

The Herald, the old established reliable newspaper of the Coquille Valley in which an "ad" always brings results.

THE COQUILLE HERALD

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COQUILLE, COOS COUNTY, OREGON, TUESDAY, MARCH 17, 1914.

PER YEAR \$1.50

CITY DIRECTORY

Fraternal and Benevolent Orders

A. F. & A. M.—Regular meeting of A. F. & A. M., at Masonic Hall, every Saturday night in each month on or before the full moon.
D. D. PIERCE, W. M.
R. H. MAST, Secretary.

O. E. S.—Regular meeting of Benlah Chapter No. 6, second and fourth Friday evenings of each month, in Masonic Hall.
MARY A. PIERCE, W. M.
ANNA LAWRENCE, Sec.

I. O. O. F.—Coquille Lodge No. 53, I. O. O. F., meets every Saturday night in Odd Fellows Hall.
C. H. CLEVER, N. G.
J. S. LAWRENCE, Sec.

MAMIE BEBEKAH LODGE, No. 30 I. O. O. F., meets every second and fourth Wednesday nights in Odd Fellows Hall.
EMILY HERBER, N. G.
ANNIE LAWRENCE, Sec.

COQUILLE ENCAMPMENT, No. 25 I. O. O. F., meets the first and third Thursday nights in Odd Fellows Hall.
J. S. HARTON, N. G.
J. S. LAWRENCE, Sec.

KNIGHTS OF PYTHIAS—Lyceum Lodge No. 72, meets Tuesday nights in W. O. W. Hall.
R. R. WATSON, K. R. S.
O. A. MINTONSKY, C. C.

PYTHIAN SISTERS—Justus Temple No. 35, meets first and third Monday nights in W. O. W. Hall.
MRS. GEORGE DAVIS, M. E. C.
MRS. FRED LINGGAR, K. of R.

RED MEN—Coquille Tribe No. 46, I. O. O. R. M., meets every Friday night in W. O. W. Hall.
W. S. BARTON, Sachem.
A. P. MILLER, C. of R.

M. W. A.—Regular meetings of Benlah Camp No. 10,550 in M. W. A. Hall, Front street, first and third Saturdays in each month.
C. D. HUDSON, Consul.
L. H. IRVING, Clerk.

R. N. A.—Regular meeting of Laurel Camp No. 2972 at M. W. A. Hall, Front street, second and fourth Tuesday nights in each month.
MARY KERN, Oracle.
EDNA KELLEY, Rec.

W. O. W.—Myrtle Camp No. 197, meets every Wednesday at 7:30 p. m. at W. O. W. Hall.
LEE CURRIE, C. C.
JOHN LENEVE, Sec.

EVENING TIDE CIRCLE No. 214, meets second and fourth Monday nights in W. O. W. Hall.
ORA X. MAURY, G. N.
MARY A. PIERCE, Clerk.

FARMERS UNION—Regular meetings second and fourth Saturdays in each month in W. O. W. Hall.
FRANK BERKHOLDER, Pres.
O. A. MINTONSKY, Sec.

FRATERNAL AID No. 398, meets the second and fourth Thursdays each month at W. O. W. Hall.
MRS. CHAR. EYLAND, Pres.
MRS. LORA HARRINGTON, Sec.

Educational Organizations and Clubs

COQUILLE EDUCATIONAL LEAGUE—Meets monthly at the High School Building during the school year for the purpose of discussing educational topics.
BENA ANDERSON, Pres.
EDNA MISHAKO, Sec.

KO KEEL CLUB—A business men's social organization, hall in Laird's building, Second street.
A. J. SHAWWOOD, Pres.
FRED SLAGLE, Sec.

COMMERCIAL CLUB, J. E. NORSON, President; J. C. SAKER, Secretary

Transportation Facilities

TRAINS—Leave, south bound 9:00 a. m. and 3:00 p. m. North bound 10:40 a. m. and 4:40 p. m.

BOATS—Six boats plying on the Coquille river afford ample accommodation for carrying freight and passengers to Bond and way points. Boats leave at 7:30, 8:30, 9:30 and 9:50 a. m. and at 1:00, 3:30 and 4:45 p. m.

STAGE—J. L. Laird, proprietor. Departs 5:30 p. m. for Klamath via Myrtle Point, serving the United States mail and passengers.

