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FROM THE NATIONAL CAPITAL

(Continued from first page)

tive Palmer of Pennsylvania proposes to bar from interstate commerce the output of any plant employing children under fourteen years of age, or which works children under sixteen years of age more than eight hours a day. Representative Palmer is floor leader of the House, and holds a place of peculiar importance in the lower body of Congress. He is a member of that body because he prefers it to a place in the President's Cabinet, which was offered him at the beginning of the Wilson administration. At the time of the declination of the portfolio it became known that Mr. Palmer's heritage of the Quaker beliefs and customs had, in his own opinion, disqualified him for management of the instruments of warfare. So far as is known he is the original and only living Democrat to decline so great a place in the government. But the same kindly instinct that caused him to turn aside from the natural path of advancement and ambition because of an inborn interest in humanity, is found in this child labor bill. It is no doubt drastic legislation, and goes farther than the provisions of the Kenyon bill, which has attracted attention in the Senate. The measure goes before Congress with the unanimous endorsement of the Child Labor Committee of the House. Its friends find in it the merit of effectiveness; and with Palmer, one of the strongest men in Congress, taking the lead, it is reasonable to anticipate concrete results, in spite of the opposition that such a bill is sure to encounter.

"TAKING CARE" OF GOETHALS What is to be done with Goethals? The governorship of the Canal Zone has been suggested, and so far that is about the best thing that has been picked out for the man who has made a name well-nigh immortal. The American government has little to offer to distinguished citizens like Goethals. In Britain a few peerages would be slung at him, were he of that country; France would decorate him with soft fleece and softer speech, intermixed with gold, diamonds, sapphires, and other evidence of glory and splendor, to prove the nation's appreciation. In this country a grateful people are "up against it," and his case is like that of the ex-Presidents—what are we to do with him? Perhaps Goethals like Roosevelt will finally ask to "let alone." He took over the biggest engineering job in the history of the world, and aside from a few official titles in the way of reward the American people can well afford to blow off a lot of steam in expression of their appreciation of their great Goethals. They will find some new and original way to show what they think about this man and his work.

In Bygone Days in Curry

(Port Orford Tribune)

The first newspaper ever published in Curry county was the Port Orford Post, established at Port Orford in 1880, by J. H. Upton & Son. In 1882 the Post was purchased by Walter Sutton, who moved it by boat to Ellensburg, enlarged it, changed its name to the Curry County Post, and continued the publication without missing an issue. He published the paper as the Post for a couple of years, then again enlarged it and changed its name to the Gold Beach Gazette, although the name of the town was not changed from Ellensburg to Gold Beach for some time afterwards. In 1892 he sold the Gazette to R. D. Hume, and established the Port Orford Tribune, the first issue of the Tribune appearing on May 10, 1891. At the time of the removal of the Post to Ellensburg there was no wagon road between Port Orford and Chetco, although the people of Northern Curry had completed a road from Port Orford to the Coos county line. The mails were carried on horseback, and travelers had their choice of traveling on foot or on horseback, providing they could get a horse. Although there had been periodical discussions of the road question almost from the first settlement of the county, the first earnest agitation of the subject was in 1883, and the various conflicting ideas, as to the probable cost and the manner of building the road is certainly amusing to all the old settlers who are still living in the county. Each one knew about what the road would cost, the figures varying from about \$15,000 to \$200,000. Each friend of the proposition knew just where the road ought to run, and each one could lay out a good practice route on an excellent grade. But each settler was unanimous in his belief that the only practicable route was via his house. Some of the leading citizens were bitterly opposed to the building of any kind of road. The county was too worthless to justify a road; there was no vacant land left that any family would live on; to undertake to build the road would bankrupt the county before it was half finished; even if it could be built without cost to the county it could not be kept open for two years. As a sample of the enthusiasm of some of the friends of the proposition we quote ex-County Judge Woodruff, who, in an article in the Post proposed building the road from Ellensburg to Port Orford by private subscription, and alleged that the cost would not be above \$80,000. Finally, during the 80's Hon. A. H. Crook was sent to the legislature and obtained an appropriation of \$14,000 to assist in building the road, to be paid over to the county when the road was finished. Then the County Court took a hand and appointed three road commissioners and surveyor, with orders to lay out a road on an 18 inch grade from Chetco to Port Orford. After many disputes, much wrangling and more or less bitter feeling the survey was accomplished, contracts let, and the road was completed in 1890 at a cost of about \$50,000. The work was well done, and was a great credit to the people of those days, considering the sparsely settled county, and a \$500,000 tax roll.

