foreign commerce, mail facilitates, and are going to spend hundreds of millions for an isthmian canal—all worthy objects—and yet not a cent in a century for good roads. Public health appeals for it. It is no exaggriation to say that public roads leading to towns and cities contain cesspools of disease, microbe incubators, and germ-life preservers.

I repeat, tell me why we should not have good roads constructed under the supervision of the Government. Are not creeks, bayous, spring branches made navigable by the magic touch of the river and harbor bill? Only about $80,600,000 was appropriated last week. Do they not dam and lock streams to improve transportation? Is it not for the public good? But any more than would be public roads?

Submit today to the voters of the United States taxpayers a proposition for appropration of $200,000,000 for good roads on the one hand, or for an isthmian canal on the other, as popular as the latter is, and good roads would win 10 to 1.

As much good as the great cannal would do, it shrinks into diminutive proportions compared with the enthusiasm for good roads.

As said a man of distinction respecting this great question:

Our people lead the world in almost everything else, but in this matter of building common roads they bring up the very rear of the procession. For instance, it is only 14 miles from the national capital to Mount Vernon, the home and final resting place of Washington. Though he has been dead more than a hundred years, the road between the capital and Mount Vernon has not been improved to any perceptible degree since he died. It is circuitous and at times almost impassable. The time has come when the General Government should again take up this work and expend some reasonable proportion of its great revenues in building up the main roads of the country. This is especially desirable in view of the fact that new and wonderful invention have been brought forward within the last two years by which inanimate power can be applied in place of animal power upon these high-ways. with the bicycle, the automobile, the traction engine, and the suburban street car, we have many new vehicles the like of which was never known in the earlier days.

Now, when we remember that New York is nearer to San Francisco than it was to Baltimore seventy years ago, when the one exchanges goods with the other every hour of the day, when we can travel more miles in a day than we could in sixty days then, when we can now whisper across the continent, we may think that it was the inventive genius alone of such men as Watt, Stephenson, Fulton, Bell and Edison; but not so, "We have directd the national hand and loosened the encouragement of improved industrial methods, to the establishment of great commercial centers, and in certain directions have so extended national aid as to enlarge and quicken the means of all transportation except that on public roads, and have expended millions to provide outlets for the accumulating inland trade. It was good statesmanship to do it. Yet it was less statesmenship that inspired it than it was the insistence of capital for Government aid.

As said a writer on this subject, in substance:

The Government has saved time, lightened labor, abridged distance in the operations of the banker, the merchant, the professional man, the manufacturer, yet has done practically nothing to allay the complaint of the farmer or to elevate his industrial condition.

He is too far from the Government; he is not in touch with it. He still travels the same road in some sections that was a better highway twenty-five to one hundred years ago than it is today. A precedent has already been set by the Government, even were it needed, to establish its right to enter into such construction.

During the early years of the Republic the National Government appropriated only about $14,000 000 for the contruction of the national highway to connect the capital with the distant parts of the country. The longest road ever built by any Government in any country in the world was built by the United States from Cumberland, Md., through Maryland, Pennsylvania, Ohio, Indiana, Illinois, to St. Louis. This was not only the longest straight road ever built, but the best road ever built in America. It was productive of the greatest good in its day and generation, but owing to the differences in the minds of the leading statesmen of that day the work was finally abandoned, and for two generations past the General Government has done but very little or almost nothing towards the construction and maintenance of the highways of the country. As a result the great Cumberland has fallen into decay, and there has been less progress made in the science and art of public road building in the United States from that day to this than in any other industry or department of knowledge.

The concentration of population and wealth in great cities would be largely overcome if the country districts should have their fair share of the appropriation of public money, and the consequent improvement of the country roads that would follow.

Transportation is the prime factor of civilization and wealth. No country can afford to neglect it, and no country can afford to neglect its agricultural interests—least of all can the United States do so.

This great interest is declining in the United States. If nothing else indicated it the steady increase of the percentage of urban population demonstrates it. In the beginning of the nineteenth century one-twentieth of our population was urban; today one-third live in cities of 8000 inhabitants and over, and there was 100 per cent increase between 1880 and 1890. To the want of good country roads is this condition largely attributable.

To the Congress of the United States the question of public roads seems a matter of small concern. But it is because its attention has not been invited and invoked to it by the great farming interests of the country.

They must organize as manufacturers do—make their requests known, and, in a business way, be heard.

Their produce can be and is moved thousands of miles at a less cost than it costs them to haul the same weight from their barns to their railroad stations.