POSTOFFICE—A. F. Linggar, postmaster. The mails close as follows: Myrtle Point 8:40 a. m. and 2:35 p. m. Marshfield 10:15 a. m. and 4:15 p. m. Bond and way points, Norway and Arago 12:45 p. m. Eastern mail 4:45 a. m. Eastern mail arrives 10:45 a. m.

City and County Officers

Mayor—A. T. Morrison
Recorder—J. S. Lawrence
Treasurer—R. H. Mast
City Attorney—L. A. Liljeqvist
Engineer—P. M. Hall-Lewis
Night Marshal—C. A. Evernden
Water Superintendent—John Harley
Fire Chief—Walter Oerding
Councilmen—D. D. Pierce, C. T. Skeels, W. C. Laird, G. O. Leach, W. H. Lyons, Leo J. Cary. Regular meetings first and third Mondays each month.

Justice of the Peace—J. J. Stanley
Constable—Ned G. Kelley

County Judge—John T. Hall
Commissioners—W. T. Dement, Geo. J. Armstrong
Clerk—James Watson
Sheriff—W. W. Gage
Treasurer—T. M. Dimmick
Assessor—T. J. Thrift
School Supt.—Raymond E. Baker
Surveyor—A. N. Gould
Coroner—F. E. Wilson
Health Officer—Dr. Walter Culin

Societies will get the very best
PRINTING
at the office of Coquille Herald

CALIFORNIA'S ROAD CONSTRUCTION

County Surveyor Gould Makes Valuable Report to Good Roads Association on His Personal Investigations of Methods Followed and Cost of Same

As Coos County is soon to vote on a bond issue of some \$440,000 for the construction of permanent main roads throughout the County, it is highly important that the voters throughout the County, before the election is called, inform themselves as much as possible along these lines, with especial regard to what kind of road is to be constructed, how long it will last when properly constructed, the cost of construction and last but not least the cost of maintenance when completed.

As County Surveyor, I am of course very much interested in the survey and construction of permanent roads, and to thoroughly familiarize myself with the most modern construction of modern roads, I spent a month in the state of California inspecting at close range, their State Highways.

For the information of the members of the Good Roads Association, and any one who might be interested in the subject, I submit the following brief report:

To begin with, the state of California in 1910 voted a bond issue of \$18,000,000 for the purpose of building two trunk lines of highway practically the entire length of the state, with numerous branch lines and feeders connecting up all capitals of counties and the main towns, the approximate length of which is 2800 miles. These bonds were to bear 4 per cent interest and must not be sold below par.

The Honorable Frank H. Gould, Surveyor General of California and Nevada obtained for me a letter of recommendation from Governor Johnson to the Highway Commission, and I am indebted to the Highway Engineer, Mr. A. B. Fletcher, for most of my information.

For a large portion of the roads the commission has adopted a pavement consisting of a Portland cement concrete base of a minimum thickness of 4 inches and 15 feet wide with shoulders at least 3 feet wide on each side of the concrete. The concrete base is covered with a thin coating of asphaltic oil of special quality and stone screenings, forming a bituminous carpet from 3/8 to 1-2 inch in thickness to serve as a wearing surface to protect the concrete. In places where conditions of the slab is slightly increased, and where the traffic is extremely heavy the width is increased, in some locations to as wide as 24 feet. The concrete is composed of 1 part cement, 2 1/2 parts fine aggregate and 5 parts coarse aggregate, a cubic yard of concrete containing 94 pounds of cement. After the concrete is thoroughly dry it is sprayed with a heavy asphaltic oil at the rate of from 1 1/4 to 1-2 gallon per square yard, the oil to be applied by a power spray at a temperature of about 250 degrees Fahrenheit. Upon this stone screenings are spread until all of the oil is absorbed, and left until thoroughly set before traffic is admitted.

The cost per mile of this class of construction, based upon 100 miles under contract is \$7600.00, as follows:
Grading, culverts etc., per mile—\$1,300.00 equals 17.1 per cent
4 inch concrete base, per mile—\$5,860.00 equals 77.1 per cent.
3-8 inch bituminous wearing surface, per mile—\$440.00 equals 5.8 per cent.

