

# Coquille City Herald.

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NO 52

**DENTIST**  
J. Curtis Snook, D. D. S.

Office over Johnson, Dean & Co's market, Coquille, Oregon.

**E. 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,**

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Monuments 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.

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Patent Attorneys,  
Opp. U. S. Patent Office, Washington, D. C.

**GOOD ROADS BY FEDERAL GOVERNMENT**

(Continued from last week.)  
NATIONAL AID.

It is claimed by many that the subject involves within it a project so vast that to be of uniform and efficient service throughout the various states a greater aid than that heretofore contributed by voluntary contributions, individual labor, or by road district and county or state taxes, is required. That the aid should not only be in material form but should embrace a concentration of effort as well as of idea. It is urged that this aid can best be accomplished through the cooperation of the General Government and that such assistance is indispensable, especially upon the principal routes of travel in the states and territories. That a judicious system, carefully devised by eminent engineers and applied to the more important and necessary routes, as may be mutually agreed upon between the state and national authorities, should be adopted.

For years the government has extended its generous attention to the improvements of the navigable waterways of the country in order that facilities for cheap transportation may be increased and improved, and it is further claimed that congress unjustly discriminates in failing to provide for the landways of the country. This is the reasoning which later on may have consideration in the national legislature. It may be said partly in reply that the general government in later years has manifested a very generous disposition to our railways, contributed some aid to wagon roads, by grants of public lands through congressional legislation. To railroads 197,000,000 acres have been granted, while of wagon roads 3,273,817 acres have been granted directly and indirectly to various corporations and states. Here it may be said as to this generosity toward wagon road grants that they were open to the serious objection that many of them in character and safeguard were grossly improvident, and were secured more for speculative purposes than for subserving the greatest possible good for the greatest possible number.

Even where in good faith, attempts have been made to establish roadways, based on such beneficence of the government, the construction has been operated upon a mistaken principle and upon incorrect and extravagant methods, and the instances are exceedingly rare where any one of such roadways has answered the real purpose for which it was intended, especially after the national aid in the recent past was justified and politic, it is vastly more so now, since the country has expanded to such gigantic proportions, and with such close relations and intermingling between all the parts. Interstate commerce has grown immensely, and the domestic traffic among our people is enormous. The people and the government are also nearer to each other. The generous policy of rural free delivery is the best evidence of this. The rural community is more than ever interested and anxious to be connected with the main highways and with the metropolis in the different counties in order to secure a free and regular delivery of the United States mails to their immediate homes. Never before has the general government approached so close to the fireside of the agricultural classes.

Then, again, the introduction of the automobile, the locomobile, and the bicycle has already induced a travel between the states which bids soon to become of great magnitude, and this attracts a public interest as well as a favorable sentiment to the condition of roadways remote localities. Heretofore it has been machinery on the railway and machinery on the waterway, but now it is machinery on the roadway. We have indeed entered upon a new era; an era which could not have been anticipated even twenty years ago. What was before a mere general interest will henceforth become the special interest of all classes and of the general government itself. It is now being considered by many eminent statesmen whether a comprehensive system can possibly be devised having in view permanency, uniformity, durability, and, above all, intelligence design as to the nation's roadways. A project for improved navigation on the waterways is approved at the central office of the engineering department at Washington City, and hence it is asked why, from the same central point, a national and interstate road system for the whole country might not also be formulated and approved with state cooperation and why competent engineering and scientific superintendence could not equally and satisfactorily follow.

It must be conceded that the difficulty at present is in lack of a uni-

form and approved road system between the states, as we find when we pass from the good and well-designed roads of one state upon the ill-constructed and wretched highways of another, and, worse still, where each county has an independent system of its own, for then we travel over as many different kinds of roads in a state as there are counties or road districts within it. Now almost every road supervisor has a system of his own, while some have no system at all. This suggestion of national aid and national supervision of roadways as made by many good road advocates would not only relieve the state or local authorities from road construction. There could still be recognized a distinction between the national and interstate roads selected and approved by the national authorities in cooperation with the state and local authorities, and those not so selected and improved might be left exclusively to the state and local authorities. In a brief time the system and superior methods provided for the greater highways would invite general approval among the people and would be applied to the local roads constructed everywhere. The spirit of improvement set by the greater system would penetrate and permeate the most remote communities. How far these views can be demonstrated to be practical time must tell. It must be admitted, however, that the subject is gradually becoming a national question. It was once local, but now it is general. All classes and all sections of our country have an interest in the roadways of the widely distant parts.

