

COMING

"The Goddess"

The Most Delightful Love Story
ever filmed in a serial
picture

Fifteen Two-Reel Chapters Pro-
duced by the Vitagraph Co.
with an All-Star Cast
and Featuring

Earle Williams-- Anita Stewart

The Ideal Handsome Lover and the
Ideal Beautiful Sweetheart.

Not a jumble of stunts and thrills and hair-breadth
escapes, but a picture story that will
delight you all.

Watch for the Date

Coming Later

"The Iron Claw"

With Pearl White
In the Serial She Calls
Her Best

REMEMBER

Pathe Program

Neal of the Navy
Get Rich Quick Wallingford
News and Comedy
Scenic Every Monday

ELECTRICITY

Will Make Your Home So Cheerful

Not only will the bright glow of Electric Lights—on or off at the twitch of a switch—add so much to the cheer of your home, but the many other conveniences Electric Service brings will make the whole family happy.

Every household task may be performed better electrically

By removing all drudgery, unpleasant tasks and disagreeable work Electric Service brings perpetual sunshine into the home. And now comes the big opportunity to have Electric Service in YOUR home. "Wire Your Home" Month, March 15th to April 15th will bring you this comfort, if you will take advantage of

Our Special Inducements for Wiring

Phone us today for full particulars. Don't delay until the rush has started.

OREGON POWER CO.

Phone 71 Coquille, Ore.

Announcement

HAVING bought the plant of the Coquille Mill and Mercantile Company, the undersigned is now prepared to fill all orders for any kind of

LUMBER

Especially attention will be paid to the local demand, and every effort will be made to supply anything needed at the shortest possible notice. Your orders are solicited.

F. E. JOHNSON

State Grange Gives Ideas on Good Roads

(Oregon Voter.)

To the Editor: It is refreshing, indeed, to read in the Voter the article copied from the Enterprise Record-Chief, of Wallowa county, on the road question. It contains a lot of good hard sense and agrees with the Grange doctrine of good roads in that the first hard roads should be built from the shipping points to the farming districts.

The last paragraph of that article should be cut out and pasted in the hat of every genuine farmer and taxpayer in the state.

It is a good plank for an honest, progressive good roads platform and worth repeating here: "Once those arteries through which the life-blood of the country's industrial life courses are brought nearer to perfection, it will be time to talk of a boulevard paralleling the railroad and for the pleasure of tourists."

Our greatest difficulty today is not the task of converting the people to the good roads idea, the great majority realize the necessity of good roads, but many of our most active boosters can see only the dollar that may be dropped in Oregon by the prospective tourist and lose sight of the many dollars that will be returned from the better investment of good roads for the business interests of the state.

There are two things that will stimulate the development of outlying districts, namely, good markets and good roads to those markets. The markets will be of little value unless the roads are such that the markets can be reached at any time during the year. The burdens of the settler in the outlying districts is discouraging enough without being compelled to see his hard-earned taxes spent on scenic boulevards paralleling railroads and navigable rivers while he wallows through miles of mud.

The State Highway Commission is spending the one-fourth mill levied on all property, including that of settler, almost entirely on tourist roads and, what is worse, are using this fund as a leverage to draw much needed taxes from the outlying districts to the tourists' roads. Instead of it being state aid as it was first christened, it is in fact county aid for state roads. The commission is not satisfied with the assistance of the ordinary county funds but require that the county shall bond itself and place a burden on future generations to build these same scenic highways.

Just why this Highway Commission should be in need of an advisory committee consisting of two bankers and a capitalist is not plain, unless our necessity for good roads is to be made the connecting link between banks and bonds.

One would think that the lumber interests and other industries as well as the agricultural interests of the state should be recognized in the selection of such an important board.

The "connecting link" seems to take definite form when this advisory board has done nothing but advise that the legislature issue ten million dollar state bonds for the construction of "State Highways."

Perhaps a word of advice to the advisory committee will not be out of place here. If this program is to be carried out, we would advise that the measure be initiated and placed on the ballot to be voted on this fall.

This will save time and labor for if the bill is passed by the legislature it will be held up by the referendum, making a delay of at least another year, even under the approved "Day" system.

Let us not become so saturated with this tourist twaddle that we will neglect our own people and the development of our own resources. The scenic highway may be a good investment, but roads for our own business and our own people are a better investment. This is comparatively a new state so far as development is concerned. Our population is small compared with the area of the state; our taxable valuation is small and our tax burdens proportionally large. It is a logical business proposition to build the necessary roads first.

Let us not "Stub our toe" at this stage of the game.

Yours for good roads for Oregonians.—C. E. Spence, Master, Oregon State Grange.

State Grange Gives Ideas on Good Roads

(Oregon Voter.)

To the Editor: It is refreshing, indeed, to read in the Voter the article copied from the Enterprise Record-Chief, of Wallowa county, on the road question. It contains a lot of good hard sense and agrees with the Grange doctrine of good roads in that the first hard roads should be built from the shipping points to the farming districts.

The last paragraph of that article should be cut out and pasted in the hat of every genuine farmer and taxpayer in the state.

It is a good plank for an honest, progressive good roads platform and worth repeating here: "Once those arteries through which the life-blood of the country's industrial life courses are brought nearer to perfection, it will be time to talk of a boulevard paralleling the railroad and for the pleasure of tourists."

Our greatest difficulty today is not the task of converting the people to the good roads idea, the great majority realize the necessity of good roads, but many of our most active boosters can see only the dollar that may be dropped in Oregon by the prospective tourist and lose sight of the many dollars that will be returned from the better investment of good roads for the business interests of the state.

