

Coquille Herald.

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COQUILLE, COOS COUNTY, OREGON, WEDNESDAY, NOVEMBER 15, 1905.

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Str. DISPATCH
Tom White, Master

Leaves Bandon 7 A.M. Coquille 10 A.M.
Coquille 1 P.M. Bandon 4 P.M.
Connects at Coquille with train for Marshfield
and steamer Echo for Myrtle Point.

Str. FAVORITE
J. C. Moomaw, Master.

Leaves Coquille 7 A.M. Bandon 10:45 A.M.
Bandon 1 P.M. Coquille 4:45 P.M.

Str. ECHO
H. Jams, Master.

Leaves Myrtle Point 7 A.M. Coquille City 9:30 A.M.
Coquille City 1 P.M. Myrtle Pt. 4:00 P.M.
Daily except Sunday.

Str. WELCOME
J. E. Myers, Master.

Leaves Myrtle Point 1:30 P.M. Coquille City 4:00 P.M.
Coquille City 7:00 A.M. Myrtle Pt. 10:00 A.M.
Connects with lower-river boats at Coquille
City for Bandon and intermediate points.
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Every Farmer a Roadmaker.

Thanks to Mr. D. Ward King, the discoverer of a new method of making good roads out of poor ones by the use of a simple home-made drag, the farmers of Missouri, and Iowa and the neighboring states are being taught how to make good roads at a minimum cost. Mr. King, who for twenty years has been a good a good-roads enthusiast, visited Sac City, Iowa, at the request of its Good Roads Association, in January, 1904. The work done by the farmers as the result of his talk has transformed the high-ways leading into the town. Twenty-eight miles were cared for last year at an expense of \$2.40 a mile, and the roads were made so smooth that owners of trotting horses in variously choose them for speedways in preference to the race track.

This convinced many doubters of the value of Mr. King's device. He interested members to the Missouri Board of Agriculture in it, and they in turn secured special trains to run, free of charge, on trunk lines in Missouri and Iowa, with Mr. King preaching his system at frequent stops from the rear platform. He spoke first in the little town of Onawa Iowa. The occasion was made a festival. Three hundred visiting farmers were given two good meals by the enterprising business men. One hundred and fifty dollars was subscribed and offered as prize for the best-kept mile and half mile of road during 1905 by the use of the home-made King road drag. The town agreed to care for one mile of four roads leading out in different directions, and the framers care for seven miles on each route. Within a week fifty farmers were using home-made King drags, and 200 are expected to be using them this fall. An almost impassable business street was converted within a few hours into a road solid enough for a team to haul a ton with ease.

The success at Onawa has been duplicated in dozens of other towns. Denison, Iowa, chose the street leading from the residence of Leslie M. Shaw, Secretary of the Treasury, to the railway station as the one to be improved, and within a half day it was made as good a village street as there is in the state.

That the message which Mr. King delivered is simple is shown by this brief bit of personal experience: "I began with a drag made of an old post and a frost-bitten pump stock held together by two of three shots pieces of board nailed on top. It pulled to pieces at the beginning of the second year, and at first I simply drove a team a-straddle of one wheel track going, and of the other wheel track coming back, merely breaking the rim of earth that rises on each side of the wheel track and leaving the road in condition for teamsters to straddle the rut. After smashing both ruts I looked down the road approvingly, pat myself on the back and think I had the nicest road in the country, and while I did at that time, yet it would look very rough to me now."

The drag that Mr. King now uses is made by splitting a good-sized log in twain and turning the halves on edge, with the rounding part of the log in front, placing each a few feet apart and nailing cross sections to connect them. The forward half is shod with a piece of iron. The device is drawn by one or two horses. When dragged along the roads it throws dirt to the middle and side of the road, and smooths the surface. It is used just after a rain, being dragged along one side of the road for some distance and then dragged on the other side.

"Dragging," says Mr. King, "destroys the old trail and the new trail, each time broader and less definite than before, is made on a different portion of the highway. By dragging while the earth is yet moist the road finally becomes a series of practically waterproof layers of puddled earth, each one of which is rolled and pounded by the wheels and hoofs of travel. Almost imperceptibly the centre of the road is elevated to a smooth grade that is not easily affected by bad weather. Dragging kills the weeds in the

Convict-Built Roads.

