

Coquille Herald.

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COQUILLE, COOS COUNTY, OREGON, WEDNESDAY, MAY 8, 1907.

\$1.50 PER YEAR

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DR. RICHMOND
PHYSICIAN AND SURGEON.
Office at Slocum's Drug Store.
COQUILLE, OREGON.
Phone 413.

A. F. Kirshman,
DENTIST.
Office two doors South of Post office.
Coquille Oregon.

Dr. Bancroft
EYE AND NERVE SPECIALIST
Next visit to COQUILLE
MAY 24, 25 and 26.
At Marshfield Office, May 1 to 24

PACIFIC REAL ESTATE CO.,
FRANK BURKHOLDER, MOR.
Farms, Timber and Coal Lands.
Residence and Business Property.
Mining Stock.
COQUILLE, OREGON

E. D. SPERRY
Attorney and Counselor at Law.
Office in Robinson Building

W. C. CHASE,
ATTORNEY-AT-LAW
Office in Robinson Building, Upstairs

C. R. BARROW,
Attorney and Counselor at Law
First-class References
15 Years' Experience
COQUILLE CITY, ORE.

J. J. STANLEY
LAWYER
Martin Building, Front Street
COQUILLE, OREGON

A. J. Sherwood,
ATTORNEY-AT-LAW.
NOTARY PUBLIC.
Coquille, Oregon

Walter Sinclair,
ATTORNEY-AT-LAW,
NOTARY PUBLIC,
Coquille, Oregon.

Hall & Hall,
ATTORNEYS-AT-LAW.
Dealers in REAL ESTATE of all kinds.
Marshfield, Oregon.

C. A. Sehlbrede,
Attorney-at-Law,
Notary Public. Phone 761.
MARSHFIELD, OREGON.

E. G. D. Holden,
LAWYER,
JUDGE OF THE PEACE
U. S. Commissioner, General Insurance
Agent, and Notary Public. Office
in Robinson Building,
Coquille Oregon.

COQUILLE RIVER STEAMBOAT CO

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

Str. FAVORITE
J. C. Moomaw, Master.
Leaves Coquille 7 A.M. Arrives 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. Arrives Coquille City 9:30 A.M.
Coquille City 1 P.M. Myrtle Pt. 4:00 P.M.
Daily except Sunday.

The Good-Roads Movement.

Continued from last week.
THE PRACTIC IN IOWA

An illustration of the necessity of experience and trained engineers in road-building comes from Iowa. In 1904, in addition to the poll-tax, that state raised for road purposes, from other sources than direct taxation, the sum of \$4,356,033.98. Doubtless the money was honestly expended, but the local highway officers had no knowledge of roadbuilding. One piece of work cost ing upwards of \$1,000 was later examined by a competent engineer, who found that a more permanent and better result could have been produced for \$50.

Iowa is now engaged in training road-builders and gathering data to show the total amount of all kinds of hauling and travel over the country roads of the state. The road laboratory of the state is of immense importance in determining the kind and value of stone, gravel and other materials, as well as reinforced concrete for bridges. A considerable amount of demonstration work is done in concrete culverts and bridges, and a school each year is held, the purpose being to develop capable men for work in all parts of the state. The cash tax law is becoming more popular each year.

HARD TO CHANGE OLD ROADS
Good roads are the foundation of civilization; the avenue by which man reaches his high estate in comforts, civic and religious virtues, individual and national prosperity.

The pioneer went to mill through the woods guided by "blazed" trees, with a bag of corn across the horse's back. Some of them divided the grist half in each end of the bag. There were others who put a stone in one end of the bag to balance the load. It is to be regretted that descendants of both classes are still with us; and one sometimes inclines to the belief that the fellows who toted the stone for ballast laid out the roads over the pinnacles of the high hills in New England and other broken sections of our country, to be washed clean of all earth by heavy rains, and always impassable for loaded teams.

