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FROM THE NATIONAL CAPITAL
Events of Interest Reported
For The Herald

PANAMA CANAL TOLLS
Congressman Adamson of Georgia attempted to find a back stairway of retreat, by declaring that the plank in the Baltimore platform in favor of discriminating in favor of American ships was "slipped over" on the platform committee. This old-fashioned political subterfuge was immediately strangled by Senator Walsh of Montana, who pointed out that he and Secretary Bryan and Senator O'Gorman, as well as other party leaders, knew just what they were doing when this plank was put into the platform. The President maintains that our policy discriminating against foreign ships cannot be carried out with honor in view of our treaty arrangements with Great Britain. The issue appears likely to be squarely met, and it is a sure indication of improved conditions since Democratic leaders refuse to hide behind the bushes, but declare the question will be settled in the open arena of debate in the Senate.

OPEN SEASON FOR WAR SCARES
In many of the states there is an open season for hunting and fishing, and each year the sportsmen anxiously await the coming of the happy days. Likewise there is an open season for war scares in the United States; and now we are being told of the dangers that surround us because of the fact that our navy is only surpassed by that of Great Britain—and possibly Germany, which country we have "tied" if not passed. Washington has its thumb on the date of this open season, and the rest of the country should mark it up on the calendar, as it can always be counted as an annual visitor when the naval appropriation bill appears in Congress. Keep good, children—Japan, Germany, Great Britain, Mexico, nor any of the nations of the world are planning trouble with the United States.

THE BEGINNING OF THE END
On the outer wall of the United States general land office in Washington there appears the following bronze tablet: "Samuel F. B. Morse, Artist and Inventor, opened and operated on this site under the direction of the Postoffice Department the first public telegraph office in the United States; April 1, 1845. 'What God Hath Wrought.'" In view of the present day agitation of government ownership of the telegraph and telephone, who will say that this is not the Alpha and Omega?

THE LINCOLN MEMORIAL
The clouds that have surrounded the formative processes of the Lincoln memorial have cleared away. The contract made by the commission, of which ex-President Taft is the head, has been approved by the Secretary of War, and whatever friction might arise over the dispute of authority between the Commission and the Secretary's office has been discounted in advance by the appointment of a joint representative of both bodies. As a result, the ground was broken in Washington on Lincoln's birthday for the greatest of all our national memorials—for a building which will in fact be a greater tribute even than that of the Washington monument. In short the Lincoln memorial will be the greatest structure ever contemplated by the American people, in honor of its most illustrious martyr.

REINDEER THAT SANTA CLAUS MADE FAMOUS
There is an explanation of the growth of conviction in the Santa Claus story found in the fact that 30,000 domestic reindeer remain in Alaska. The United States government, which has finally discovered this country upon its map, has turned attention to the reindeer as an agricultural proposition, and is advocating stringent methods of preventing the destruction of these animals. There have been instances of cross breeding the domestic reindeer and the native wild caribou. It is found that the blood of the latter can be used to good advantage in building up the reindeer herds. The domestic deer seem to have decreased in size and other ways because of the lack of careful selection in breeding. The caribou are superior in size and are not so wild as to make their domestication

impracticable. The people in the Agricultural Department who have determined this are suspected of having gazed their conclusions upon early experiences with tame deer in Missouri and Iowa back yards. It has been found that the meat of the reindeer is of excellent quality, and the skins are of great value. We learn that the European deer is used for dairy and transportation purposes, yet little attempt has been made so far in our own country in this line. The customs of different countries are interesting; and a case in point was illustrated in a recent lecture by Madam Montford of Palestine, at a Masonic gathering in Washington. She related how the shepherds of Jerusalem drank the milk of sheep, and said that in her girlhood days she had been "almost brought up on it." She declared it to be as nutritious and palatable as cows milk. Yet in the United States no one ever heard of drinking sheep's milk. And here there is no driving of reindeer, except when Santa Claus used it in preference to later day airships, which have proven far more feasible than even the fleet-footed reindeer, inasmuch as the country now has so large a number of chimneys; and these can be more easily reached by airships than by reindeers that stub their toes over housetops and shingles.

LOGGE VERSUS NORRIS
From Senator Lodge of Massachusetts comes the admission that "suffering and injury" have been done to hundreds of innocent people in New England, as a result of the breakdown of the New York, New Haven and Hartford, and the Boston and Maine Railroads, and his opinion is that the Department of Justice and not Congress should be the instrument for righting the wrongs of investors and stockholders. The minions of justice have been riding exceedingly slow, and though the public is assured by Mr. Lodge and others that the new President of the New Haven system, Mr. Elliott, is a man of "high character and honest purposes" yet but recently these same things were said about Mr. Mellen and the financiers of the house of Morgan, who milked almost dry one of the greatest properties in America. Men like Senator Norris, who stand for up to the minute methods of righting wrongs, has declared that a thorough sifting of the New Haven affair is within the province and rightfully rests with Congress. Norris does not agree with the "waiting methods" of Mr. Lodge but would "soak it to 'em."