From the date of the completion of the road a marked change for the better began to take place. New people began to come in, looking for land and building up new homes; old settlers began to think of building new and more substantial and attractive houses in the place of the old log cabins and shacks, and more substantial improvements began to appear on all sides. And although the progress has been slow it has been continuous and sure. The ease as a means of travel has given way to the wagon, carriage and automobile. The telephone has made social neighbors of the people of all parts of the county, as well as placing us in close communication with the United States. And it will be but a short time when our coast will be traversed by trains of a coast railroad. The ranks of the settlers of the old days have been deplorably thinned until they form a small minority of the population, yet they are entitled to the greatest credit for opening up the country under very adverse conditions, and making it easy of access for those who have since arrived, and who are now in the large majority.

Politics Picking Up

Here is a list of the officials to be elected from the state at large this year and the salary of each.

United States Senator, at \$7500 a year.
Governor, at 5000 a year.
Members of congress from first, second and third districts, at \$7500 a year.
State Treasurer, at \$4500 a year.
Attorney-General, at 3600 a year.
Four Justices of Supreme Court, at \$4500 a year.
State Superintendent of public instruction at \$3000 a year.
State Labor Commissioner, at \$5000 a year.
State Engineer, at \$3000 a year.
One Railroad Commissioner, at \$4000 a year.
Sixty members of the lower house and fifteen senators must also be chosen.

More Oil Indications

"A Marshfield paper says:" While using some of the fuel of the Coquille River Coal Company in the stove at his office yesterday, George Baines, agent for the fuel on Coos Bay, made a discovery which indicates that there is crude oil in the vicinity of the company's mine near Riverton. He noticed some small chunks of coal burning with such enthusiasm that he inspected it. Taking a hard chunk of the fuel in one hand, he lit a match with the other, and on applying the flame the chunk of coal turned out to be nearly all tar and hard crude oil. It burned like a chunk of sealing wax.

On inquiry he learned that there is a streak of the tar four inches thick in the four-foot vein at the mine. It looks no different from the coal. The material lights easily and Mr. Baines is pleased over the discovery as simplifying the lighting of his fires. The theory that there is oil in Coos county has been advanced before, but it is understood that the tar in the Coquille River Coal Company's mine is the strongest indication of the presence of the valuable product.

The first burglary in Ranier was pulled off last week.

COST OF DRAGGING ROADS.

C. F. Chase of North Dakota Agricultural College Gives Estimates. At the home farm in southeastern Nebraska, writes Professor Chase, there is a stretch of road a half mile in length that we have dragged for seven



DRAGGING A COUNTRY ROAD.

years. Only once during this period has this road been worked with anything but the drag. Two years ago the side ditches were cleaned with the common road grader. A careful record of the time taken to keep this road dragged has been kept, and for the first five years it runs as follows:

Two trips for one man and one team requiring one hour's time for one dragging is the basis taken. The first year we dragged it fifteen times, the second thirteen, the third seventeen, the fourth twelve and the fifth fourteen times, or seventy-one draggings of one hour's time during five years. This at 30 cents an hour for man and team is \$4.20 a year for the half mile. For a mile it would be \$8.52 annual cost of maintenance. Another road in the immediate vicinity cost less than \$10 per mile annually. The soil is not quite as heavy as Red river soil, but the rainfall is a little more than thirty inches. A case is noted in Public Roads Bulletin 48, United States department of agriculture, where the cost of similar maintenance of roads in Arkansas was \$11 per mile. State Engineer Gerhart of Kansas puts the range of cost for dragging at from \$4 to \$10.

The cost for North Dakota should not be over \$10 per mile, while in most cases it would be much less, the cost depending upon the character of the soil, the rainfall, traffic and grade. As an average for all dirt roads I would place the annual cost of maintenance at \$7.50 per mile or \$400,740 to drag in a satisfactory manner the roads in North Dakota one year. The total expenditure on public roads of North Dakota outside of towns in 1911 was \$291,540. If properly organized and if the people were educated we could properly maintain our earth road with present road fund and have \$230,800 left for bridges, new construction, etc.