In the great state of New York, according to the census of 1890, the value of the farm crops was exceeded by only four States, and the disproportion between the wealth of country and town was such that the value of farm lands was less than 8 per cent, and that of incorporated cities and towns was 92 per cent of all the taxpable valus.

Certainly good public roads would have improved these conditions.

It must be obvious that improved means of transportion to local markets would give great relief to the farmer. Such difficulties as beset him in the wagon road—the necessity of light loads, wear and tear on live stock, long delays, mud blockades, broken axles, extra trips—would be tolerated by no other class of our citizens.

Yet public roads are placed in his immediate care, as if he alone had any more special interest in them than others, as if he alone should keep up repairs at his expense, when the truth is the public is quite as much interested as he and should as much as he bear the burden of construction and repair. Public roads, unlike the magnificent lines of transportation, unlike telephone and telegraph lines, are institutions of the body politic, and yet thus far the General Government has denied them even a modicum of support that it has showed upon schemes of private capital.

Again, the great volome of internal trade goes over the common public dirt road. It exceeds all the countless tons of freight of all the railroads in the country, as well as of the steamboats, for besides this freight which is first hauled over dirt roads to railroad stations and river wharves, there is still a large tonnage that never reaches either the station or the wharf, but is carted to local market for home consumption.

With these views, which may be crude, I shall continue so long as I have the mental capasity and physical force to press for Government construction of public highways, believin, as I do, that it is just and right and that under the operation of such a law good roads would be an accomplished fact; the country people—the farmeas of this coun ry—would receive some portion of that consideration that is due them, and that prosperity would not be piebald and in pitches, but the whole country would blosson like a rose.

[Continued next week.]

Miners, Attention.

It behooves every miner in Southern Oregon to have his mine surveyed out and marked with reference to section and township lines. Timber applicants are today filing claims on many of your mines, and will obtain title hereto, if the miner should not notice the advertisement in some of the county papers. A mass meeting should be held and steps taken to protect this great mineral domain from being unlawfully taken away under false pretenses. Let everyone who has the best interests of the country at heart speak out and assist to save their rights.

Taken from the Oregon Mining Journal of May 24, 1902: Mines of precious metals belong to the eminent domain of the political sovereignty.

By the act of congress of July 26, 1866, the general government extended to all in possession of mining claims, and all subsequently locating and denouncing mines containing the precious metals, a guarantee of protection in their occupancy so long as the mines are operated. The provisions relative to pre-emption of mining lands in said act and the amendments thereto are not obligatory. A patent for agricultural lands does not pass title to known deposits of precious metals. The failure of the government surveyor to segregate mineral from agricultural lands cannot operate to defeat the rights of occupant miners. Anterior to the passage thereof the general government in carrying out a policy redounding to the good, tacitly consented to the search for and development of the mines, and the courts, applying what has been often denominated "the common law of the mines" uniformly protected the rights of those engaged in mining for the precious metals. They recognized the binding force of the laws, customs and usages of the miners in all cases where these local laws, customs and usages did not conflict with written constitutions or legislative enactments. Taking into consideration the condition of the country and the importance of encouraging mining operations and the nonaction of the government, they held that these engaged in mining for the precious metals enjoyed a species of franchise in the mines, and that they held the same free from all molestation or interference of all parties save the general government. That the government has the exclusive right to control the mines has never been seriously questioned, the principal being conceded that the mines of precious metals belong to the eminent domain of the political sovereignty; as well as under the laws of Spain, as by the common law of England and the public law of the United States. The decision quoted from was rendered in December, 1865 and is a clear recognition by our highest judicial tribunal of the underlying principle upon which rests the rules governing this species of property which have had practical operation for nearly half a century. It follows, then, that the locators and operators of claims, quartz or placer, in controverey were invested with a franchise which the courts would protect and uphold. Thus they stood before the passage of the act of congress of July 26, 1886. By this act the mineral lands of the public domain, both surveyed and unsurveyed are declared to be free and open to exploration and occupation to all citizens of the United States and those who have declared their intentions to become citizens, subject to such regulations as may be prescribed by law.

As has before been stated, this act was the first direct and positive recognition on the part of the general government of the right of the citizen and the alien who had declared his intention to become such, to explore the public domain for the precious metals and to develop and operate mines when found. SHAD HUDSSN,

To the Coquille City HERHLD Bulletin please copy.

Emperor William is busy studying the great scrap-books of clipping and cartoon gathered from the visit of Prince Henry to America.

The Danish rigsdag has shelved the whole matter of the sale of the Danish West Indies until it meets again in the Fall.

