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J. E. NORTON
Agents, Coquille, Oregon

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A Directory of each City, Town and Village, giving descriptive sketch of each place, location, population, telegraph, shipping and banking points, also Classified Directory, compiled by business and profession.
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Manufacturers of
The Celebrated Bergman Shoe
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Notice of Sheriff's Sale

By virtue of an execution duly issued by the Clerk of the Circuit Court of the County of Coos State of Oregon, dated the 13th day of June, 1914, in a certain action in the Circuit Court for said County and State wherein Walter Sinclair as Plaintiff recovered judgement against The Salmon Mountain Coarse Gold Mining Company Defendant for the sum of Three hundred Eighty-one & 60/100 Dollars and costs and disbursements taxed at Twenty-three & 60/100 Dollars, on the 9th day of May, 1914, Notice is hereby given that I will on Saturday the 8th day of August 1914 at the front door of the County Court House in Coquille in said County, at 10:00 o'clock in the forenoon of said day, sell at public auction to the highest bidder for cash, the following described property, to-wit:

Commencing at the Southwest corner of Section 16, Township 32, South of Range 12 West; thence running South 50 chs; thence West 30 chs; thence South 10 chs; thence West 5 chs; thence South 20 chs; thence East 35 chs; thence North 20 chs; thence East 10 chs; thence North 60 chs; thence West 10 chs; to the place of beginning. Said tract being known as the Salmon Mountain Placer Claims, containing one hundred sixty acres, more or less, also a quartz claim commencing at a post of the Long Tunnel, or better known as the More Tunnel, on the West end of Salmon Mountain, and running in a Northerly direction 100 feet to a fir tree, marked (1), which is the supposed center line of the claim; thence in a Westerly direction, 300 feet to a stake marked (2); thence in a Southerly direction, 1500 feet to a Cedar tree marked (3); thence in an Easterly direction, 400 feet to a fir tree marked (4); thence in a Northerly direction, 1500 feet to a stake marked (5); thence 300 feet to a stake marked (1); thence 100 feet to the place of beginning, and also a Placer Claim filed upon by Philip Guthardt, lying North of the last described claim and also the Guthardt Quartz claim on the West end of Salmon Mountain, described as follows, to-wit: Beginning at a post at the mouth of Discovery Tunnel, thence running in a Northerly direction to a post marked North centerpost; thence running in a Westerly direction, 300 feet to a post marked N. W. C.; thence running in a Southerly direction, 1500 feet to a post marked S. W. C.; thence running in an Easterly direction 300 feet to the South Center Stake; thence in an Easterly direction, 300 feet to a post marked S. E. C.; thence in a Northerly direction, 1500 feet to a post marked N. E. C.; thence in a Westerly direction, 300 feet to a post marked North Center Stake situated in the Johnson Creek and Salmon Mountain Mining District, and being adjacent to and lapping over the Salmon Mountain Placer Claims as described in this instrument, all in Coos County, State of Oregon. Taken and levied upon as the property of the said defendants or so much thereof as may be necessary to satisfy the said judgement in favor of Plaintiff against said defendants with interest thereon at the rate of 6 per cent per annum from the 9th day of May, 1914 together with all costs and disbursements that have or may accrue.

OHIO AS A ROADMAKER.

The State Will Expend \$7,000,000 in Good Roads.
Ohio will expend \$7,000,000 for good roads this year. This will exceed all the money it has put in good roads since the enactment of the state aid law for that purpose eight or more years ago. Beginning this year, Ohio will step to the front in state road construction. The Hite law making a half mill levy on the grand duplicate of the state is largely responsible for this. Highway Commissioner Marker estimates that between \$4,000,000 and \$5,000,000 will be raised by this and other laws of the state. Added to this will be something like \$3,000,000 which will be raised by the counties, all of which will be for good roads. Eighty-five counties have petitioned the state highway department for a total of more than 7,000 improved highways. Sixty-one counties have asked for all they can get under the road building act. Commissioner Marker says that the department will be kept busy for several years building the improved highways petitioned for.

