

# Coquille Herald.

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Coquille Oregon.

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Proof shoe made for loggers, miners  
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PORTLAND, OREGON.

Robinson's store has just received  
a new line of embroideries, in nan-  
sook swiss and cambric, also tuck-  
ing and frothing for waists.

## The Wagon and the Road.

The subject of good roads has often been discussed and written up from various points of view, but it is a sad fact that very little has been accomplished. From the best figures obtainable it appears that but about eight per cent of the public highways of this country are what can be called improved. The agitation for good roads has not been general and has not brought about results in any sense approaching the importance of the matter. Our thoughts have been largely directed to the railroads, freight rates, passenger rates, service rendered, etc., and we have given some attention to our waterways, with movements on foot which undoubtedly mean a great improvement in this direction. The important part that railways and waterways play in the development and commerce of our country deserves attention, but the importance of our wagon roads should not be overlooked.

When we stop to think that all our agricultural products as well as a large part of the products of our forests, mines and factories are moved over wagon roads, we realize in a general way the magnitude of the matter. The prevailing opinion among residents of cities is that road conditions concern only the farmer or the automobilist. People do not stop to consider that the tremendous necessary cost of transporting materials throughout the country is shaped and paid for by everybody, no matter whether he is a farmer or a resident of one of our cities. Whether a farmer is hauling a load of produce to town, or a city resident is having a load of coal hauled to his home, the condition of the highway in each instance is a factor in the cost, and the consumer in both cases must pay his share of this cost.

The relation of the entire people of a state to road conditions has been recognized by some of the states, with the result that some states will not pay a portion of the cost of road improvement in any local community within the state, leaving the balance to be paid for by the local community and the property abutting on the road.

Even the railroads are interested in good wagon roads; they are called upon to move the crops of the country through a period so limited that during certain seasons of the year they are taxed to their utmost to furnish the necessary equipment, while at other seasons a portion of this equipment is idle. This undesirable state of affairs is aggravated by the condition of the roads. The farmers try to haul their crops to the railroad stations while the roads are good. When the roads are poor less can be hauled, and when bad often nothing at all. This means that freight cars stand idle on the side tracks waiting for the crops which cannot be hauled till the fickle weather chooses to make the roads better. When the roads become good again, freight blockades may result from the abnormally large receipts, or, what is more often the case, there are not enough cars, owing to the period of idleness caused by bad roads.

Because of the limited period when the roads will permit hauling, and the shortage of cars thus caused, a greater number of costly grain elevators are needed for storage. If our crop movement could extend over a longer period more of the products would be stored on the farms until they could be hauled conveniently, and the entire crop movement would be more constant and regular, requiring less railroad equipment and fewer elevators. Another evil effect of the stoppage of the crop movement, due to bad roads, is the opportunity it affords to speculators to manipulate prices, causing great and harmful variations. Bad roads injure us in many other ways. Take such a simple thing as the milk supply for a large city. It has been observed that milk shipments are made from points where the roads are sufficiently good to enable the dairymen to regularly meet trains, while other localities

in the same district cannot engage in this traffic because road conditions, at times, are such that cannot possibly handle the products of the dairy with any degree of certainty and regularity. The farmer often loses a good market, owing to the conditions of the roads, and his products may deteriorate in quality while his obliged to hold them, I have been in the state of Texas at a time when the farmers were utterly unable to avail themselves of a fair cotton market because of their inability to move their cotton the railroads.

Such things as this impress us with the part traffic interruption plays in causing irregular and erratic prices, and make us realize that the prices we pay for products which are hauled over the public highways are materially affected by road conditions.

If the statistics existed which would show the loss to farmers due merely to the greater cost of transportation over bad roads, the figures would be enormous. This loss, while apparently falling on the farmer alone, through its influence on prices is shared by all. If, to this loss, falling in the first instance on the farmer, should be added the similar loss of wagon transportation from the mines and forests, in the cities, and in hauling merchandise from the city to the country, the result would be colossal.