The benefits to our state from the possible outcome of the present movement set in motion by the recent appointment of a state road commission are inestimable. This commission was provided for by the passage by the last legislature of Senate Concurrent Resolution No. 31, which provides for a committee of five to examine into the feasibility of constructing a macadamized road from Portland to the south line of the state, the work to be performed by convict labor. The commission held its initial meeting September 20, effected its organization, and already has committees at work on the practical progress of its business. It is bound, however, to report on the feasibility of the proposition, and will render its findings upon this point as truly and honestly as upon any other. This is a work that should receive the encouragement and assistance of every citizen of Oregon. Nothing so greatly improves a state or county as good roads, and no state has half enough of them. The very nature of the question at once places it beyond the contests of partisan politics, and nothing can constitute a reason for opposition to the movement save a possible objection to the location. On this point it should be remembered that above and far beyond the technical premises of the resolution, which has brought this first commission into existence, and which provides for a certain stretch of road, is the question of practicability of employing the convicts on the roads. If it is practical to build one good piece of road of sufficient extent to demonstrate the success of the venture, it will be practical to keep the convicts employed in road-building for all time. The principal argument in favor of the scheme is that it takes the work of the convicts out of competition with the free labor of the state by creating an entirely new field for their services which, except for the question of the best possible employment of the convicts themselves, would not be created for many years at least. The question of good roads is a paramount one all over this nation, but no where more than in Oregon. Pause and make a hurried estimate of the amount of time utterly lost in traveling over poor roads as compared to good ones, and how long would it take the energy so wasted to make every legal road an everlasting pavement. A very few years in any populated region, and in no conceivable public improvement could the money be better spent. The Labor Press takes this opportunity to urge every one of its readers to help make this a live issue henceforth. Talk it up on all occasions.

Let us all constitute ourselves a joint commission in this matter. If you think the venture unsound, say so and give your reasons. If every dissenting argument can be thoroughly offset, and a unanimity of public support secured such as a work of so generally beneficial a nature as this should have, it is conceivable that the result will be a permanent character of internal improvement for the state such as no similar outlay has ever accomplished. It is of paramount moment that this road commission shall report favorably upon the feasibility of this plan, and is up to the citizens of the state to help show the commissioners that it is feasible.—Portland Labor Press.

Mother of Judge Hamilton Dead.
Mrs. Sarah Watson Hamilton, wife of Dr. S. Hamilton, died at the family home in this city just before noon today, Nov. 2, 1905. The immediate cause of death was a hemorrhage of the lungs, although she has been in feeble health for some time past. Her condition had been about as usual of late, the final attack coming on suddenly this morning.

Besides her husband she is survived by the following sons and daughters: Hon. J. W. Hamilton, judge of the second judicial district of Oregon, Dr. W. S. Hamilton, Atty. Chas. L. Hamilton, Mrs. Frank G. Micelli and Mrs. W. H. Richardson, of Roseburg; Mrs. Julia Washburn, Atty. J. F. Hamilton, of Astoria, and Dr. L. H. Hamilton, of Portland.

Mrs. Hamilton crossed the plains from Iowa at the age of 14 years, with her parents, the late Hon. and Mrs. Jas. Watson, and was married to Dr. S. Hamilton in this county. She was the author of several poetical works, the last one, issued recently, telling of pioneer hardships and experiences of crossing the plains in the early '50s. She was most highly esteemed by all who knew her and her death occasions a painful shock in this community as well as everywhere she was known.—Roseburg Review.

Czar Extends Free Pardon.

St. Petersburg, Oct. 4.—The ukase of the Czar, granting amnesty, has been made public. It proclaims that free pardon is extended by the Emperor to all political prisoners, all participants in strikes and persons responsible for breaking contracts. This extends to those not yet tried or sentenced. Those convicted of crimes over ten years old will be released and transferred as colonists to Siberia. Those now serving as colonists will be allowed, after four years, to choose, their residence, but must not live at St. Petersburg or Moscow for three years.