There is much in the criticism of the good road advocates as to existing conditions and much in their advocacy for national aid which should enlist the hearty sympathy of every good citizen. The careful and economic administration of national aid for national roads always exhibited by our fathers one hundred years ago should have been a more valuable lesson to those who legislate seventy years later. Should the government again be induced to return to its former participation in good road construction the most comprehensive system (practicable as well as uniform) should be adopted, and with such skillful directors as will be equal to the task and who will concentrate their best endeavors to the conscientious performance of the public trust. In the earlier days of the Indian wars—in the famous but ill-fated Braddock march from the Potomac to the Ohio—a Virginia road maker and surveyor, Colonel Washington, but later the founder of our nation, gave the colonies a lasting remembrance of the perilsous disadvantages in time of war of bad roads and as an obstacle in time of peace in reaching our extended frontier.

**THE FAMOUS NATIONAL PIKE.**  
The construction later of the famous national pike, almost a century ago, extending from certain navigable streams entering the Atlantic to the waters of the Ohio, traversing seven different states of the Union and covering 800 miles, is a model for good roads building to the present day. It followed the Braddock route long distances, and though costly in construction, it was enduring and designed upon the best approved models. It affords an illustration not only of how good roads should be made and what good roads can accomplish in any community, but what they can do in the upbuilding of a nation. Before its completion from four to six weeks were required to transport goods from Baltimore to the Ohio river, and the freight varied from \$6 to \$20 per hundred, while after the completion the time, as well as the cost, was reduced to one-half from Baltimore to Wheeling, and comfortable stage coaches carried mails and passengers between these two points in forty-eight hours' time. This road was the first through national highway ever constructed by this government, and it is significant in having had its initiation under the patronage of the immortal Thomas Jefferson and having been constructed to completion under the three illustrious Virginians—Jefferson, Madison and Monroe.

**JEFFERSON, THE ROAD BUILDER.**

It seems, therefore to be eminently appropriate that this great demonstration should be held at this point, near the line of that famous highway and almost in sight of the homes of these great Presidents. Thomas Jefferson himself was born near this route. He appreciated the necessity for good roads, and further realized that to make a system uniform and complete for all the country it must have national aid and appropriate legislation. He lived to see it a success and saw conveyed upon its well-planned grad—over its smooth and hard surface hundreds of thousands of

people and millions of wealth. He saw it break the barrier of the Appalachian Mountains and also become a bond of union between the East and West.

He saw it when as many as 20 4-horse coaches could have been counted at one time, and when large broad-wheeled wagons covered with white canvases and carrying often 10 tons of merchandise, drawn by six Castonoga horses of superb form and strength, were plainly seen at all hours of the day and at all points of the road, moving slowly, but surely, to the promised land of the West. It was indeed one vast and continuous caravan. He saw towns and villages spring up as it by magic, and substantial brick and stone taverns constructed at convenient points for the accommodation of the enormous traffic. He saw fulfilled to perfection the missions for which the road was designed. Twenty-five years after his time, the steam locomotive entered upon the scene and competed for the constantly increasing transportation. Paralleled highways for the iron horse quickly followed, and the glory and utility of this well remembered road largely ceased. One of the old residents along the route expressed his farewell in these lines:

"We hear no more of the clanging hoof  
And the staccato rattle of the  
For the steam king rules the troubled world.  
And the old pike's left to die."  
(Continued next week.)

The Boers are continuing to surrender in small bodies. The practice is to give them a hearty meal before they lay down their arms and with the ice broken the ceremony loses its frigidity.

Because of lack of help a farmer near Wichita, Kansas, despaired of getting his ripening grain out, until he decided on the time-tried plan of offering the hand of his beautiful daughter in marriage to the man who cut the most wheat in three days. She had the privilege of rejecting beforehand any of the contestants whom she personally disliked. The winning sutor worked ten hours a day, cut 100 acres and wore out three good teams.

A young Japanese scientist who is going with Dr. Jordan, the ichthyologist, to study the fishes of Samoa, was only a few years ago one of the juniors at Stanford University, but studied diligently and soon passed his college-mates.

C. K. Sober, of Lewisburg, Pa., known as the "Chestnut King" on account of financial successes in raising improved varieties of chestnuts, has been asked by the Agricultural Department at Washington to prepare a report on his cultural methods for a bulletin for free distribution by the Department.

The Pennsylvania railroad has issued a ukase against the exchange of kisses at its station at Jersey City and may extend the order to embrace all its lines.