The S. P. Co. will expend \$16,000 rebuilding 15 miles of highway on the Willamette above Springfield. Ordering the forfeited railroad lands on the assessment rolls by the State Tax Commission will compel the counties to dig up \$460,305 taxes for the railroad lands whether the counties can collect it or not.

HOW TO BUILD GOOD ROADS.

There is only one right solution of the road problem, and that is the construction of permanent roads. Every road built wholly or in part with funds provided by the state or federal government should have a length of life equal to the life of the bonds issued to raise the money to pay for them. The foundation, bridges, culverts and retaining walls at least should have such durability. Otherwise future generations will find themselves doubly burdened in paying off these old bonds and at the same time raising money for the rebuilding of the roads.

The use of bitumen or tar for binder in place of water increases the life of the macadam road and allays the dust nuisance, but does not provide a real permanent road because such binders undergo chemical changes and disintegrate in time. The bituminous road is a great improvement on the ordinary water bound highway, however, particularly for light traffic. The first requirement of a permanent road is a foundation which will sustain heavy loads and which will not be affected by frost and water. All through roads between large centers population should be built strong enough to sustain ordinary city traffic, because intercity traffic motor trucks and motor stages will be one of the great developments of the next quarter century, especially at distances of 100 miles and less. Such traffic is becoming an economic necessity because of freight congestion on the railroads and the requirements of long haul traffic. Concrete appears to be the best and cheapest foundation material. In fact, no other material is needed to make a good road.—Leslie's Weekly.

\$18,000,000 BUILDS \$50,000,000 ROADS.

Savings Effected Through Cash Purchases and County Aid.

California's state highway commission has solved the problem of providing a \$50,000,000 system with the \$18,000,000 it has, in the opinion of Charles D. Blaney, a member of the board. This has been accomplished for the most part, Blaney says, by paying cash for materials at a saving of from 25 to 45 per cent. Crushed rock has been bought for 45 cents a ton as against \$1.10 on time, and cement for from \$1.18 to \$1.30 a barrel as against from \$1.90 to \$2.40. Two million dollars is the estimated saving through this method. Another \$7,000,000 saving is estimated in having towns and cities construct their own portions of the highways and by getting counties to give the rights of way and build the bridges.

A million more has been economized by inducing the railroads to haul the materials and machinery at half rates. The railroads have been glad to make this concession, Blaney says, because they realize that good roads mean increased passenger and freight revenues for them.

The 1,400 miles of trunk highway of the contemplated 2,700 miles are to be constructed with a concrete base, with asphalt or asphaltic concrete surface. The cost will be about \$800 a mile. The 1,300 miles of laterals are to be constructed of local materials or simply well graded and drained, so that when the people vote the \$10,000 which will be necessary all that will be required will be to put on the surfacing.

The greatest grade will be 6 per cent. Oregon and Washington have so made their highway plans as to form a connection with the California system, which will give a road from Canada to Mexico with the same maximum grade. The California system will be completed by the time the world's fair opens. The fees from automobile licenses will keep it in repair.

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SOME ACCIDENT INSURANCE
By M. QUAD
Copyright, 1912, by Associated Literary Press.

One day there appeared in the village of Highlands a stranger who gave his name as Bacon and his business as opening an agency for the London and Liverpool Cash Down Accident Insurance company.

Mr. Bacon looked prosperous. He was smiling and suave. He shook hands with everybody and hoped their wives and children were well. He attended church the first Sunday he arrived.

On Thursday he attended a sewing society and made himself agreeable to the ladies.

On Saturday he called on the two ministers and handed them \$5 each to be sent to the heathen of Africa. Monday morning Mr. Bacon was ready for business. He had hinted right along that his insurance differed from any ever presented before, but had refused to give out particulars. He would now do so with the greatest of pleasure.

"It will be a waste of time," said the landlord of the inn. "We carry fire insurance here, but none of the other kind. You can't give it away."

"I shall hope to do considerable business here," was the confident reply. "This morning in driving a nail you hit your thumb with the hammer."

"You have it tied up in a rag, but it will be sore for a couple of weeks."

"Do you know how much cash you would have drawn this very day had you been insured with me?"

"Not a red cent."

"Ten dollars, sir. I told you this English company was different from any we have. It looks almost entirely after the small accidents and cases of temporary illness. There are no blanks to fill out. There are no affidavits to be made."

