

ROAD PROGRESS

The Good Roads Association Committee Makes Statement of Conditions.

Last December the Coos County Good Roads Association appointed a committee to investigate the plan of expenditure of the Coos county bond fund and generally to investigate the road program in the county. This committee consists of A. H. Fowles, C. R. Peck, H. G. Kern, Chas. St. Dennis, Elbert Dyer, Oland H. Giles, and L. Harlocker, representing all the cities and sections of the county. Their report which has just been submitted is, in its material parts, as follows:

Supervision of Expenditure.
The County Court has turned over to the State Highway Commission the supervision of the bond moneys and the State has complete charge of all that work. To carry out this work in Coos county the State Highway Department has appointed the Road Master of Coos county as Assistant State Engineer to represent the State in the supervision of the expenditure of the bond moneys. The State prepares all plans and specifications and authorizes and audits all expenditures.

Engineering Costs.
The costs of survey work up to the time of execution of the contract is estimated, and thus far has proven to be about four per cent of the amount expended under the contract, with two per cent additional for engineering services and inspection during the execution of the contract. In other words, the total cost of surveying and inspection under the several contracts will amount to about six per cent.

Specifications for Highways.
The specifications are such as have been adopted by the State and recommended by the State Engineer. The standard width is 34 feet, with a maximum grade of five per cent.

Districts.
Coos county has been divided into five districts or projects upon which bond money will be spent as follows:
Project No. 1—Coquille-Marshfield Road, \$150,097.23.
Project No. 2—Bandon-Curry County Road, \$66,237.21.
Project No. 3—Coquille-Myrtle Point Road, \$47,691.87.
Project No. 4—Coquille-Bandon Road, \$49,814.19.
Project No. 5—Glasgow-Haynes Slough-North Slough Road, \$60,998.16.

Coquille-Marshfield Road.
Under this project it is proposed to complete the grade and alignment from Marshfield to Cedar Point. Three contracts are contemplated. The first contract, that of E. G. Perham, is for grade and alignment from Davis Slough to Coaledo. The total yardage of the Perham contract is about 175,000 cubic yards, of which Mr. Perham has already removed 97,800 cubic yards of earth and 4,418 cubic yards of rock, or practically 100,000 cubic yards. The average costs of the Perham contract, exclusive of engineering costs, is 34 cents per yard. It is assumed that the Perham contract will be completed during the summer of 1917. The contract from Coaledo to Cedar Point will involve the removal of about 175,000 yards of material, or about the same amount as that of the Perham contract. This contract will be let at once so that work may start early in the spring. It is also intended to let a contract in May, 1917, for one mile of hard surfacing from Marshfield south. Specifications for this hard surface contract have not yet been prepared.

Bandon-Curry County Road.
This proposed improvement extends over seven miles of road, and the work will consist of grading and putting in bridges. The road will be put on permanent grade and alignment. The estimated yardage to be removed is 78,000 cubic yards, with an estimated over-haul of 16,000 cubic yards, at two cents per cubic yard per 100 feet.

It is expected that there will be about \$20,000.00 left out of the allotment for this project, and after the contract is let, a further contract will be entered into for the expenditure of the remaining balance.

Coquille-Myrtle Point Road.
This road is the best piece of road in the County and the principal work will consist of re-shaping the crown and building to standard width at maximum five per cent grade.

It is not expected that it will be necessary to re-locate this road materially, although there are several low places which will be raised above high water. The largest item of expenditure will be about one mile this side of Myrtle Point where the road is close to the railroad, at which point the road will be raised and cross the railroad track with an overhead

County-Bandon Road.
The work on this road will consist of widening and grading on permanent grade and alignment from the first hill west of Coquille to Parkersburg, a distance of about twelve miles. The width of this road depends on the cost of the contract and available funds, and it may be necessary to make this road twenty feet wide instead of twenty-four.

At the time of the investigation by your committee complete plans had not been made, although the preliminary survey had been finished and topography taken.

