

Coquille City Herald.

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NO 50

DENTIST
J. Curtis Snook, D. D. S.
Office over Johnson, Dean & Co's market, Coquille, Oregon.

G. D. Holden,
Lawyer.
U. S. Commissioner
General Insurance Agent.
Notary Public.
Office in Robinson Building, Coquille, Oregon.

A. J. Sherwood,
Attorney-at-Law.
Coquille City, Coos County, Oregon.
Notary Public.

John F. Hall,
Attorney-at-Law.
MARSHFIELD, OREGON.
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cemetery lots enclosed with stone coping or curbing. Iron railings furnished to order. Correspondence solicited from parties living in the country or other towns who may wish anything in my line of business.

To the Unfortunate
Dr. Gibbon
This old reliable and most successful specialist in San Francisco, still continues to cure all Syphilis, Seminal Diseases, such as Gonorrhoea, Gleet, Stricture, Syphilis, in all its forms, Skin Diseases, Nervous Debility, Impotency, Seminal Weakness and Loss of Manhood, the consequences of self-abuse and excesses producing the following symptoms: Salivary countenance, dark spots under the eyes, pain in the head, ringing in the ears, loss of confidence, diffidence in approaching strangers, palpitation of the heart, weakness of the limbs and back, loss of memory, pimples on the face, constipation etc.

WANTED INVENTORS
To write for our confidential letter before applying for patent; it may be worth money. We promptly obtain U. S. and Foreign PATENTS and TRADE MARKS or return ENTIRE amount of money. We also do all the legal work and we send an IMMEDIATE report on patentability. Persons need not be legal inventors and we give the best legal service and advice, and our charges are moderate. Try us.
SWIFT & CO.,
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Opp. U. S. Patent Office, Washington, D. C.

GOOD ROADS BY FEDERAL GOVERNMENT

(Continued from last week.)

As illustrating what I would desire to say on the subject of good roads, I take the liberty of inserting herein an able address delivered at Charlottesville, Va., the 4th of April last, before the Jefferson Memorial Good Roads Association, by Hon. Binger Herman, of Oregon, who represented the state in Congress for a number of years, and who is at present the Commissioner of the General Land Office of the United States. He has given this subject much careful thought, and I invite the attention of the House to his address, which now follows:

Mr. President and gentlemen of the Jefferson Memorial Association of Virginia, in this age of invent on genius, wonderful industrial development and marvelous riches, and with a nation of people unexcelled for their energy, public spirit, and patriotism, incredible strides have been accomplished in almost every conceivable direction whereby the comforts and conveniences of all our people have been the happy result.

Among the advances something has also been done in a few sections of our country as to an improvement in our road systems. Various counties and some States have actively entered upon a campaign of education along these lines, and satisfactory results have ensued, and the good work still goes on, but in most of the States of the Union, however, a sad deficiency is manifest, and even the last century has not contributed for good roads the proportionate stimulus which it has conferred on other material and industrial development. We justly boast of our magnificent railway and waterway communication, but let it not be forgotten that these are of little avail to the one who can not conveniently and cheaply reach them. This is evidence in the difference between fairly good roads and railways.

The average cost of transportation by rail is now one-half of a cent a ton a mile, while that by the wagon road is ten or twenty times as high, while on some roads the cost of transportation is prohibitive, there is a lack of uniformity in the road systems of the different counties and States, which vary as much as the condition of the numerous roadway themselves. Unless this is remedied there will continue to exist indefinitely an obstacle to improved facilities for road travel whereby permanent, continuous, and easy transit may be assured direct from one community to another and from one portion of the country to the remotest confines of our common country. To that individual or corporation that may achieve this success there will be due the lasting gratitude and the devout blessings of endless posterity. If I were possessed of prophetic I should say that the hour of relief is near at hand and that to the National Good Roads Association shall we be indebted for the consummation of the end so long desired.