The sentences of convicts of other classes will be reduced one half and life sentences to 15 years. Rioting is ended in this city, and there was general resumption of work today.

London, Nov. 4.—The second editions of the Times says that a St. Petersburg dispatch says that Finland has won her freedom, as the Czar has surrendered. A manifesto embodying all demands has been submitted to the Czar for his signature. The Secretary of State becomes responsible to the Diet instead of the Czar.

Crusade Against Wood Alcohol

The assistance of the American Federation of Labor has been asked by the painters' international union in a crusade against the use of wood alcohol in the mixing of paints and varnishes. The union has made investigation of the nature and effects of wood alcohol, consulting many medical authorities and has come to the conclusion that the only remedy is in a federal law prohibiting its use. Consequently the coming session of Congress is to be asked to place a high tax on wood alcohol, high enough, in fact to make its use prohibitive. A similar crusade is to be undertaken also by the painters' union in Canada.—Coast Mail.

Drain Notes.

Compare the beautiful weather we are enjoying with the snow storms of the east and be thankful that you live in Oregon. How Bra. Harvey Scott wails when he discovers that we have only one member in Congress and the Columbia river is likely to get no money for other improvements, yet he with his little hammer never thinks of the other parts of the state—state schools for Portland all O. K., but for other parts of the state all wrong. J. W. Neir, the S. P. right-of-way man, is at work near Scottsburg this week. He has been instructed to have the right-of-way ready so that grading may begin by January 1st. Hon. Walter L. Tooze, of Marion county, lectured before the students of the Normal and citizens of the town October 25, on "Education—Past, Present and Future." Mr. Tooze was greatly enjoyed by all who heard him. He was given a reception by the school following the lecture. He was accompanied by his wife, who sang one of her delightful solos. Mr. Tooze was much surprised at the fact that we have 267 students.

Several of the employees of the Skelly Mill Co., are purchasing homes in Drain. Several are from the east and we are pleased to extend to all the good hand of fellowship. Several of our citizens have been in Roseburg courting the past ten days. Several helped care for the Greek rioters. Mr. Frank Hill resumed his position with W. W. Kent on the first of the month, he has been out six weeks on account of fever. Mr. Hill will also take some work in school.

The young men of the Normal are organizing a glee club. All are entering into the spirit with a will. We anticipate much pleasure, with the organization.

Miss Kuykendall visited friends in Eugene Saturday and Sunday. Mr. Walter L. Tooze will visit the Umpqua and Bay country soon. We can assure the good people an enjoyable time as he has something to tell you and he knows how to tell it. "Hear ye him." X.

Get Ready for Thanksgiving.
Plum Pudding, Cranberries, Raisins, Currants, Pumpkins, New Orleans Molasses, Brown Sugar, Citron, Lemon and Orange peel, Black or White Figs, spices of all kinds, anything you need at Geo. A. Robinson's.

Best Liniment on Earth.

Henry D. Baldwin, Supt. City Water Works, Shullsburg, Wis., writes: "I have tried many kinds of liniment, but I have never received much benefit until I used Ballard's Snow Liniment for rheumatism and pains. I think it the best liniment on earth." 25c, 50c and \$1.00. Sold by R. S. Knowlton.

The Victor Talking Machines.

The W. R. Haines Music Co., of Marshfield, carry the largest assortment of Victor Talking Machines and Records between the two cities. Why order from catalogue when you can call? Be entertained and select only those pieces you like.

Neuralgia Pains.

Rheumatism, lumbago and sciatic pains yield to the penetrating influence of Ballard's Snow Liniment. It penetrates to the nerves and bone and being absorbed into the blood, its healing properties are conveyed to every part of the body, and effects some wonderful cures. 25c, 50c and \$1.00. Sold by R. S. Knowlton.

Don't listen to what others say about those lovely Pin Cushions at Mrs. Nosler's but go see for your self, and be convinced.

Smoked Herring, Soused Mackerel, Lobsters, Shrimps, Mushrooms, Lunch Tongue, Deviled Chicken, Vienna Sausage, at Robinson's.

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