Glasgow-Haynes Slough and North Slough Road.
This road will be improved for about nine miles and will connect at its northern end with the county road going to Labastida. Drawn, similar to the draw at Coal Bank Slough are contemplated at Haynes and Larson's Sloughs. The survey work on this project has not been completed and it is probable that with the funds for expenditures it will be necessary to cut down the width of the road to about eighteen feet.

Engineering Expenses.
Your committee believes that the bond moneys of the county are being wisely expended, and that the county is throwing every possible safeguard around the expenditure of these moneys. Individual members of your committee have heard considerable complaint over the county with reference to the expense of the engineer, but if the cost of engineering and inspection do not exceed six per cent of the expenditure, as now estimated, we believe that such amount will be reasonable.

Supervision System Abandoned.
As to the Road Master's office there seems to have been considerable conflict between the Road Master system and the Supervision system. However, we are advised that the Supervision system was legislated out of existence by our last legislature and that the road program will hereafter be in the hands of the County Court and its County Road Master; hence there is no good reason to discuss the conflict.

Favors Centralizing in Court.
However, your committee is unqualifiedly in favor of centralizing in the County Court the authority to carry out a county road program; we believe that this can never be brought about except through some system of supervision and execution whereby the County Court can have one man in charge of the grade who will organize the business as any other business should be organized. Along this line we learn that the Road Master has already installed a system of requiring reports from county road employees over the county showing when, where and what work was done.

The Road Master also stated that he hoped to have reports on file so that he could get out comparative costs from different parts of the county for doing similar kind of work, and thereby get a standard of work among the county employees. Your committee is impressed that this is a step in the right direction.

Road Organization for All Time.
The whole long and short of the matter is that road matters should be handled with the same organized effort that a business man would put into any other business involving the expenditure of a similar sum of money, and the whole system should be organized for one year, but with the idea of building up a business organization for all time to come. With this scheme in mind, all work should be made permanent as soon as possible in order that the least possible money may be spent annually in useless filling of chucks.

Friction With County Surveyor.
It also appears that there is considerable friction existing between the County Road Master and the County Surveyor's office. Your committee understands that some regulation of this matter was made by the last legislature, but we are not advised as to the exact status of each office. However, common sense would dictate that if the County Court is to be held responsible for the building and maintenance of roads that they should have the authority to lay the same out and should not be placed in a position of working at cross purposes with the County Surveyor.

Since the above was written, Mr. Murdock sends from Portland the welcome news that the State Highway Commission has provided that the State shall assume all expense for surveying and supervision on the roads to be constructed with the funds of our \$362,000 bond issue of last year. This will probably leave us \$20,000 more than we had expected for work on the roads. The state highway commissioners are certainly proving good friends to Coos county.

Don't forget that our 4-magneto offer at 2 bits still holds good.
Send the Sentinel to eastern friends

Thirty Thousand in Oregon.
From the Automobile Record we learn that thirty thousand more cars were registered in Oregon in the month of March than in the corresponding date last year. Of the total now, 2,376 new cars were registered in the three months of December, January and February, showing a gain of about 16 per cent in that time.

The Ford lead all others with a registration of 11,354, or 1,488 more than one-third. That this machine is still maintaining the lead is indicated by the 1,290 new cars registered in the past three months.

The Studebaker came next in total, with 2,098; but the Buick with 221 ranked second in new cars. Cars with between 1,000 and 2,000 registered total were as follows: Buick, 1981; Overland, 1946; Dodge, 1298; Maxwell, 1022.

Multnomah has the greatest number of cars, 10,592. In this line the same as in population and assessed valuation that county makes a round third of the Oregon total. The other counties having over a thousand cars are, Marion, 2,098; Umatilla, 1,550; Jackson, 1,217; Lane, 1,216; Clackamas, 1,118.

Coos county has 844 registered cars, of which 22 are new, and Curry 30, of which 2 are new.

New Law for Autos.

The following are some of the essential features of the new automobile law, enacted by the last legislature:

Slow-moving vehicles must keep as far to right of road as practicable, to permit swiftly-moving vehicles reasonably free passage to the left.