GOVERNORS INVITED INTO BOOSTER'S CLUB
"Let's talk it over" is the substance of a suggestion by Secretary Lane to the governors of the states of Arizona, California, Colorado, Idaho, Montana, New Mexico, Oregon, Utah, Washington and Wyoming. He wants the gentlemen to take the bull by the horns and help map out a program for reclamation work in the west. The Secretary does not attempt to conceal the fact there have been very unsatisfactory returns from the great majority of these projects, and at the same time no end of hardships and loss to settlers. As there is a growing tendency among the states to cooperate in reclamation projects, one of the objects of Secretary Lane's proposal is to bring the governors together, in order that everybody may help their little bit.

Curry Old Settler Dies
The Gold Beach Globe reports the sudden death of J. A. Cooley, of Harbor, who was found dead in bed, having evidently passed away quietly in his sleep. He was one of the oldest settlers of the Chetco Valley and was very highly esteemed by all that knew him. He was the eldest son of one of the early pioneer families of Curry County, and was about 68 years of age.

Adeline Going Some
The Adeline Smith has established a new record for time between Coos Bay and San Francisco. On her last trip she left Coos Bay at 7:30 a. m. Sunday with 1,600,000 of lumber, unloaded at Oakland came back and loaded another cargo of like amount, and sailed again at 11 a. m. Thursday, making the round trip in four days, three and one-half hours. And it used to take that long to load one of the little wind-jammers that carried about 400,000

ROAD BUILDING A SCHOOL STUDY

Plans of an Oregon District Supervisor.

A PRIZE COMPETITION.

An Interesting Experiment Making Road Building a Course of Study in Rural Schools is to Be Made in Lane County, Ore.

Road building as a course of study in rural schools is to be tried in a district of Lane county, Ore., and a woman is to direct the work. The idea was conceived by Miss Goldie Van Biber, the district school supervisor, says a recent report. Actual road building is the laboratory work which will accompany this course. The children of each school will build and maintain a strip of country road near the school building. The school whose road stands and is found in the best condition when winter comes will be the winner of a contest for which two silver cups have been offered as prizes. "I was afraid that the county court might not allow me to experiment on the roads, but it has even authorized the supervisors to furnish rock or gravel, handle powder and do the work that children could not do alone," said Miss Van Biber.

The county court saw in the scheme of Miss Van Biber a plan to establish the fundamentals of good road building in a new generation and at the same time interest the present generation in the principles of drainage and highway construction, which the children learn at school. It has entered into the plan with enthusiasm. Miss Van Biber has jurisdiction over 700 square miles, extending into Lincoln, Lane and Douglas counties. All the year, by horseback, boat or on foot, she travels over the rough mountain highways and up along the small rivers. She introduced manual training in the Lincoln schools, and exhibits of handicraft, sewing, carpentry and bead work from Florence took first prizes at the county fair, ahead of the Eugene and advanced Valley schools. She installed the industrial work and put it under proper supervision. Road building is her next step.

Speaking of her plan, she said: "This is to be a scheme to work children on the roads. They will care for only 100 yards, and not necessarily that much, if the district road is difficult. The road building is not to be taught by the teachers, because the average teacher is not qualified to teach road building. "We shall organize a good roads club in each school. We shall give the scholars credit for the hour or more a week that they spend on the roads. Those who undertake the road work, which will be purely optional, will be excused from studying the road chapter in the agricultural manual. The roads will be to arouse interest in roads and give adequate instruction, and the already overworked teachers will not be burdened with this additional work.

"Of course all districts will not be able to participate, because many schools are built on trails. They have no roads on which to work. Possibly these districts can compete for the prize by laying out and actually building a piece of road past their school."

ROADS AND LIVING COST.

Cost of Hauling Big Factor In Expense of Farm Products to Consumer.
Until very recently the vast majority of people failed to understand that the good road is not a mere country dweller's convenience or the means to motorist's pleasure, but that it is an actual economic necessity. That it costs the farmers of this country more for a ten mile haul of produce from farm to town than it does to ship that produce from New York to London is a fact. That it costs farmers abroad from one-half to one-tenth as much to haul a ton a mile on a road as it does the farmers of this country is another fact.