This is equivalent to \$6.00 per cubic yard of concrete for the base, and 5 cents per square yard for the wearing surface. Taking this as a basis and supposing we build our 9 feet wide and 5 inches thick, with the same wearing service the cost of our roads would be as follows: 5 inch concrete base 9 feet wide per mile \$4400 3/8 inch wearing surface a 5 cents per square yard \$264, making a total of \$4664 per mile. Mr. Fletcher gives the life of this kind of wearing surface

as about two years. As our traffic will not be nearly half as great as the traffic in California it should be safe to say it would last at least three years, without renewal. It would therefore cost \$88 per year, per mile to renew entirely this wearing surface. However we cannot hope to build concrete roads here as cheap as they can in California, but assuming that it costs us 20 per cent more which ought to be a safe margin, the cost of the concrete base would be \$5280 per mile or one dollar per lineal foot, and the 3/8 inch wearing surface would cost \$316.80, making a total of practically \$4600 per mile for a 5 inch base 9 feet wide with a 3/8 inch bituminous wearing surface, and if this surface should require renewal every 3 years it would cost \$105.60 a year per mile. Not very steep for keeping a road in condition so you can drive over it any day in the year. At this rate it would cost \$1056 to the road between Coquille and Myrtle Point in good condition for a year, while under our present system it costs thousands of dollars and the road is never in good condition and is practically impassible during the winter months. Even if the cost of maintenance was several times this amount it would still be a paying proposition.

Practically all of the counties throughout the state have agreed to furnish all necessary right of way through their respective districts free of charge and to build practically all bridges over 20 feet in span. The right of way in most cases has a minimum width of 60 feet and graded to a minimum width of 21 feet on all roads except in mountainous country, where a minimum width of 16 feet is allowed. A maximum grade of 7 per cent is allowed for the mountain road, but this is allowed only in very mountainous localities. The crown of the concrete roadway is very flat, not being more than 2 3/4 inches.

As a rule the people, towns and corporations of the state have been very liberal with the Commission. The farmers along the routes have donated land for rights of way, local banks have bought up large amounts of bonds; companies are furnishing cement, sandstone etc., at bedrock prices; the railroad companies of the state have entered into an agreement with the Commission to haul all material used for construction at practically 50 per cent of the standard rates. This means the saving of untold thousands of dollars to the Commission. Following are the rates agreed upon for hauling all material including contractors equipment.

Stone, gravel and sand, 3/8 cent per ton per mile, with a \$6 per car minimum, exclusive of mountain hauls.
Road oil and bituminous rock, 3/4 cent per ton per mile; minimum \$10 per car.
Asphalt, 1 cent per ton per mile whether in tanks, cars or packages; minimum \$10 per car.

All other commodities, (a) the lowest of any commercial rate, or (b) one-half of any class rate; minimum \$10 per car.
The Commission has a contract with one of the largest crushed rock concerns to furnish one-half million tons of crushed rock at 45 cents per ton. They also have a contract with various gravel concerns to supply the same at 27 1/2 cents per ton.

The Commission has set a good precedent by standing between the small contractor and the powerful paving concerns who assume to do business under the so called patent rights, and announce in no uncertain terms its intention of defending any and all suits for infringing of said so called patent rights.

We in Oregon hear a great deal of criticism of the type of construction adopted by the Commission, and upon investigation I have found that a great deal of this criticism

originates from large paving concerns, who claim that the Commission should use from 1 1/2 to 2 inches of sheet asphalt for a wearing surface, or something equivalent. Now practically all of such finishings are covered by patent, so that the cost is absolutely prohibitive. Again you will be told that 4 inches of concrete is absolutely insufficient to carry heavy traffic.

I personally examined about 200 miles of the highway and failed to find one single instance where the concrete base had failed. I find that the pavement is cracked across the roadway about every 30 feet, due to contraction, but this would have occurred had the pavement been a foot thick. Just as soon as these cracks appear they are filled with a bituminous material, and after the wearing surface is applied these cracks cannot be found on the surface even by a close inspection, and the roadway is left perfectly smooth, while if expansion joints had been used there would be a rough place

the concrete in any of the tests.