Before starting, driver must first see that there is room to turn or back into road, and must give visible and audible signals to warn on-coming vehicles of his intent.

Ambulances and physicians' autos are exempted from speed limits only when answering emergency calls.

Lights must be dimmed or so directed that rays shall strike the ground not to exceed 75 feet in front of vehicle.

No metal block, stud, cleat or bead is permitted to project more than a quarter of an inch from tire.

No glass, bottles, nails, tacks, hoops, wire or cans permitted to be thrown on highways.

No person, other than a law officer, permitted to climb into an auto or monkey with cranks or levers without the owner's or driver's permission.

No person under 15 years of age permitted to drive a car unless parent, guardian or owner are in the car.

Some Recent Legislation.

Following are some of the laws enacted and bills adopted at the recent legislative session:

To encourage establishment of shipping lines by municipalities by giving a bonus or direct aid.

Changing gasoline tax law to enable consumers of this State to buy at same rates as other States.

Act changing irrigation securities laws so that such projects can be undertaken in this State.

Law making it possible to manufacture denatured alcohol in this State from sawmill waste products.

Giving smelters rights of eminent domain and encouraging establishment of such industries here.

Law providing for licensing help fields and encouraging establishment of potato industry in Oregon.

Amending eight-hour and minimum wage law to allow operation of fruit canning and packing industries.

Defeating the alien land laws bill to prohibit Chinese and Japanese from owning lands in Oregon.

Oregon Mines in 1915.

According to the annual statement of the Geological Survey, Department of the Interior, on mining conditions in Oregon in 1915, now available for distribution, that State produced, from 95 mines, gold, silver, copper, and lead amounting to \$2,008,508, which is \$27,356 more than in 1914. The gold was valued at \$1,881,796; the silver weighed 117,947 fine ounces, the copper 451,172 pounds, and the lead 62,967 pounds. The details of mining in the State are given in the report which may be obtained on application to the Director, U. S. Geological Survey, Washington, D. C.

NOTICE TO CREDITORS.

Notice is hereby given that the undersigned has been duly appointed by the County Court of the State of Oregon, for Coos County, administratrix of the estate of E. D. Sperry, deceased, and all persons having claims against the said estate are required to present them, with the proper vouchers, to the undersigned at the law office of J. J. Stanley in the city of Coquille, Coos County, Oregon,

within six months from the date of this notice.
Dated and first published this 22nd day of March, 1917.
Helen Sperry,
Administratrix of the Estate of E. D. Sperry, Deceased.

NOTICE TO CREDITORS.

Notice is hereby given that the undersigned, by order of the County Court for Coos County, Oregon, have been duly appointed executor and administratrix of the last will and testament and of the estate of Catharina Figg, deceased; and that all persons having claims against said estate are hereby notified that they are required to present the same, duly verified and with the proper vouchers therefor, to the undersigned at the office of A. J. Sherwood, in Coquille, Coos County, Oregon, within six months from the date of this notice.
Dated this 19th day of March, 1917.
Emily A. Hersey,
Edward Johnson, V.
Executrix and executor of the last will and testament and of the estate of Catharina Figg, deceased. 1045

NOTICE OF FINAL ACCOUNT.

Notice is hereby given that the undersigned, executor of the last will and testament of S. M. Kirkpatrick, deceased; has filed his final account as such executor and the County Court of the State of Oregon, for Coos County has fixed Monday, the 2nd day of April, 1917, at the county court room in the county court house in the City of Coquille, Coos County, Oregon, as the time and place for hearing of objections to said final account and the settlement thereof.
Dated and first published March 2nd, 1917.
E. O. Hooton,
Executor of the Last Will and Testament of S. M. Kirkpatrick, deceased.

NOTICE TO CREDITORS.

Notice is hereby given that the undersigned has, by order of the County Court of Coos County, Oregon, been duly appointed administrator of the estate of Margaret A. Hudson, deceased; and that all persons having claims against said estate are hereby notified that they are required to present same, duly verified, and with the proper vouchers therefor, to the undersigned at the office of A. J. Sherwood in Coquille, Coos County, Oregon, within six months from the date of this notice.
Dated this 26th day of February, 1917.
C. D. Hudson,
Administrator of the Estate of Margaret A. Hudson, deceased. 715

Professional Cards.