There is this to be said, however, of these first settlers in a new hilly country: they had to clean the land of timber to make their homes; and on the hilltops the timber was lightest and easiest cleared, and there they built their log houses and cleared their farms. As others settled round about, they had to lay out roads to their homes and hence these straight sky-climbing highways. As the lower lands were cleared, farm houses were built where the roads crossed the valleys and the level lands, and thus the road system grew as a part of the development of the country. And some of our good-roads friends are devoting too much time to schemes for changing the hill roads to easier grades along the valleys and around the hills. They may teach the owners of the hill farms that the bail of a pail is no longer in a horizontal position than it is in a perpendicular position, but the fellow who lives at the top of the crest will not consent to have the road changed to skirt the base; and the storekeeper, and the patron of the school, the church and the cemetery, will join in and fight the new road scheme.

BENEFIT ABOVE ALL MONEY VALUE
In considering the value of improved highways, it is entirely proper to estimate their commercial value; and in fact, in these days of inordinate prosperity we have learned to look at every thing mostly from the will-it-pay aspect, so that feature will not be lost sight of, and the more it is studied intelligently the clearer will appear that all such improvements bring large returns in cash for the money invested.

Mr. James Bryce, M. P., our new ambassador from Great Britain, in his book on the American Commonwealth, says:
"All over the wide west, from Lake Ontario to the upper Missouri, one travels past farms of 200 or 300 acres, in every one of which there is a spacious farm-house among orchards and meadows, where the

farmer's children grow up strong and hearty on abundant food, the boys full of intelligence, ready to push their way on farms or enter business in the near-by towns, the girls familiar with current literature of England as well as of America. It is in the interest of these homes—and such homes all over broad land that the good road are demanded. The welfare of such homes is paramount to all other interests in this nation. Columns of figures and the wonderful prosperity of our nation tells us of the millions upon millions of bushels of wheat and of corn and of oats, of rye and barley.

The great stock yards in all the large cities of the West, and the great slaughtering and packing houses, show us the enormous beef, pork, sheep and poultry products, all from our farms that feed the world; and we see daily evidence of the fabulous fortunes accruing therefrom.

But the home produces the crop of all crops; the crop of character, of manhood, of womanhood. That nation is strongest, cleanest, purest, where the home love is strongest, cleanest, and purest. Home is the place for the formation, development, and equipment of character. By far the larger percentage of real homes, and the best American homes, are on the farms and among the rural population, dependent upon the country roads as avenues of travel for social intercourse, churches, schools, and business needs. Is it wise to permit—or will it pay a nation to permit—an embargo of mud to surround such homes and deprive the inmates of the markets which good roads would give them for the products of their toil, making them dissatisfied with their lot in life, and driving them swarming into the overcrowded cities?

THE ISOLATION OF HOMES
In no condition in life are members of families so closely bound together as on the farms. Isolated in most cases of one fourth to one half a mile apart, families are every day dependent on each other. Children as they grow up mingle together in school, church, and social parties, and what facilitates intercourse and makes them contented and happy, and develops the best in them more than good roads? How greatly that contentment increases the happiness of parents who grow old amid such surroundings and find that the children love the old home and some will willingly stay by it. Nowhere else are the conditions so perfect for an ideal home. The bicycle the telephone, the rural mail carrier keep it in touch with all that is best and desirable in the outer world, with few or none of its contaminating influences.

THE FARMER AND HIS MARKET.
If the roads are good, the farmer can take whatever he has to sell to the market at any time when he can obtain the best price. He will not be obliged to dump on the market all his year's product in sixty days, when every other farmer is doing the same. He can in a measure regulate his sales as every other manufacturer and producer does, and obtain the prices that now go to the speculator who buys in the dumping season and governs the supply.

If the roads are dry the wagons will be cleaner; there will be no mud to freeze on and make them unsightly. If the carriages are clean the horses and harness will be groomed and bright. There will be better vehicles and wagons because they can be taken care of. The farmer and all his family will have a clearer and more prosperous appearance. Pride and conscious independence will take the place of chagrin and mortification in the breasts of the children, and there will be no envy for the three-dollar clerk and his store clothes.

In making the children love the farm and the country home more, some will not love the business or professional life the less. They will leave the farm with high ideas, and will enter their chosen field with better spirit, clean souls robust in brawn and the brain, with the chances of success immeasurably increased. The recollection of that home will ever be an inspiration,

as it will be the sheet-anchor of the noble soul, the strong mind; the birthplace of grand and lofty purposes.

There are many agencies in the world that are used of God in the great work for elevation and enlightenment of humanity and for upbuilding of righteousness among men. Labor, wealth, business, commerce, trades, professions, science art, literature; the church, the schools. These and many more. And yet these, all there are used also in the interest of oppression and wrong; many as instruments of sin and degradation.