It is not so much the construction of roads that is needed as it is the construction of good roads. As an economic proposition, it may be said that a bad road is decidedly more costly than a good road. If I were asked my opinion of any section of country, I should first desire to know as to the system and condition of its roadways. Communities are poor in proportion as they are remote from transportation facilities. Cheap transportation means freer competition, and freer competition means freer and quicker transit between the market place, the farm, and the factory. Good roads mean a larger margin of profit to the producer and the manufacturer and also an easier rate to the consumer. Good roads mean appreciation in land values. Good roads also encourage production and induce population and social advantages. Good roads invite improved vehicles and require less power. It is estimated that 15 cents a ton per mile represents the difference between a first-class good road and the common country road.

By authority of the Agricultural Department officials the significant assertion is made that 99 per cent of the entire roadway mileage of this country is practically unimproved so far as we may define good roads. If this be only partially true, the hour can not strike too soon for the people to awaken to the real situation which confronts them. The great railroads have been liberally aided by our Government, and the waterways have received a generous recognition also. Let the next problem be, What shall we do for the people's roadway.

PIONEER ROADWAY.
It was my lot to have been one of the early pioneers in the country west of the Rocky Mountains and in the dense forests facing the waters of the Pacific Ocean. It was necessary that we cross the rugged Coast Range to penetrate the interior, first upon Indian trails and often along the wellbeaten highway traversed by the elk, then so frequently seen upon the western confines of the Republic. Later on, as the pioneer element increased, we blazed, cut out, and established our own trails, following easier gradients than those of our aboriginal. Thereafter followed the rude wagon road upon grades and curves still better, though often the vehicles were elevated and lowered over precipitous cliffs and carried around mountain sides. Even this crude beginning indicated an advanced stage in the pioneer settlement. The cross-cut saw, the shovel and the pick, and the grubbing hoe, with the ax and handspike, represented the implements in use. These, with the muscle and energy of the hopeful American pioneer, prepared the way from one community to another and thence to the highway of the territory. Imperfect implements, scanty meals, few neighbors, and general lack of skill and uniformity made slow progress. Even as population increased and improved methods and more plentiful means were obtainable there was yet missing the essential method requisite for good roads.

Necessity is the mother of invention, it is said, and to the pioneer this same necessity is often a blessing in disguise. It enabled us to reach the most inaccessible places and to establish routes which at first seemed impossible. Yet, with increased demands and with fifty years' expenditure of labor and liberal contributions of money, the roads continue rough, unsatisfactory, and costly to the people who use them. While the advances of improved methods are noticeable everywhere and bring ease and comfort and success in all other enterprises yet, with few exceptions, the country at large still moves upon roadways discreditable in the fair weather of summer and almost impassable and too often invisible in the inclement season of winter.

Railroad to Coos Bay.

It is announced that the long-deferred railroad from Coos Bay to Roseburg will be built in the near future. This is one of the enterprises, somewhat like that of the railroad to Astoria, and that now incubating into the N-halem country and to Tillamook, that are projected and talked about for a long time before they materialize. But the time for those projects ripens, and they cannot always be deferred. It is doubtful if Coos Bay will ever be the terminus of a great transcontinental railroad system, indeed it probably will not be, within the next half a century but there is, or may be created, a local demand and an export for this railroad from the Rogue River Valley over to the coast. There is an immense amount of timber lands are yet being surveyed and sold. When cleared there is also a large aggregate area of farming and dairy land, and fruits grow to perfection in many localities up there. In brief, it is a rich and as yet but slightly developed region, in these respects much like that which the Portland-Tillamook road will traverse.

Oregon needs and eventually will have, a number of these local or branch railroad lines, steam or electric. Many hundreds of miles of such roads are to be built during the next few years, some in Western and some in Eastern Oregon.

The building of this Roseburg-Coos Bay line will contribute very materially to the development and settlement of that now almost wild region, and will help to bring Douglas and Coos Counties to the front as among the richest and most desirable counties of the state.—Evening Telegram.

