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At Marshfield Office, May 1 to 24

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U. S. Commissioner, General Insurance
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in Robinson Building.
Coquille Oregon.

COQUILLE RIVER STEAMBOAT CO

Str. DISPATCH
Tom White, Master
Leaves
Bandon 7 A.M.
Coquille 1 P.M.
Arrives
Coquille 10 A.M.
Bandon 4 P.M.
Connects at Coquille with train for Marshfield
and steamer Echo for Myrtle Point.

Str. FAVORITE
J. C. Moorman, Master
Leaves
Coquille 7 A.M.
Bandon 1 P.M.
Arrives
Bandon 10:45 A.M.
Coquille 4:45 P.M.

Str. ECHO
H. Jams, Master.
Leaves
Myrtle Point 7 A.M.
Coquille City 1 P.M.
Arrives
Coquille City 9:30 A.M.
Myrtle Pt. 4:00 P.M.
Daily except Sunday.

The Good-Roads Movement

By William C. Plumb.

Lord Bacon said that the only thing man can do in this world is to "move things to and from each other and nature working within accomplishes the rest."

In no way is the growth and development of man in all respects better-illustrated than in the way he has moved things during the ages in which he has left his mark upon the material world. The way we move things illustrates our intelligence, our capacity, our genius and our power.

It is the transference of things that makes business, and the manner and purpose of moving them engrosses the world's attention. Hence it is not surprising that the road, the way out, rises to paramount importance. Primeval man was a denizen of the forest, surrounded by the jungle, and his struggle for a way out, for better conditions in life, inspired by higher ideas, has ever been toward better physical surroundings, of which good roads are a prime essential.

It is not the purpose of this article to go deeply into details along any of the many lines of road building. Competent men have studied and experimented with brick-making for roads and with building roadways of that material; with sand-clay roads, with macadam, with crushed stone and gravel roads.

Those who were sure that gravel made the best roads are learning that all gravel is not road building material. Only the variety that shows adhesive quality, than in its natural bed sticks together in lumps, and is irregular in shape is fit for road purposes.

The advocates of crushed stone are learning that all kinds of stone will not do, and that it is a waste of time and money to put upon the roads some varieties of broken stone. Those who have advocated the thorough draining of roads have learned that sandy soil roads should not be drained; that the sand should be mixed with the clay, well plowed in, barrowed, pulverized, and tramped—not rolled nor should the track be so rounded that the water will run off without penetrating the roadway, thus binding the clay and sand together into a soily body free from dust and loose dirt, with a surface so thick and solid that it will neither crack nor disintegrate.

Some of the old stone wheel-track roads that were built in eastern and central New York more than a century ago are object lessons still in existence.

But it is rather our purpose to give such useful, general information as may be at hand and to endeavor to impress upon the reader the very great importance of the good roads movement, now so well started, not only as it relates to the material and industrial welfare of our country, but as it influences and affects the moral, social, educational, physical welfare and growth of all its individual citizens.

TRAFFIC AND TRAVEL
Railroads receive no freight that is not first hauled over earth roads. There are no statistics upon which to base an estimate, but it is the belief of those who have given the matter much thought that the freight carried on railroads within the United States is greatly exceeded in gross tons by that hauled over the earth roads.

The transportation expert of the Department of Agriculture—Mr. Frank Andrews—has recently made public some statistics he has gathered on the cost of marketing farm products, which have direct bearing on this feature of good roads. His researches cover hundreds of counties in all parts of the United States, but pertain to only twelve of the staple products. Of these twelve crops it was found that nearly 50,000,000 tons were hauled from farm to market during the past crop year, at a cost of about \$85,000,000, or more than 1.5 per cent of their value at the local market. If this traffic 40,000,000 represented the weight of corn, wheat and cotton, and the cost of hauling these products was \$70,000,000 The number of working days e-

quired to haul these crops from farms to shipping point was 21,417,500; number of loads, 30,319,000; eight and a half million days was required to haul the corn; and the wheat, including the hauling to local mills, consumed almost nine million days.

The average cost to the farmer of hauling wheat to market is nine cents per hundred pounds. The average distance hauling is nine and two-fifths miles, and the average wagon load weighs 3,323 pounds, containing about 55 bushels. For cotton the average load is 1,702 pounds, distance from market 11.45 miles, and cost of hauling 16 cents per hundred pounds. Per ton per mile wheat costs 19 cents and cotton 27 cents.

The highest cost for hauling is for wool, which is carried on an average 39.8 miles, at the rate of 44 cents per hundred pounds. The lowest cost is for hemp, which is taken to market for an average of 6 cents per hundred pounds.

Corn, oats and barley are each taken to market at an average cost of 7 cents per hundred pounds; hay, flax-seed, rye, and timothy seed, 8 cents; wheat, potatoes, and beans, 9 cents; tobacco and live hogs, 10 cents.

The average load varies greatly in different communities, owing to the roads, and hence the profit to the farmer on his crop varies. In some states the loads are twice as large as in other states, and the distance limit to profitable farming is vastly extended by good roads.

So far as number of vehicles is concerned, the Illinois highway commission has undertaken to gather statistics, having established some fifty observation stations in several parts of the state, on different roads leading to good towns, where every eighth or ninth day the number of passing vehicles are counted. The information gathered is interesting, as it shows not only how extensive the roads are used, but also what kinds of roads are most traveled. Springfield and Rockford are cities of approximately the same size and of quite similar surroundings. On the same day last spring, eighty-six vehicles passed into Springfield on one of its main highways, while three hundred and thirty-five passed into Rockford on a road of corresponding importance as an avenue of travel.