It has been estimated that over three million farm wagons are in use in this country. It is safe to say that at least half a million of these wagons are used for three hundred days in the year. If the value of the services of the driver and the use of the team of horses, wagon and harness is estimated at \$3.00 per day, we have an annual cost for transportation by farm wagons alone of \$450,000,000. The statistics collected by the Department of Agriculture indicate a cost in the old countries of Europe, where the roads are good, of 12 cents per ton per mile, and in this country, where the roads are bad, a cost of 25 cents per ton per mile. Even allowing for the lower wages paid in Europe, the cost of transportation by wagon over the roads is nearly twice as much here as there. In other words, so far as regards transportation by farm wagons, good roads would effect an annual saving of over \$200,000,000. If to this saving we add the annual saving which good roads would effect in transportation by wagons other than farm wagons, we have a sum which is enormous.

To save the vast amount annually lost by reason of bad roads will require the expenditure of great amounts of money for the construction of roads. This cannot be done in a day. It will require years. But the money thus expended and the money expended in keeping such roads in repair will be one of the most profitable investments ever made by a civilized people.

Given a good road, then keeping it in good condition becomes the problem. Some vehicles are so designed that they are most destructive to the road. To prevent the injury of good roads it is wise to require that the wagons should be suitable for the roads. Wide tires help to make good roads where the top surface is yielding, while the narrow tires quickly destroy them. When the surface of the road is hard, the wider the tire the less the injury, provided the entire surface of the tire rests on the road. Unfortunately the wood wheel, in general use today, is necessarily made with a dish, the effect of which is to cause only the outer edge of the tire to bear on the road, if it is unyielding. If the road is soft the outer edge of the tire cuts into the ground until the entire surface of the tire has a bearing. The distance it must cut in before the entire surface has a bearing is slight, and broad tires on dished wheels improve soft roads, though not so much as though the wheels were not dished. A wheel without any dish, such as a steel wheel, and with entire surface of the tire resting evenly on the ground is

very generally used on agricultural implements. Its use on wagons has commenced and bids fair to soon become general.

The object of the good road is to minimize resistance to moving vehicles, mostly frictional resistance. Frictional resistance can also be minimized by mechanical means in the vehicle itself. Such a mechanical device as roller bearings at the axle will give a great saving additional to that of good roads, a saving of draft power estimated to be all the way from 25 per cent to 50 per cent. The use of mechanical means, when wheels which are not dished are used, is simple and inexpensive. The saving to be effected by good roads can come only after the expenditure of immense sums of money. A great saving by using mechanical means to reduce friction can be obtained at once at a trifling expense. This saving even with the poor roads we have would amount to millions of dollars annually. If good roads with the ancient sliding friction bearing at the axle will save the people several hundred million dollars annually, roller bearings which will enable the same horses without greater exertion to draw loads from 25 to 50 per cent heavier will save an additional amount far more than sufficient to pay the interest on the national debt.

J. L. HECHT,  
Davenport, Ia.

"I have used Chamberlain's Cough Remedy and find it to be the best on the market," says E. W. Tardy, editor of the Sentinel, Gainboro, Tenn. "Our baby had several colds the past winter and Chamberlain's Cough Remedy always gave it relief at once and cured it in a short time. I always recommend it when opportunity presents itself." For sale by R. S. Knowlton.

## Telephone on Moving Trains.

Intelligence from Omaha, Neb., is to the effect that Dr. Millener, the electrical wizard of the Union Pacific is working upon a wireless telephone system that he hopes to have installed upon all the lines of the Harriman system west from Omaha. He has been given carte blanche and has the preliminaries well in hand.

Copper wire will be laid along the track and in the baggage car will be a high frequency machine with power furnished by the engine. This will agitate the sound waves and instruments in the general offices will gather them. By signals flashed along the line attention will be attracted, after which conversation will be as easy as on the ordinary telephone.

Men past middle life have found comfort and relief in Foley's Kidney Remedy, especially for enlarged prostate gland, which is very common among elderly men. L. E. Morris, Dexter, Ky., writes: "Up to a year ago my father suffered from kidney and bladder trouble and several physicians pronounced it enlargement of the prostate gland and advised an operation. On account of his age we were afraid he could not stand it and I recommended Foley's Kidney Remedy, and the first bottle relieved him, and after taking the second bottle he was no longer troubled with this complaint." C. J. Fuhrman.