Awards For Oregon

Charlotte, S. C., June 2.—The final reports of the committee of awards for the North Carolina Interstate and West Indian Exposition give to the State of Oregon and Oregon exhibitors a larger present age of medals and premiums than to any other state. The list includes one diploma of highest award, 64 bronze medals, 43 silver medals, 55 bronze medals and 90 diplomas of honorable mention—a total of 253 medals and diplomas. The classifications under which these awards were made include Agriculture, Birds, Foods and Accessories, Horticulture and Pomology, Forestry, Mines and Metallurgy, Chemicals, Furniture, Education Engineering, Oil Paintings and Installation.

This list is wide one and it is something indeed, it is much to have conferred so extensive a field and to have won honors in so many and such various departments. It is a result which justifies the boast of every Oregonian who has seen the state exhibit here, that it surpasses competition, not only as a whole, but in many of its departments.

The arrangement and management of the Oregon exhibit have been in perfect keeping with the quality of things displayed. Our best horticultural authority, Mr. Dusch, has been in attendance at the Oregon headquarters every day of the "exposition, and inquires growing out of our horticultural display have had not only intelligent but prompt and interested attention. In the line of forestry, too, Mr. Johnson has, by his constant presence, been able to turn the interest created by our exhibits to the largest possible account.

The main purpose in the making of this exhibit was the demonstration of Oregon's productive capabilities. To this end the state had been ranged over with the greatest care and the collection justified the labor. Not only our timber and our fruits, but our field products, our minerals and a hundred other things were beautifully and adequately represented and under such novel, artistic and striking arrangements as to charm as well as instruct every visitor.

Largely as the award favors Oregon it makes no surprise here, for the general superiorities of the Oregon exhibit is universally admitted, and has been from the first.

A Real Friend.
"I suffered from dyspepsia and indigestion for fifteen years," says W. T. Sturtevant 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 weakens 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.

"Automobile killings" has become

a standing headline in the big dailies, and the killings increase all the time.

One man is said to have made a million dollars in the May corner in oats in the Chicago Board of trade. We take it that he feels his oats.

Siam is to send a prince to visit us. If the potentates are not less promiscuous they will make royalty a drug on the American market.

Two Frenchmen have published a book to prove that love is caused by a germ. If true, the germ must be very unequally distributed among the girls.

Secretary Root's order reducing the total of our standing army by 10,790 will be popular, even if some men do say it was inspired by the coming Congressional elections.

The scientists may fall down in trying to predict volcanic eruptions, but no mistake is ever made in predicting political eruptions. The country is now preparing for one.

Ambassador Choate doesn't appear to have caught any of the numerous coronation fool-fads that have caused other Americans in London to make monkeys of themselves.

It is not surprising that the politicians should regard as significant the action of Hon. Grover Cleveland in agreeing to leave his fishing and make a political speech before a new club on the 19th inst.

It seems that even doctors do not always know what to eat. A number of the guests at a banquet given in honor of Surgeon General and Mrs. Sterberg, by army surgeons, were violently sick for several days afterward.

There was no doubt about the realism in the show in which an actor in opening a red bottle of champagne shed real blood and nearly cut the end of his thumb off. There are lots of actors who are not familiar with opening champagne.

Maj. Berthelot, a member of the French Rochambeau Commission, who slipped on a polished floor, at the Boston navy yard, and broke his leg, is doubtless inclined to think that things can easily be slicked up too much when preparing to entertain foreign visitors.

Senator Depew said, in an address to a class of law graduates, on the subject of marriage: "The meanest piece of cowardice is to take to the altar a young woman and expect her to bear one-half the expenses of keeping up the household establishment. When you can pay it all, wade right in."

Spring Fever.

Spring fever 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. Dr. Witt'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 Dr. Witt's Little Early Risers for torpid liver every spring for years," writes R. M. Evers, Moundsville, W. Va. "They do me more good than anything I have ever tried." R. S. Knowlton.

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

AGENTS: Capt. O. H. Willard, of the steamer Welcome on the upper river. Capt. W. K. Pauter, of the steamer Venus, on the lower river and C. M. Skeels, for Coquille City.