Relics of Stone Age Found Near Valdes.

Tacoma (Wn.), May 30.—A remarkable discovery has been made on the shores of Prince William Sound, near Valdes, While a prospector named Leeds was out with a party of natives looking for mineral, they came to the entrance of a large cave, almost concealed from view by the talus of the cliff. Leeds entered the cavern and was astonished to find there fourteen wooden canoes, each canoe containing a body. Stone implements were found beside the bodies and stone slabs covered the canoes, everything indicating that the bodies had been placed there in the stone age.

A Real Friend.

"I suffered from dyspepsia and indigestion for fifteen years," says W. T. Sturdevant of Merry Oaks, N. C. "After I had tried many doctors and medicines to no avail one of my friends persuaded me to try Kodol. It gave immediate relief. I can eat almost anything I want now and my digestion is good. I cheerfully recommend Kodol." Don't try to cure stomach trouble by dieting. That only further weakues the system. You need wholesome, strengthening food. Kodol enables you to assimilate what you eat by digesting it without the stomach's aid. R. S. Knowlton.

Regular rehearsals are now being held in London for the coronation ceremonies.

Martinique was the native place of the ill-starred Empress Josephine, wife of Napoleon, and also the birth-place of the elder Dumas, probably the greatest of modern novelists.

Canada is wrestling with the prohibition problam since the British high courts decided that each province should decide for itself. Manitoba had agreed on a stringent prohibition act but when it came to the point of voting rejected it. Ontario is to vote on the matter in the Fall.

The civil law of Russia does not prescribe the death penalty, the worst form of punishment being banishment to penal colonies. The assassin who recently killed the Minister of Education was put to death, but in order to do this martial law had to be declared and the culprit was executed under the military regime.

In all the contradictory news of the condition of the young Queen of Holland thers is one note that has been consistent. It concerns her appetite which is enormous. The physicians now say that her illness will have no bad after-effects if she will curb her desire to eat. When in good health the Queen is said to eat six meals a day.

Spring Fever.

Spring feaver is another name for biliousness. It is more serious than most people think. A torpid liver and inactive bowels mean a poisoned system. If neglected, serious illness may follow such symptoms. DeWitt's Little Early Risers remove all danger by stimulating the liver, opening the bowels and cleansing the system of impurities. Safe pills. Never gripe. "I have taken DeWitt's Little Early Risers for torpid liver every spring for years," writes R. M. Everly, Moundsville, W. Va. "They do me more good than anything I have ever tried." R. S. Knowlton.

Athens, Tenn., Jan. 27, 1901.

Ever since the first appearance of my menses they were very irregular and I suffered with great pain in my hips, back, stomach and legs, with terrible bearing down pains in the abdomen. During the past month I have been taking Wine of Cardui and Thedford's Black-Draught, and I passed the monthly period without pain for the first time in years. NANNIE DAVIS.

What is life worth to a woman suffering like Nannie Davis suffered? Yet there are women in thousands of homes to-day who are bearing these terrible menstrual pains in silence. If you are one of these we want to say that this same

WINE OF CARDUI

will bring you permanent relief. Console yourself with the knowledge that 1,000,000 women have been completely cured by Wine of Cardui. These women suffered from leucorrhoea, irregular menses, headache, backache, and bearing down pains. Wine of Cardui will stop all these aches and pains for you. Purchase a $1.00 bottle of Wine of Cardui to-day and take it in the privacy of your home.

For advice and literature, address, giving symptoms, "The Ladies' Advisory Department," The Chattanooga Medicine Co., Chattanooga, Tenn.

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I have had over THIRTY YEARS' experience in Local and General agency work in Insurance matters, and all business entrusted to me will receive prompt attention. Policies issued at this office for all the above Fire Insurance Companies.

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First-Class Article of Red Cedar Shingles Furnished on Short Notice and at Popular Price.

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ARE YOU DEAF?

ANY HEAD NOISES?

ALL CASES OF

DEAFNESS OR HARD HEARING ARE NOW CURABLE

by our new invention. Only those born deaf are incurable.

HEAD NOISES CEASE IMMEDIATELY.

F. A. WERMAN, OF BALTIMORE, SAYS:

BALTIMORE, Md., March 30, 1901.

Gentlemen:—Being entirely cured of deafness, thanks to your treatment, I will now give you a full history of my case to be used at your discretion.

About five years ago my right ear began to sing, and this kept on getting worse, until I lost my hearing in that ear entirely.