In the fourth test the wheel was passed over the unsupported concrete with its side even with the edge of the pavement, and in the fifth it was made to pass over a block of wood 2x4x8 inches laid flatwise 12 inches from the edge of the pavement and lengthwise with the road. A slight deflection was noticed in the fourth and fifth tests as the roller passed over the opening, but the concrete regained its original position immediately after the passing of the roller. Assuming the weight on the block of wood was 3 1/2 tons, (probably about 4 tons as the roller was loaded with water and wood), the load in the fifth test was equivalent to 1.666 lbs. per inch of width of bearing, which would be the same as a wagon with 4 wheels with 4 inch tires, carrying a load of 13 tons equally distributed over the four wheels. The heaviest load likely to pass over the road is a 20 ton traction engine. Assuming that the two rear wheels carry

Stork May Allay Fears of Russia Over Invalid Heir



THIS is the latest picture of the czarvitch of Russia, heir to the throne. The lad is still reported to be so sickly that he is usually carried around, and the people of the empire continue their prayers for his health. Because of the boy's invalidism Russia learned with joy that the stork was expected again to visit the imperial home at Livadia, for they hoped the bird would bring another boy to take the little czarvitch's place in case of death. Alexis, the only son of Emperor Nicholas, is now in his tenth year, having been born Aug. 12, 1904. The royal couple have four other children—Olga, born in 1895; Tatiana, born in 1897; Marie, born in 1899, and Anastasia, born in 1901.

left, which would make more or less of a jar in riding over it.

I found several places where the concrete that had not received the wearing surface, where it had become pitted to considerable extent. I also found places where the wearing surface was flaking off of the concrete. I took this matter up with the engineer and he told me they had got a bum job, due to an unfaithful contractor and unskilled inspector at the mixer, and that the traffic was admitted to the pavement before the proper time had elapsed.

To test the strength of the 4 inch concrete base, a test was made on a portion of the Highway near Fresno, when the concrete was 35 days old and before any wearing surface was applied. Before the test was made the earth was removed under the concrete for a width of 2 feet and a distance of 4 feet from the edge back. The test was made with a ten ton roller in which 3/8 of the load is on each rear wheel, the wheels being 20 inches wide. In the first test the roller was run along the concrete, its rear wheel passing over the unsupported concrete 12 inches clear of the edge of the pavement. The second test was the same as the first except that the wheel was 6 inches from the edge of the pavement. The third the roller was stopped and started with the rear wheel on the unsupported concrete 6 inches from the edge of the pavement.

There was no noticeable effect on

FROM THE NATIONAL CAPITAL

Events of Interest Reported For The Herald

AN HOUR IN THE SENATE

It was the last hour of the last day of the week, and the Senators were weary with the debate which had for days brought under consideration every phase of the management of our great postoffice system. Senator Cummins was urging an amendment to curtail the one-man power of the Postmaster General, and at the conclusion of his speech an attempt was made to prevent a rollcall for fear it would disclose that a quorum was not present. From somewhere came Reed of Missouri, evidently suffering from a grouch, and he had nearly reached the chamber before he began to talk. There was a snarl in his voice and he intimated that the express companies were using senators to tie up the "parcel post," which nowadays among polite senators is plain "parcel post." Poin-dexter of Washington got in a point of order, and in discussing it had a great deal to say about the "Senator from I-o-way," with decided accent on the way. "Uncle Ike" Stevenson of Wisconsin had found a map of the United States and Mexico at the rear of the room, and he was studying the southwest corner in a manner that might lead to the suspicion that he was looking for a white pine forest that would net him another million. Of course he was chewing gum, as he is seldom without his cud. Possibly he was pondering over his vote, a sacred thing with him, since the Senatorial vocabulary of the octogenarian has been limited from the outset to "aye" and "no," and if he ever had a word or thought beyond that it has never been expressed, not even when the Senate was threatening him with the boot.

Meanwhile Reed continued to rant, and Cummins was holding on with both hands to keep himself from jumping over his desk. As Cummins proceeded with his reply, Reed grew redder and redder. It was the second time in two days that the Missourian had been "called," and he followed the Iowa Senator, and made the "amend honorable" in truly distinguished Senatorial style.