## New Counterfeit \$5 Bills.

Washington, June 2.—A new counterfeit \$5 silver certificate has come to the attention of the Secret Service Bureau. It is the series of 1899, bearing an Indian head, and is a photo-mechanical production printed on bond paper of good quality. According to Acting Chief Moran of the bureau, the poor character of workmanship on the Indian head should be the means of detecting the counterfeit. The color and workmanship of the blue seal numbers and large numerals are excellent, the back of the note being especially deceptive.

Many remarkable cures of stomach troubles have been effected by Chamberlain's Stomach and Liver Tablets. One man who had spent over two thousand dollars for medicine and treatment was cured by a few boxes of these tablets. Price, 50 cents. Samples free at R. S. Knowlton's drug store.

## The Tribune.

Isam Walker was in town Monday. He will, we are informed, start for Humboldt with another band of cattle in about two weeks.

The Elizabeth poked her nose into port the first of the week, but as there was a southerly breeze blowing she went on to San Francisco without tying up at the wharf.

Henry Colvin has built a handsome little sea boat, and is now putting in a gasoline engine. He and George Forty will gather Murr eggs, kill sealion and hunt otter this season.

Deputy Sheriff Eugene White filed attachments upon the belongings of the Port Orford Orchard Tracts Co. at Crittenden last week, and work at the new town has been suspended. We are informed, however, that the company, having undergone a reorganization, has commenced paying off its obligations and will be in shape to resume work in the near future.

C. A. Phelps, who is operating a blacksand machine of his own invention on the Cape Blanco beach, is making a success out of the enterprise and recently cleaned up 6 ounces of gold and 8 of platinum in a three weeks' run. He advertises a 2 horse-power gasoline engine for sale in another column, as he intends installing a larger one.

## Of Interest to Farmers and Mechanics.

Farmers and mechanics frequently meet with slight accidents and injuries which cause them much annoyance and loss of time. A cut or bruise may be cured in about one third the time usually required by applying Chamberlain's Liniment as soon as the injury is received. This liniment is also valuable for sprains, soreness of the muscles and rheumatic pains. There is no danger of blood poisoning resulting from an injury when Chamberlain's Liniment is applied before the parts become inflamed and swollen. For sale by R. S. Knowlton.

Washington, D. C., June 4.—Through a decision of the Comptroller of the Treasury rendered on the appeal of Representative Hawley, the army engineers will be able to utilize the unexpended balance of the Coos Bay jetty appropriation of \$22,000 in operating the dredge in Coos Bay. The comptroller concurs in Hawley's argument that the legislation authorizing the use of this money for dredging in the harbor was in effect a reappropriation and therefore the funds are available up to June 30, 1910. The chief of engineer will telegraph the local officer instructing him to continue the operation of the dredge in Coos Bay until the channel work is completed.

This will not interest you if you are worth fifty thousand dollars, but if you are a man of moderate means and cannot afford to employ a physician when you have an attack of diarrhoea, you will be pleased to know that one or two doses of Chamberlain's Colic, Cholera and Diarrhoea Remedy will cure it. This remedy has been in use for many years and is thoroughly reliable. Price 25 cents. For sale by R. S. Knowlton.

## A Corking Story

of our Navy, by Robert Dunn, the well-known war correspondent, with pictures by REUTER-DAHL, the man who threw such a scare into the naval authorities last year; six other fine stories of assorted kinds; four articles that mean things, two of which were written for the special purpose of saving you money; bright, crisp humor—all bound in a stirring Memorial Day cover—that's the

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Nor Sale By Collier & Getty

G. R. HENSLEY E. S. DEAN

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We have a nice line of Groceries.  
We sell as Cheap as the Cheapest  
We will Buy anything you have for Sale.  
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180-acre ranch, all bottom. Price \$20,000.  
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Many of our citizens are drifting towards Bright disease by neglecting symptoms of kidney and bladder trouble which Foley's Kidney Remedy will quickly cure. C. J. Fuhrman.

Everyone would be benefited by taking Foley's Orino Laxative for constipation, stomach and liver trouble, as it sweetens the stomach and breath, gently stimulates the liver and regulates the bowels and is much superior to pills and ordinary laxatives. Why not try Foley's Orino Laxatives today? C. J. Fuhrman.

New line of white linens, butcher, embroidery or round thread, india, froning, flaxon, and handkerchief, also brown and blue in dress linens at Robinson's.