The entrance to Springfield was over a mud road; that into Rockford was over a fine macadamized road. The travel to Rockford was not only about four times as great, but the draft power of every team was more than quadrupled, while the self-respect and comfort of the occupants of every vehicle, by virtue of cleanliness and improved appearance, were increased many fold.

CHANGE IN SENTIMENT AND DEVELOPMENT
The change in public sentiment is as remarkable as are the experiences of those who are active in the good-roads movement in some of the states. From sixty-seven of the County Farmers' Institutes in Illinois the past winter have come demands that the state highway commissioners send speakers and information concerning details on good roads topics. When this discussion was begun a few years ago the opposition to the work was so intense that anti-road improvement associations were formed, due entirely to prejudice and misinformation about the cost of improvements and how it was to be met. The ways and means problem is still a question of serious importance, but as the large and varied benefits are understood the work steadily progresses. State governments are becoming more and more interested in the work, many of them taking half or more of the burden, and enabling counties to take a generous part of the other portion, so that only twenty to twenty-five per cent of the cost falls directly upon the property owner, and it would be far better if public funds of the general government were devoted to the construction of permanent highways in this country and less of it appropriated to some of the objects for which it is expended.

One of the interesting experiments in roadbuilding was per-

formed in northern Missouri, at Chillicothe, during a good-roads convention. It resulted in demonstrating the fact that "gumbo" soil can be made into the very best of roads, and that too at a cost not to exceed \$225 per mile.

In other states the "gumbo" soil roads have been constructed, but not so cheaply. "Gumbo" clay is black, owing to the high percentage of organic matter mixed with it; it is sticky and almost wholly free from sand or grit. From this soil a most admirable road is made by burning and pulverizing the surface, and then rolling it to a smooth condition.

In Alabama there is some disposition to criticize the large expenditure of money on roads without adequate results. It is asserted that \$1,600,000 is annually expended on the highways of the state, the report of public roads for 1904 showing that there were 1,720 miles of improved roads in the state, less than 400 miles of which was surfaced with stone. And this condition is used as an argument that the state is not getting its money's worth in investing in good roads. That fact is, that the \$1,600,000 represents the annual cost of maintenance of roads in the state, as well as the original cost of permanent good roads; and the expenditure of that large sum, almost entirely in repairs and temporary improvements is a strong argument in favor of permanent good roads. Twenty-five per cent of that sum put into really good roads, such as would need very little or no costly repairs for a long period, would in a few years provide good highways in the entire state and increase its property value fifty per cent, and the business, self-respect, social enjoyment and comfort of the people two hundred per cent.

Continued next week.

More Mail Trouble

The following from the Daily Herald at Albany proves that Coos Bayites are not the only ones who miss their mails:

"Many Oregonians who keep in touch with the old folks at home papers were disappointed last week, for the Oregon paper car, which contains all the paper mails published east of the Missouri for points west of Pocatello, Idaho, took fire at Green River, Wyo., and twenty sacks of newspapers were totally destroyed and nearly 200 sacks damaged by fire, water and smoke."

Madison, Wis., April 12.—One of the most radical reform laws ever adopted by the state legislative body has passed the Wisconsin assembly.

It is the social-Democratic measure making it unlawful to employ railroad train dispatchers and other telegraph operators more than eight hours in any twenty-four. It was introduced by Thompson.

It includes the small station agent, who since the beginning of railroading has had to telegraph train orders, handle freight, check baggage, sweep out, clean switch lights and spend about fifteen hours every day in the year for the corporation.

It was adopted without a dissenting voice and is expected to pass the senate.

Notice

Notice is hereby given that all Coos County Warrants drawn on general road fund and endorsed prior to April 1, 1907, will be paid on presentation at my office in Coquille City, Oregon.

No interest will be allowed after March 31, 1907. J. B. DUDLEY, Treasurer Coos County Oregon. Dated March 25, 1907.

Deviled crab on-the-half-shell at Robinson's.

Send your order to Land & Lyons and get your goods delivered promptly. We run our own delivery.

FOR SALE. A nice new four room cottage and lot 55x100 feet in the north part of town. Inquire of E. W. Gregg or at the HERALD office.

Nice residence, Eight Rooms and bath large pantry. Hot and cold water up-stairs and down, modern conveniences. Nice barn and fruit trees. For price and terms call on V. R. WILSON Coquille, Oregon.

SUNSET CITY

Two miles below Bandon.

A beautiful seaside residence plat fronting on to the Pacific Ocean with full view of the big water and the most westerly city in the U. S.

Lots on sale by the
Bandon Co-Operative Realty Company

Come Early and get First Choice.

Lots on Sale at Half Price till May 25.

Under New Management.

Livery Feed and Sale Stable

Opposite I. O. O. F. Hall.

Geo. Conger, Prop.

Best of Turnouts

STRICTLY FIRST-CLASS.

Hay, Grain Feed.

Successor to J. T. Little

Josh's Place,

T. H. MEHL, Proprietor.

Billiard

and

Pool Tables

Card rooms

and

Soft Drinks

Fruits, Nuts, Candies, Cigars and Tobacco.

City News Stand.

ROSEBURG-MYRTLE POINT-STAGE LINE

B. FENTON Prop

Saddle Horses of best quality always on hand. Good Rigs in readiness for special trips. In fact, a general Stage and Livery business.

Accommodations for Traveling men a specialty. Leave Coquille at 6 a. m., arriving at Roseburg at 10 p. m. Fare \$5.50

North Coquille Store

MRS. M. C. BOYRIE, Proprietress.

Fancy and Staple Groceries.

Nuts, Candies, Tobacco and Cigars.

North End of Henry Street Bridge.

S. H. McADAMS

Blacksmithing Horseshoeing
LOGGING WORK CARRIAGE WORK

For Bargains in Buggies and Carriages come and examine our line we have the best that money can buy at the lowest prices.