Senator Gore, fresh from the tumultuous scenes of an Oklahoma court room, attracted more than the customary attention which is always bestowed upon the blind Senator Bankhead of Alabama, in charge of the bill, arose to admit that he "was in the same condition that he often found himself, in that he did not know what to do." But everybody smiled good naturedly, and gave their sympathy to the farmer-statesman, whose sentences would have been roundly complete if he had only had a straw in his mouth. Finally there was a rollcall, and in the midst of it Pitchfork Tillman stumbled into the room, times all bent, twisted and busted. At the exact moment of his entrance the clerk called his name on the roll, and South Carolina's back number confusedly asked: "What is it?" "Vote no!" responded a Democratic colleague, whereupon Tillman said "no!" and the Senate smiled again.

The amendments having been all disposed of the struggle was over. Everyone was ready to pass the bill. "All in favor of the passage of the bill will say 'aye,'" announced the vice president. "Those opposed will say 'no.'" "The bill is passed." Not a single voice had responded to the request. Silence must still be golden; anyhow the old rule that "silence gives consent" was invoked. The postoffice bill appropriating more than \$314,000,000 was finished.

A half dozen senators sprang to their feet with matters to press. Someone moved to adjourn. The Chair put the motion. Plainly enough the adjournment was lost. Vice President Marshall glanced for a moment at the clock, straightened out the kinks in his legs, and looked at the disappearing pages who seemed to have no doubt that Mr. Marshall would stand by their decision to quit. A naughty twinkle

sparkled in his eyes, seeming to imply that he wanted his supper; whereupon the Vice President announced: "The 'ayes' have it—the Senate is adjourned."

NO TIME FOR POLITICAL ANEMA

American diplomacy is receiving severe tests, and whether it will be suspended in the air as the result of jockeying Mexicans and canal treaties that bind remains to be seen. However, the difficulties at the White House and the State Department are such that there is no place in the Administration for any one with political anemi. Colonel Goethels says that the United States government will not be affected by extending universal treatment to the boats of all nations, and he adds that the steamship companies are the only ones vitally concerned in the controversy. And President Wilson tells the country to "keep cool" and help him to bring Mexico to terms, without intervention.

WOODROW IS BOSS ROUND HERE

A year ago March fourth Woodrow Wilson arrived in Washington. In the twelve months he has been in office he has held a mastery over Congress that no president has ever wielded before. Great constructive legislation has been enacted precisely in the same manner in which he dictated it. His master mind has directed the course of every phase of government. People may differ in their estimate of Woodrow Wilson; and may approve or disapprove of his policies, but they all know who rules the roost. Dignitaries of high degree who at first were inclined to argue have been accommodated by a ruler who has been able to talk them to sleep without sign of fatigue; and they have quietly submitted to one of the most absolute leaderships that ever existed in America.

EFFICIENCY VS THE POKER BARREL

An energetic attack is being made in congress upon the marble palaces being built throughout the country for postoffices, and it is being urged that in this busy commercial age "we need workshops in which to conduct the postal business." Likewise, the advance of the parcel post and the great growth of the country make it imperative that there be more energetic methods in constructing public buildings. Throughout the country buildings authorized several years ago have not yet been started, and the government's architects in Washington must be a dreamy sort, as it is claimed that that branch of the government is five or six years behind in its work. A big movement is being agitated in Congress to standardize methods that will result in buildings for cities that are entitled to them, and to prescribe their class. Art is being invited to take a back seat, and pork barrel methods are expected to decline in competition with the modern idea of the maximum of efficiency in choosing sites and in the construction of buildings.

KISS YOUR WIFE DAILY

Vice President Marshall is an original chap, and talks upon every subject under the sun. He suggests that the best remedy for divorce is for a man to kiss his wife every day, merely as a matter of habit. Within the week it has been published that Mr. Marshall, having been on a train delayed for many hours, was away from his (Continued on page two)

Mr. Ackerman Writes

Writing from Salem, where he is now located, W. G. Ackerman, former editor of the Herald, says, in part: "I am pleased to note that the most enterprising business men of the community regard the Herald with favor as an advertising medium."

He continues: "The state printing office is now located in the Supreme Court building, and the judges of the Supreme Court and the state library take possession this week of the rooms assigned them. It is a fine building, the interior finishing being largely of marble. It is as near fire proof as mortal man can possibly make it. The dear people pay \$350,000 for the structure."