- J. A. RICHMOND**
PHYSICIAN and SURGEON.
Richmond-Barker Building.
Coquille, Ore.
Phone, Office 628, Res. 214.
- GEO. E. RICHARDS**
ATTORNEY-AT-LAW
Money to Loan on Real Estate
Office in Robinson Building,
Coquille, Oregon
- W. C. CHASE**
ATTORNEY-AT-LAW
Richmond-Barker Bldg
Coquille Oregon
- DR. G. W. LESLIE**
Osteopathic Physician
Graduate of the American School of Osteopathy of Kirksville, Mo.
Office in Eldorado Block,
Marshfield Oregon
- DR. C. W. ENDICOTT**
DENTIST
First N.Y. Bank Bld'g Phone
Main 11, Coquille, Oregon.
- J. J. STANLEY**
LAWYER
Office in Farmers & Merchants
Bank Building, Coquille, Ore.
- A. J. SHERWOOD**
ATTORNEY AT LAW
First National Bank Building
Coquille Oregon
- Dr. F. G. BUNCH**
Dentist
Office in Bank of Myrtle
Point Bank building.
Office phone 175 Res. 1924
- Dr. O. H. CLARKE**
Bank of Myrtle Point Bldg.
Myrtle Point, Ore.
Successor to the late Dr. M. O. Stumaker.

The Better You Know Us

and the better we know you, the more business we can do together, to our mutual advantage.

So will you not make it a point to come into this bank more frequently and give us the opportunity to learn your requirements as well as to show you how practical our assistance in banking matters?

THE FIRST NATIONAL BANK

THE OLDEST NATIONAL BANK IN COOS COUNTY

QUICK'S Second Hand STORE

First and Henry Streets

DRESSERS	KITCHEN and DINING TABLES
STOVES	BED SPRINGS, New and Old
HORSE COLLARS	BEDSTRADES
HARNESS	CREAM SEPARATORS
SADDLES	CHURNS
BABBY BUGGIES	GREEN BONE CUTTERS
GO-CARTS	SHEEP SHEARING MACHINE
COMMODOES	GARDEN TOOLS
STANDS	CARPENTER TOOLS

and many other New and Second Hand Goods

Will exchange Guns, Phonographs, and Kodaks for other seasonable goods. Also make special size SCREEN DOORS and WINDOWS.

Call and See These Bargains

Dependable Service

The recent completion of the copper circuit along the S. P. right-of-way between Cushman and Gardiner by the Pacific Telephone and Telegraph company affords an auxiliary high-class long distance telephone line between Coos and Curry counties and the outside world. Friday, February 23rd, heavy snows broke down the Roseburg-Myrtle Point line in the mountains and the new all-copper line via Eugene gave excellent service to Portland, San Francisco and other points.

COOS AND CURRY TELEPHONE COMPANY

For Sale or Trade

Surreys, Buggies, Spring Wagons, One light dray, 3 or 4 sets driving Harness, 3 head horses. Will sell all or part for cash or on terms. A snap if taken at once.

Conner & Hoagland Marshfield, Oregon

THE ONE INDUSTRY IN COQUILLE

that has operated continuously since its establishment some fourteen years ago has been your Laundry.

Rain or shine, good times and bad, it has been on the job. We have a number of customers that have patronized it continually from the beginning. We are grateful for this appreciation of our service. Our aim is to improve the service in every way possible. We wash every thing washable.

COQUILLE LAUNDRY & ICE COMPANY

Str. Elizabeth

Bandon to San Francisco
Fare, First class—\$10.

Sells from Central Washburn Company
J. E. WALSTROM, Agent, Bandon, Ore.

E. & E. T. Kruse, Mgrs., 24 Calif. St., S. F.

J. E. Norton, Agent, Coquille, Ore.