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: "I was 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 ring, and this kept on getting worse, until I lost my hearing in this ear entirely. 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 one 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 accidentally in a New York paper, and ordered your treatment. After I had used it only 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, 730 B. Broadway, Baltimore, Md.

Our treatment does not interfere with your usual occupation. Examination and advice free. YOU CAN CURE YOURSELF AT HOME at a nominal price. INTERNATIONAL AURAL CLINIC, 596 LA SALLE AVE., CHICAGO, ILL.

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10 years' written guarantee with each machine.

A strictly high-grade Sewing Machine in the best possible manner. It possesses all the mechanical construction in such that it is combined simplicity with great strength, thus insuring ease of running, freedom in a flat spring tension, and makes a perfect stitch with all kinds of thread and material, and is always ready for use and untroubled 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, red plate has rounded corners and is inlaid or counter-sunk, making it flush with top of table. Highest Arm—Space under the arm is 3 1/2 inches high and 3 inches long. This will admit the largest skirt, 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-lubricating, easy to put in or take out. Bobbin holds a large amount of thread. Stitch Regulator is on the head 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 22 stitches to the inch. Feed is double and extends on both sides of needle, never fails to take thread through, never stops at sewing movement is positive, no ripples to break and get out of order; can be raised and lowered at will. Automatic Bobbin Winder—Feeding the bobbin automatically and perfectly smooth without halting the thread. Machine does not run while winding bobbin. Light Sewing—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 unravel, and can be changed without stopping the machine. Needle is a flat spring tension, and will admit thread from 8 to 120 spool count without changing. Never gets out of order on the goods. Adjustable Bearings—All bearings are case-hardened steel and easily adjusted with a screw driver. All the 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: Letting foot, 3/4 of an inch, one tucker, one under-bleeder, one short or stretch foot, and one thread cutter. Washboard of best quality oak or walnut, guttie cover and drawers, nickel-plated rings to drawers, dress guards to wheels, and device for replacing belt.

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OUR GREAT OFFER. \$22.50 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 insured, and guarantee satisfactory service. If you prefer thirty days' trial before paying, send for our large illustrated catalog with testimonials, explaining fully how no ship sewing machines anywhere to you one at the lowest manufacturer's price without adding 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.

124 Market Street, Memphis, Tenn., April 14, 1901. In February, 1901, I got one bottle of Wine of Cardui and one package of Theodor's Black-Draught. I had been married fifteen years and had never given birth to a child until I took Wine of Cardui. Now I am mother of a fine baby girl which was born March 21, 1901. The baby weighs fourteen pounds and I feel as well as any person could feel. Now my home is happy and I never will be without Wine of Cardui in my house again. Mrs. J. W. C. SMITH.

For advice and directions, giving symptoms, see The Ladies' Advisory Department, The Chattanooga Medicine Company, Chattanooga, Tenn.

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The greatest ambition of American men and women is to have homes blessed with children. The woman afflicted with female disease is constantly menaced with becoming a childless wife. No medicine can restore dead organs, but Wine of Cardui does regulate derangements that prevent conception; does prevent miscarriages; does restore weak functions and shattered nerves and does bring babies to homes barren and desolate for years. Wine of Cardui gives women the health and strength to bear healthy children. You can get a dollar bottle of Wine of Cardui from your dealer.

WINE OF CARDUI
124 Market Street, Memphis, Tenn., April 14, 1901. In February, 1901, I got one bottle of Wine of Cardui and one package of Theodor's Black-Draught. I had been married fifteen years and had never given birth to a child until I took Wine of Cardui. Now I am mother of a fine baby girl which was born March 21, 1901. The baby weighs fourteen pounds and I feel as well as any person could feel. Now my home is happy and I never will be without Wine of Cardui in my house again. Mrs. J. W. C. SMITH.

For advice and directions, giving symptoms, see The Ladies' Advisory Department, The Chattanooga Medicine Company, Chattanooga, Tenn.

Corn is the most valuable cereal crop in this country, with wheat, oats, barley, rye and buckwheat following in order.

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