His Method Of Revenge

BY RUTH GRAHAM

Shortly before the breaking out of the French revolution Ambrose Sinclair, a young South Carolinian, went to Germany, where he attended a university. He was rather inclined to amuse than to study and became proficient in the use of the small sword rather than writing theses. Having finished the university course, he went to Paris. His father forwarded him a letter of introduction to Benjamin Franklin, who was then representing the new American republic at the court of Versailles, and young Sinclair was admitted into the society of the court circle.

Sinclair fell in love with Mme. Orelle de Torcellers, and his passion was returned. Her brother, the Duke of Lascelles, to get rid of the American, conspired with the Count de Beauville, a rejected suitor of his sister, and the two secured his arrest and imprisonment.

Having got the young man into the Bastille, it was not difficult to keep him there, for they gave instructions to his jailer not to permit him to communicate with any one, especially the American embassy. Sinclair remained there for several years, gaining his freedom only when the mob opened the prison by battering down the gates of the Bastille.

One would suppose that he had had enough of the France of those times and would go home at once. When he had been shut up the country was peaceful; now it was a boiling pot. Having been shut up by royalists, he might now dread being guillotined by revolutionists. But Sinclair had only one thought—to find the man who had imprisoned him and be revenged, for he had heard while in prison that Jules de Lascelles had died.

The French royalists were only beginning to get out of France. Sinclair learned that the Duke of Lascelles had been arrested on a charge of being an enemy to the revolution, but the Count de Beauville was still free. Sinclair went to the leader of the revolution of that time, told him how he had been imprisoned on a charge of inciting insurrection and asked that the Duke of Lascelles be liberated that Mr. Sinclair might seek revenge by fighting him. The request was granted.

The next day a prison official announced to the duke that he might go free. Lascelles, who had been expecting death by the guillotine, was overjoyed. But when at the prison gate he recognized the man he had thrown into prison several years before he turned pale.

"Come with me," said Sinclair, who led the way into a courtyard near by, where two gentlemen were waiting, the one to second Lascelles, the other Sinclair. Lascelles, having escaped death by the guillotine to meet it by an enemy's rapier, fought desperately, but he was no match for one who had championed his corps at Heidelberg. Sinclair played with him for a time as a cat would with a mouse, then with a "Take that for your villainy," ran him through.

Sinclair next sought the Count de Beauville. He was difficult to find him, for the count had been proscribed, and the revolutionists were looking for him as well as the man whom he had imprisoned. Sinclair got on his track through information given by one who had seen him in court and supposed him to be a sympathizer with the royalist cause. Sinclair found his man, but would neither give him up to his enemies nor seek revenge or information that had been imparted on the supposition that it was given to a friend. He proposed to De Beauville that they journey together to Belgium, passing as two Americans. De Beauville could not understand why, since Sinclair had him in his power, he did not turn him over to the revolutionists, and why the man he had injured should help him to get out of the country was indeed a mystery to him. However, there was nothing for him to do but to accept the offer.

Sinclair possessed a passport, though of a date several years gone by, as an American citizen. He suggested to De Beauville that he travel ostensibly as his servant, and the two thus passed beyond the Paris gates. A number of times during their journey they were held up by revolutionists, but every time Sinclair, by showing his passport and ordering De Beauville about as his servant, but, most of all, by his cool assurance, secured a passage for himself and his enemy. At last they reached the frontier. They passed the border in the night, and De Beauville slipped away into the darkness and

But Sinclair knew that the emigres escaped his enemy. They were gathered in Belgium, and there he went. It was not long before one night at a ball he saw De Beauville dancing with the noblesse of France and, going up to him, drew his glove across his face. There was no avoiding a meeting, and De Beauville consented to fight.

The two men met on a field where such affairs were accustomed to take place. De Beauville was a good swordsman, but somehow there was something in having injured his opponent, something so meanly in that opponent's treatment of him, that the count could not fight in his usual form. Sinclair soon showed that he had the advantage both in coolness and skill and after giving his enemy several chances finally ended the combat.

Then the young American returned to his home.

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