Life says there are always two political parties; not so much because there are two sides to every public question as because there are two sides to every public office—the inside and the outside.

The labor unions of Manila have called a strike for a 50 per cent increase of wages, which are now from 2 to 5 times greater than before the American occupation, but the Filipino workmen who have just learned what it is to strike, say that it is just as easy to make a big "strike" as a little one.

The British government has decided not to require Krueger to take the oath of allegiance to King Edward, out of deference to his age and station. He and the other Boer delegates in Europe will be given safe conduct back to South Africa.

The Salem, N. C. College for Women has just celebrated its centennial anniversary, having been founded in 1802 by the Moravians, when there were but two special schools for women in the country, both in Pennsylvania.

Rev. Minot S. Savage recently commented severely on those men who relegate church-going to the women of the family. He said he wanted to rebuke those men "who hold religion as they do their property, in their wife's name."

The St. Louis Fair authorities offer a prize of \$2,000 for the best design to be used as an emblem for the exposition, on stationary, seals, posters and the like.

Booth Tarkington, the Indiana novelist, has just been married and declares his intention of settling down on a farm to live the life of retirement, being surfeited with the pleasures of society. Mr. Tarkington is still a young man.

The Imperial Tobacco Company, the British tobacco trust, has decided to carry on an aggressive war against the American trust and has

invaded the latter's territory. Factories are to be built at many points in the tobacco regions of the South.

It was predicted that the extinction of the horse would follow the introduction of self-propelled vehicles, but so far it has resulted in the improvement of the horse and more attention to his development. New York evidently fears that the introduction of the automobile pre-figures the extinction of the human race judging by the outcry that is raised over the present rate of mortalities.

Josef Andrezskwerounitzka caused consternation among the Philadelphia immigration officials when they attempted to enter her name on the books last week.

From Irving, Oregon.

EDITOR HERALD: As ye scribe has wandered from home and Coos county, will send you a word from Irving, when my wife, baby girl and myself, accompanied by Brother Fellows are camped. Brother Bond, merchant at Irving, has kindly furnished us a cook stove and utensils and we live at home and board at the same place while we attend the U. B. campmeeting and conference being held here from June 12th to 30th. We are having a fine meeting. Souls are being brought into the Kingdom. Revs. Gregory, Crawford and Neff are the leading lights at these meetings, and some eloquent sermons are being offered to the people.

The country from Oakland north to and around Irving, which is six miles north of Eugene, is a nice looking country and at this writing puts on its best appearance, but give me Coos. We came out with team and wagon and had a good chance to take items in regard to crops, and I can truly say I saw no gardens equal to what I saw in Coos before we started. Dairying is quite an industry here. Grain looks well throughout the country. They have good roads here. We passed a rock crusher and traveled over roads built of crushed rock, and let me say no mud prevailed on said road.

People here think that the Coos Bay-Roseburg railroad will be a reality in the near future.

The Southern Pacific is doing a big business here, many trains pass and repass here at Irving. There are considerable real estate transfers going on in this section. Farms are being sold to men of capital. A number of California families have settled around here, and some from Iowa and different states, but for all purposes old Coos is good enough for me.

We were six days driving from Pleasant Hill to Irving, Lane county, just a nice pleasure trip.  
G. G. SWAN.

**Poisoning in the System.**

It is through the bowels that the body is cleansed of impurities. Constipation keeps these poison in the system, causing headache, dullness and melancholia at first, then unyielding eruptions and finally serious illness unless a remedy is applied. DeWitt's Little Early Risers prevent this trouble by stimulating the liver and promote easy, healthy action of the bowels. These little pills do not act violently but by strengthening the bowels enable them to perform their own work. Never gripe or distress. R. S. Knowlton.

**HOUSEWORK**  
Too much housework wrecks women's nerves. And the constant care of children, day and night, is often too trying for even a strong woman. A haggard face tells the story of the overworked housewife and mother. Deranged menses, leucorrhoea and falling of the womb result from overwork. Every housewife needs a remedy to regulate her menses and to keep her sensitive female organs in perfect condition.

**WINE OF CARDUI**

is doing this for thousands of American women to-day. It cured Mrs. Jones and that is why she writes this frank letter:  
Glendens, Ky., Feb. 10, 1901.  
I am so glad that your Wine of Cardui is helping me. I am feeling better than I have felt for years. I am doing my own work without any help, and I washed last week and was not one bit tired. That shows that the Wine is doing me good. I am getting fatter than I ever was before, and sleep good and sweet. Before I began taking Wine of Cardui, I used to have to lay down five or six times every day, but now I don't think of lying down through the day.  
Mrs. IRIS JONES.