"I never heard of a company like that," said the landlord.

"There is only one company in the world, and that is the Cash Down. It permits its agents a latitude that no other insurance company does. For instance, if I had explained its plans to you yesterday you'd have taken out a policy at once."

"I dunno about that," was the reply. "And when you mashed your thumb this morning you'd have held it out to me and asked, 'Mr. Bacon, how much cash are you going to allow me on that?'"

"And I'd have taken a brief glance at it and replied, 'Mr. Boniface, that man is worth \$10 to you, and here's the cash.'"

WILD PIGS OF BRAZIL.

Fate of a Jaguar That Fell Into Their Merciless Clutches.
The wild pigs of Central and South America have a reputation for ferocity and indomitable pluck and are exceedingly dangerous enemies to meet. Mr. J. Bigg-Wither, in "Pioneering in South Brazil," tells this story of an explorer's experience of them. Elliott, the explorer, and a Brazilian companion named Lopez were camping in the forest between two Brazilian rivers.

"Suddenly they heard, close at hand, a tremendous uproar of grunting and squeaking. 'Pigs!' exclaimed Elliott. 'Roast pork for supper!'"

"Come on!" was the only comment of Lopez, and he led the way in the bright moonlight toward a little open space among the pines.

"In a few minutes they came to the edge of the clearing, and there they saw, not one pig, but a drove of fifty or sixty, all furious with rage and vainly endeavoring to get at a jaguar that was sitting in fear and trembling on the top of an ant hill, about five feet above the ground.

"Don't fire," said Elliott. "Let's wait a minute. We haven't got too much ammunition, and we can't afford to waste any."

"The jaguar, with his tail well up in the air, out of reach of the foe, was tottering about on the top of the ant hill, with his four feet close together and turning first in one direction and then in another to meet successive attacks.

"Just then the jaguar let his tail drop. In a second the pigs had laid hold of the appendage and had pulled the beast into the midst of them. A terrible battle ensued. From time to time the massive yellow body of the jaguar would rise above the rolling herd of pigs, and his paws could be seen dealing out deadly blows on every side. Then he would sink again and be buried under the bodies of his raging foes. After awhile the noise began to subside.

"Where's the jaguar?" asked Elliott. "I can't see him anywhere."

"Not I either," added Lopez. "One by one the excited pigs moved off. When they had all departed the two men descended into the arena. There were fourteen pigs lying dead or dying on the ground, but there was no jaguar. Presently Lopez stooped down, picked up a fragment of something yellow and, holding it up, remarked:

"Here he is."

"He has found a bit of the jaguar's skin, almost the only fragment of his body left. He had been torn to pieces and devoured by his vicious foes, and nothing was left of him except a few scraps of skin and hair."

Inflated Theatrical Values.
The "show business" proper—namely, the business of securing and producing plays for the entertainment of the theater-going public—is a business of false and inflated values."

A Cautious Young Woman.
Elizabeth had been strictly trained in the proprieties of receiving gifts of money. Uncle John arrived, a privileged character, and after the custom of uncles produced a quarter dollar. Likewise he offered to go to the candy man's shop across the way on a squandering expedition.

He Looked It.
"The last man that came by asking for work," said the farmer, "was one of them writin' chaps."

For County Surveyor

I hereby announce myself an independent candidate for the office of county surveyor of Coos County, Oregon. I am a regular graduate of the Kansas State Agricultural College, class of 1884. Engaged for 14 years in the location, construction and maintenance of railroads, with the C. B. & Q. Ry., Mo. Pac. Ry., A. T. & S. F. Ry., C. R. I. & Pac. Ry., and for 10 years employed in irrigation and mining engineering work. Am also a member of the Oregon State Society of Engineers. Will you support me at the polls?
E. H. KERN

Notice to Creditors

In the County Court of the State of Oregon for the County of Coos. In the Matter of the Estate of Mary L. Peterson, deceased. Executor.

Notice is hereby given that the undersigned has been duly appointed Executor of the will annexed, of the estate of Mary L. Peterson, deceased. All persons having claims against said estate are hereby notified to present the same duly verified as by law required, to the undersigned at the law office of C. R. Barrow, over Geo. A. Robinson's store, Coquille, Coos county, Oregon, within six months from the date of this notice.