That practically every pound of flesh and bushel of wheat we consume must travel over a road at least once and sometimes twice before we eat it is a third fact. The three are the answer to one part of the question. "Why does it cost so much to live?" Some one has to pay for the expensive hauling. Some one has to pay for the depreciation in the value of the horses and vehicles caused by poor roads. Some one has to pay for the extra time it takes to haul cotton to market when two mules are required to haul two bales ten miles in one day, when on a good road the same two mules could haul twenty-four bales in the same time with the same effort.—Suburban Life Magazine.

New Roads For Wisconsin.
More than \$4,000,000 worth of new roads, about 1,400 miles, will be built in Wisconsin in 1914, announces the state highway commission. This is 500 miles more than were built in 1913, in which more than \$3,000,000 was spent. The state will distribute among the counties about \$1,250,000. Hardest of all have been made, but the state will fall short by \$350,000. This amount will be made up by the counties. More than 1,400 separate pieces of road were completed in 1913.

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HUNTING APACHES

BY DWIGHT NORWOOD

Indian fighting is a thing of the past now, but we must remember that it was only about a generation ago that General Custer and his men were surrounded and massacred by redskins. There is an old ordinance sergeant at one of the Atlantic coast forts who was a youngster in the ranks of the regular army in those days and passed a good many years on the plains, where Indian fighting was the order of the day. He tells yarns about his experiences, some of them bloodcurdling, some simply amazing. Here is one of the latter class:

The Apaches were the worst varmints one had to deal with, and we were more afraid of them than any other savages. They were more treacherous, more merciless and practiced more deceptive methods than any other tribe with which I had the honor to exchange shots. When we were hunting them we were more sure that they weren't hunting us. Any man going to a spring for water, dropping out of the ranks to cool off or in any wise going off by himself was liable to be taken in, and so needless to say that the rest of the command wouldn't know anything about it until he was missed and some one would be sent back to find him dead and scalped.

One time when we were after a party of Apaches, not knowing when they would turn up in the middle of the night, or, more likely, just before dawn, we made preparations that would let us know of their coming. Our commander had taken the precaution to bring along some barbed wire fencing, and after getting into camp, before turning in under our blankets, we fenced ourselves in. Of course we didn't expect to keep off the red devils with a wire fence, especially when we weren't helping the latter with lead. All we hoped for was a few moments' delay, long enough, you know, to grab our rifles and get on our feet.

We bivouacked one evening on a hillside so situated that we couldn't very well be taken on the flank, and instead of running the wire around us we stretched it before us, so that any force coming up the hill must pass over it. Though the moon was in the third quarter, the night, being cloudy, was quite dark. The Apaches were so sly that in order to get a warning of their coming we hung all the tin plates, tin cans—anything, in fact, that would rattle—on the wire.

I was listening then for all I was worth for the slightest sound that would indicate the presence of an enemy.

I had to take it out in listening, for I couldn't see anything unless it was above the sky line. The moon passed a thin space in the clouds just as I heard a tinkle away down at the other end of the fence. Peering in that direction I saw something white. I didn't wish to make a guy of myself by firing at nothing, and I didn't wish to take any chances with Apaches about it. I heard another tinkle and saw the white thing move. It seemed to be on the outer side of the fence, but in another moment it was on the inside. I had brought my rifle to my shoulder at the first sound, and, seeing that whatever it was had got in behind the fence, I let drive.

I could hear a prolonged rattle of accoutrements as the line of sleeping men arose, and their rifles sounded like a modern machine gun. The field officers went hurrying about, and the company officers formed their men. In a few moments they were all standing in line ready for another volley, but the second volley was never fired. The clouds broke away from before the moon so that we could see what was going on before us, and we found there was nothing going on. No sign of an Apache appeared.

The order was given to break ranks, and within ten minutes the men were down on the ground again, most of them snoring loudly enough to keep a sentry from hearing any more tinkling tin plates. I was relieved soon after and joined the chorus.

The next morning our commander called up the guard of the night before and asked "who had fired the warning shot and at what he had fired. I confessed that I was the man and had fired at something white down at the other end of the wire fence. "Something white!" he exclaimed contemptuously. "Did you ever know a redskin to wear anything white? No Indian, no Apache certainly, would wear anything that could be seen on a dark night." I was dismissed with no other reprimand than this, if it could be considered a reprimand, and went off to a campfire where my men were cooking breakfast.

"What were you men on guard firing at last night?" asked one of the men. "Apaches," I said, putting on a bold front. "The moment I fired they skeddaddled down the hill under cover of the darkness." "How could you see them in the dark?" This stumped me, but further remark was unnecessary since the mystery was solved by Sergeant Conover. "What he was firing at," he said, "was a boiled shirt of mine that I washed after we bivouacked last night and hung on the wire fence to dry. And just look at it," he added, producing the article; "it's rattled!" "Serves you right," said I, "for hanging your shirt on a means of defense."

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