**\$1.00 AT DRUGGISTS.**  
For advice and directions, address, price, etc., write to The Ladies' Aid Society, of The Chattanooga Medicine Co., Chattanooga, Tenn.

J. LAMB, Pres. L. HARLOCKER, Vice-Pres. G. W. WHITE, Cashier

**COQUILLE VALLEY BANK.**

CAPITAL - - - \$50,000

COQUILLE, OREGON

Does a general banking business. Has money to loan on approved personal and real estate security, buys county, town and school district warrants, draws notes, mortgages, deeds and all kinds of legal instruments—Notarial work.

Issues fire insurance at lowest rates in following companies: Etna, Springfield, Connecticut, Orient and Magdeburg.

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General Insurance Office, - - - Robinson Building,  
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Over Three Hundred Million Dollars Insurance Capital Represented.

HOME INSURANCE COMPANY, N. Y.	\$14,406,450.33
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TRADERS' INSURANCE COMPANY, CHICAGO	\$2,435,571.99
HOME F. & M. INSURANCE COMPANY, SAN FRANCISCO	\$1,037,715.38
FIRE ASSOCIATION INSURANCE COMPANY, PHILADELPHIA	\$634,250.99
EQUITABLE LIFE INSURANCE COMPANY, N. Y.	\$304,598,063.40

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.  
E. G. D. HOLDEN,  
General Insurance Agent

**Fishtrap Shinglemill,**

Young & Albee, Props.

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

AGENTS: Capt. O. R. Willard, of the steamer Welcome on the upper river. Capt. W. R. Panter, 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:

Baltimore, Md., March 30, 1901.  
Having been entirely cured of deafness, thanks to your treatment, I will now give you a full history of my case, to be of use to your readers.  
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.  
I underwent a treatment for earache, 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, as the head noises would be increased, 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 deafness in my right ear, after five weeks, my hearing in the deafened ear has been entirely restored. I thank you heartily and beg to remain  
Very truly yours,  
F. A. WERMAN, 735 S. Broadway, Baltimore, Md.

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

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

The Improved "Arlington" Sewing Machine  
NEW HOME STYLE  
LATEST MODEL  
SHIPPED TO ANYONE, anywhere, on 10 days free trial, in your own home, without risk, without cost in advance.  
10 years' written guarantee on each machine.

A strictly high-grade Sewing Machine finished throughout in the best possible manner. It possesses all modern improvements, and its mechanism is so simple and so such that it is as combined simplicity with great strength. It has the most perfect stitching, durability, and making it impossible for the machine to be put out of order. It sews just as well on thick material with all kinds of thread and all classes of material. Always ready for use and unexcelled 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. The plate has rounded corners and is finished or counter-sunk, making it flush with top of table. Highest Arm—space under the arm is 2 1/2 inches high and 9 inches long. This will admit the largest size of needle. Shuttle mechanism—Absolutely no holes to put thread through except eye of needle. Shuttle cylinder, open end, entirely self-adjusting, easy to put in or take out; holds holds a large amount of thread. Stitch Regulator is on the back of the machine; beneath the fabric; 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—Bobbin is wound, made of case-hardened steel, with set 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 the work is 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 No. 1 screw driver, all the work is taken up, and the machine will last a lifetime. One No. 2 screw driver, all the work is taken up, and the machine will last a lifetime. One No. 3 screw driver, all the work is taken up, and the machine will last a lifetime. One No. 4 screw driver, all the work is taken up, and the machine will last a lifetime. One No. 5 screw driver, all the work is taken up, and the machine will last a lifetime. One No. 6 screw driver, all the work is taken up, and the machine will last a lifetime. One No. 7 screw driver, all the work is taken up, and the machine will last a lifetime. One No. 8 screw driver, all the work is taken up, and the machine will last a lifetime. One No. 9 screw driver, all the work is taken up, and the machine will last a lifetime. One No. 10 screw driver, all the work is taken up, and the machine will last a lifetime.

**DON'T PAY HIGH PRICES FOR SAVE AGENT'S SHARE OF DEALER'S PROFITS**  
OUR GREAT OFFER. \$24.50 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 with each machine. Money refunded if not as represented after thirty days' trial. We will ship C. O. D. for \$2.50 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, explaining fully how we ship sewing machines anywhere to anyone at the lowest manufacturer's price without making one cent in advance. The last place to be sent all such with order, as you then save the \$1.00 "agent's" profit. Remember the coupon must be sent with order.

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