Dated this 30th day of June, 1914.
Elson M. Peterson, Executor.
C. R. Barrow, attorney for Executor. 6-30-51

Notice to Creditors

Notice is hereby given that the undersigned has been appointed administrator of the estate of Thomas T. Smith, deceased, and all persons having claims against the said estate are hereby required to present them with the proper vouchers, within six months from the date of this notice, to the undersigned administrator at the law offices of J. J. Stanley, in the City of Coquille, Coos County, Oregon.
Dated July 21, 1914
W. M. Oddy, Administrator of the Estate of Thomas T. Smith, Deceased. 7-21-51

REAL ESTATE TRANSFERS

Reported for The Herald by the Title Guarantee and Abstract Co.
July 8 1914
Geo. W. Canning et ux to Mary A. Fawcetts war deed lots 7 8 9 & 10 blk 4 Sunset Park Bandon Beach \$10
H. F. McCracken et ux to F. M. Arnold agreement parcel of land in sec 16 tp 29 s r 12 w w m \$300
C. R. Davis et ux to Margaret M. Davis q c d s 1/2 of ne 1/4 & s 1/2 of ne 1/4 sec 2 tp 30 s r 11 w w m \$1
Margaret M. Davis to Nettie Davis war deed s 1/2 of ne 1/4 & s 1/2 of ne 1/4 sec 2 tp 30 s r 11 w w m \$1
H. S. Larson et vir to Allegheny Glee Club war deed parcel of land in sec 1/2 of sw 1/4 sec 5 tp 25 s r 11 w w m being part of the vacated townsite of Allegheny \$1
Abraham Van Zile to John Heglie war deed lot 7 blk 8 Elk Park Add to Lakeside \$20
Abraham Van Zile to Frank J. Sander war deed lots 17 18 & 19 blk 6 Ocean Add to North Bend \$10
July 9 1914
Thomas Langlois et ux to Ethel V. Richards war deed parcel of land in sec 25 tp 28 s r 15 w w m \$850
U. S. of A. to Carl Sveinigen patent e 1/2 of ne 1/4 & n 1/2 of sec 1/4 sec 34 tp 29 s r 14 w w m
Mabel Rush Adelsperger et vir to C. A. Smith Fir Co. q c d lots 6 & 7 sec 14 tp 31 s r 12 w w m \$1
Alice Tyler et vir to Eva Hubbard war deed lots 1 & 2 blk 2 Hunts Add to Bandon \$10
Rienzi J. Walrath et ux to Guy C. Barnum q c d all of blk 30 amended plat of Boise Add to Marshfield \$1
Guy C. Barnum to Henry J. Jordan war deed all of blk 30 amended plat of Boise Add to Marshfield \$140
W. H. Mansell to R. E. Shine trustee option lots 11 & 12 blk 33 Elliotts Add to Coquille
R. E. Shine trustee to W. H. Mansell war deed lots 11 & 12 blk 33 Elliotts Add to Coquille \$380
R. S. Crowe et ux to May Landon war deed lots 4 & 5 blk 14 Sengstackens Add to Marshfield \$10
Chas. Butler et ux to W. B. Myers contract white cedar ties on s 1/2 of sw 1/4 sec 5 & n 1/2 of nw 1/4 sec 8 tp 29 s r 12 w w m
July 10 1914
J. E. Taylor et ux to E. Bargeron war deed lot 3 blk 1 Coaledo \$10
Reynolds Development Co to Martin L. Stromberg war deed lot 3 blk 15 First Add to Marshfield \$900
W. R. Whipple trustee et ux to School District no 13 war deed lots 9 10 11 14 15 16 17 18 19 20 21 22 23 24 blk 15 Idaho Add to North Bend \$10
E. M. Shriver et ux to School District no 13 war deed lots 12 & 13 blk 15 Idaho Add to North Bend \$175

A. J. SHERWOOD Pres. R. E. SHINE, V.-Pres.
L. N. HAZARD, Cashier O. C. SANFORD, Asst. Cashier
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