But the home, the American home, never. Evil and sin may creep into it, may degrade it, but its influence is ever for good. No straggling stranded wreck from its portals was ever so low or so vile that the thoughts of home did not quicken the pulse and stir within the soul a hope or gleam of love. No home was ever so humble, perhaps degraded, that it failed to reflect recollections of love and tenderness. Let us keep it clean, lovable, and attractive, inspiring to the young, and a joyous haven in old age whether the battle be lost or won.

Every active commercial organization should get full details relative to the Summer round-trip rates which will be on sale from June 1st to Sept. 15th with final return limit of Oct. 31st. These tickets are on sale at all Missouri River points, St. Paul and Minneapolis, for \$69, and should add enormously to the transient travel to every town in Oregon, but it is just exactly like the collier rates, if we don't push them and keep them constantly before the people the travel will go to some other section and certainly we have the most advantageous Summer climate in the United States.

Tickets will be on sale June 20th to July 12th, good to return until Sept. 15th at one fare for the round-trip from all points in the United States. These are made on account of the big conventions held in the different cities on the Coast, and Oregon should get busy and work for this great Summer travel. These are open to everybody and are not by any means confined to the delegates.

Gatherings of business men held in different communities of Oregon can be greatly benefited by listening to practical addresses. The Portland Commercial Club heard Professor J. C. Morgan, of Washington City, on the development of the Pacific Northwest, last week.

Cold weather in the entire Missouri Valley, which has cut short the fruit crop, serves to impress Oregonians with the special attractiveness of their own climate, where fruit is uninjured and promises an abundant yield.

The entertainment of the Portland Business Men's Excursion party at the 38 cities and towns visited will be handled chiefly through commercial organizations.

The Astoria Chamber of Commerce has scored a big victory in securing Vice President Fairbanks as a guest of honor at a midsummer banquet.

Irrigon received 758 replies to 5000 circulars addressed to Oregon Development League inquirers; the Tillamook Development League has just issued a most attractive booklet and is distributing many thousands of them through all parts of the United States.

Ladies' Night

Thursday night of each week will be given to couples skating only. Nothing but couples allowed on the floor during the evening. This will give the ladies plenty of skating and first-class order will be maintained.

Wool! Wool! Wool!!!
W. T. Kerr wants your wool. Will take all you have from 1 to 20,000 pounds. Give him a call before you contract.

Card of Thanks.

We wish to most sincerely thank our many friends for kindnesses as well as material help since the burning of our home and its contents. MR. AND MRS. NELSON JONES.

SUNSET CITY

Two miles below Bandon.

A beautiful seaside residence plat fronting onto 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.

Norway Items
Percy Dean is sporting a fine new buggy.
Elmer Bell has rented S. L. Lafferty's dairy farm and is taking hold of the work in a manner that means success.
A number of Miss Leola Robinson's young friends surprised her Saturday evening by coming in to celebrate her birthday with her.
Mr. and Mrs. Chas. Schroeder and Mr. and Mrs. Henry Schroeder, of Johnson's Mill, visited their parental home over Sunday.
Miss Ruby Ellington, of Lampa, visited her sister Mrs. H. L. Carl, last week. Miss Ellington was on her way to Rock Creek to begin her school Monday.
Miss Anna Kennedy is spending the week with her cousin T. W. McCloskey and family in Myrtle Point.
The Norway Creamery is making 600 pounds butter daily at present, but this will soon be greatly increased. The North Fork cream wagon will start as soon as the roads are in a fit condition. At present some are bringing cream from there on horseback.
S. L. Lafferty returned Saturday from Ashland, where he had gone to look for a new location. He will move his family out there for a while.
Mrs. Asa Myers and son Bert and Ed accompanies Mr. and Mrs. Jesse Myers and daughter to Bandon last week for a short outing. Mr. Myers and family are from Ohio and are enjoying a visit with his brother Asa and family at this place. They expect to start on their homeward journey this week.
TRIEBIE TRICE

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 \$5.00

North Coquille Store

MRS. M. C. BOYRIE, Proprietress.

Fancy and Staple Groceries.
Nuts, Candies, Tobacco and Cigars.

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.