I underwent a local treatment for catarrh, for three months, without any success, consulted a number of physicians among others, the most eminent ear specialist of this city, who told me that only an operation could help me, and even that only temporarily, that the head noises would then cease, but the hearing in the affected ear would be lost forever.

I then saw your advertisement accidentially in a New York paper, and ordered your treatment. After I had used it for a few days according to your directions, the noises ceased, and to-day, after five weeks, my hearing in the diseased ear has been entirely restored. I thank you heartily and beg to remain Very truly yours,

F. A. WERMAN, 729 S. Broadway, Baltimore, Md.

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Examination and advice free. YOU CAN CURE YOURSELF AT HOME at a nominal cost.

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A $65.00 Machine For $18.50 Cash with Order and Coupon

The Improved New High-Arm Self-Threading "Arlington" Sewing Machine

NEW HOME STYLE LATEST BEST CHEAPEST

STYLE No. 55. "ARLINGTON."

$18.50 and Coupon. Or send C. O. D. or on trial.

Shipped to anyone, anywhere, on 10 days' free trial, in your own home, without asking one cent in advance.

10 years' written warranty with each machine.

A strictly high-grade Sewing Machine, finished throughout in the best possible manner. It possesses all modern improvements, and its mechanical construction is such that in it are combined simplicity with great strength, thus insuring ease of running, durability, and making it impossible for the machine to be put out of order. It sews fast and makes a perfect stitch with all kinds of thread and all classes of material. Always ready for use and unrivalled for speed, durability and quality of work. Notice the following points of superiority.

The Head of the "Arlington" swings on patent socket hinges, firmly held down by a thumb screw. Strong, substantial, neat and handsome in design, and beautifully ornamented in gold. Bed plate has round corners and is inlaid or countersunk, making it flush with top of table. Highest Arm—Space under the arm is 5½ inches high and 9 inches long. This will admit the largest skirts, and even quilts. It is Self-Threading—Absolutely no holes to put thread through except eye of needle. Shuttle is cylinder, open on end, entirely self-threading, easy to put in or take out; bobbin holds a large amount of thread. Stitch Regulator is on the bed of the machine beneath the bobbin winder, and has a scale showing the number of stitches to the inch, and can be changed from 8 to 32 stitches to the inch. Feed is double and extends on both sides of needle; never fails to take goods through; never stops at seams; movement is positive; no springs to break and get out of order; can be raised and lowered at will. Automatic Bobbin Winder—Fills the bobbin automatically and perfectly smooth without holding the thread. Machine does not run while winding bobbin. Light Running—Machine is easy to run, does not fatigue the operator, makes little noise and sews rapidly. Stitch is a double lock stitch, the same on both sides; will not ravel, and can be changed without stopping the machine. Tension is a flat spring tension, and will admit thread from 8 to 150 spool cotton without changing. Never gets out of order. The Needle is a straight, self-setting needle, flat on one side, and cannot be put in wrong. Needle Bar is round, made of case hardened steel, with oil cup at the bottom to prevent oil from getting on the goods. Adjustable Bearings—All bearings are case-hardened steel and easily adjusted with a screw driver. All lost motion can be taken up, and the machine will last a lifetime. Attachments—Each machine is furnished with necessary tools and accessories, and in addition we furnish an extra set of attachments in a velvet lined metal box, free of charge, as follows: One ruffler and gatherer, one binder, one shirring plate, one set of four hemmers, different widths up to ¾ of an inch, one tucker, one under braider, one short or attachment foot, and one thread cutter. Woodwork of finest quality oak or walnut, gothic cover and drawers, nickel-plated ring drawers, dress guards to wheel, and device for replacing belt.

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OUR GREAT OFFER. $18.50 is our Special Wholesale Price, but in order to introduce this high-grade sewing machine, we make a special coupon offer, giving every reader of this paper a chance to get a first-class machine at the lowest price ever offered. On receipt of $18.50 cash and coupon, we will ship the above described machine anywhere securely packed and crated, and guarantee safe delivery. A ten years' written warranty sent with each machine. Money refunded if not as represented after thirty days' test trial. We will ship C. O. D. for $19.50 with privilege of twenty days' trial on receipt of $5.00 as a guarantee of good faith and charges. If you prefer thirty days' trial before paying, send for our large illustrated catalogue with testimonials, containing fully how we ship sewing machines anywhere to anyone at the lowest manufacturer's prices without asking one cent in advance. The best plan is to send all cash with order, as you then save the $1.00 discount. Remember the coupon must be sent with order.

Coupon No. 2970 Good for $5.00 If sent with order for Arlington Sewing Machine No. 55.

Or make your order through the Herald, without extra cost.