There are two things that will stimulate the development of outlying districts, namely, good markets and good roads to those markets. The markets will be of little value unless the roads are such that the markets can be reached at any time during the year. The burdens of the settler in the outlying districts is discouraging enough without being compelled to see his hard-earned taxes spent on scenic boulevards paralleling railroads and navigable rivers while he wallows through miles of mud.

The State Highway Commission is spending the one-fourth mill levied on all property, including that of settler, almost entirely on tourist roads and, what is worse, are using this fund as a leverage to draw much needed taxes from the outlying districts to the tourists' roads. Instead of it being state aid as it was first christened, it is in fact county aid for state roads. The commission is not satisfied with the assistance of the ordinary county funds but require that the county shall bond itself and place a burden on future generations to build these same scenic highways.

Just why this Highway Commission should be in need of an advisory committee consisting of two bankers and a capitalist is not plain, unless our necessity for good roads is to be made the connecting link between banks and bonds.

One would think that the lumber interests and other industries as well as the agricultural interests of the state should be recognized in the selection of such an important board.

The "connecting link" seems to take definite form when this advisory board has done nothing but advise that the legislature issue ten million dollar state bonds for the construction of "State Highways."

Perhaps a word of advice to the advisory committee will not be out of place here. If this program is to be carried out, we would advise that the measure be initiated and placed on the ballot to be voted on this fall.

This will save time and labor for if the bill is passed by the legislature it will be held up by the referendum, making a delay of at least another year, even under the approved "Day" system.

Let us not become so saturated with this tourist twaddle that we will neglect our own people and the development of our own resources. The scenic highway may be a good investment, but roads for our own business and our own people are a better investment. This is comparatively a new state so far as development is concerned. Our population is small compared with the area of the state; our taxable valuation is small and our tax burdens proportionally large. It is a logical business proposition to build the necessary roads first.

Let us not "Stub our toe" at this stage of the game.

Yours for good roads for Oregonians.—C. E. Spence, Master, Oregon State Grange.

Saved!

A husband was waiting outside a jeweler's, growling with impatience. His wife emerged from the shop.

"They want a thousand guineas for it," she said.

"Thank heavens!" cried the husband. "Now come along!"—Punch.

A Duke's Maxim.

It was a maxim of the first Duke of Portland, who was a great lover of race horses, that there were only two places where all men are equal—the turf and under the turf.

Suspicion.

Once give your mind to suspicion and there is sure to be food enough for it. In the stillest night the air is filled with sounds for the wakeful ear that is resolved to listen.

Josh Billings was right when he said, "I don't care how much a man talks if he only says it in a few words."

Government Maps and Documents

We will supply a large Government Map, prepared by the Interior Department, at 50 cts. each, by mail prepaid. These maps are official

Bureau of Animal Industry Publications

Diseases of CATTLE, HORSES, POULTRY, etc., 50 cents a volume postpaid. These are all Government documents and some are out of print.

Write us for any Government Publications.

**U. S. GOVERNMENT
DOCUMENT EXCHANGE**

612 F Street Northwest, Wash-
ington, D. C.

Prince Albert will show you the real road to smoke-joy!



PRINCE ALBERT
the national joy smoke

comes right to your taste fair and square! And it will do for you what it has done for thousands of men—make pipe or cigarette smoking the cheerfulness of your pleasures!

What we tell you about Prince Albert is a fact that will prove out to your satisfaction just as quickly as you lay in a stock and fire-up!

E. J. REYNOLDS TOBACCO CO., Winston-Salem, N. C.

Arm Out of Commission.

(From the Sentinel.)

C. W. Gardiner suffered a painful injury at the garage last Sunday when in attempting to crank a Cadillac it kicked back and nearly jerked his left arm off at the elbow. As it was some of the ligaments were torn loose and his hand and arm are swollen up to twice their normal size. It will be two months before he can have much use of his arm and possibly a year before it entirely recovers. A peculiar circumstance connected with the accident was that he had just cautioned one of the men that it was liable to happen, and took the crank himself to start the engine. With the shop piled full of work he says it's a bad time to take such a lay-off.

Fixing the Fairies.

Remnants of the cave men living in hidden places in the forests, avoiding the more civilized human beings about them, but seen occasionally by these, were probably the first of the fairies, according to A. E. Peake in a paper that appears in the report of the Prehistoric Society of East Anglia.

Long before the Danes came to the British Isles Ireland was infested by a people called the Danaans, probably the earliest of the Celts or possibly antedating them. The word Danaan, according to the London Lancet, may be rendered "fairy." They were of puny stature, but their heads were as large as ours, as is proved by the skulls found in the bogs. With their little pointed ears and their retiring ways they were only vaguely known to their neighbors, and when they died out they were dimly remembered and soon became a legend.

Cairo Street Warnings.

In oriental countries the recklessness of drivers of vehicles and their disregard for foot passengers are very marked, but in Cairo they have a series of curious cries with which they warn a footman. They specify the particular part of his anatomy which is in danger, as thus: "Look out for thy left shin, O uncle!" "Boy, have a care for the little toe on thy right foot!" "O blind beggar, look out for thy staff!" And the blind beggar, feeling his way with the staff in his right hand, at once obediently turns to the left. "O Frankish woman, look out for thy left foot!" "O burden bearer, thy load is in danger!" "O water carrier, look out for the tail end of thy pigskin water bottle!"

The Wolf's Den.

One of the most gruesome among animal homes is the wolf's den. This is simply a hole dug in the side of a bank or a small natural cave, generally situated on the sunny side of a ridge and almost hidden by bushes and loose bowlders. Here the wolf lies snug. In and about his doorway lie the remains of past feasts, which, coupled with his own odor, make the wolf's den a not very inviting place. Nevertheless there is something so dread and mysterious about this soft footed marauder that it even lends a fascination to his home.—St. Nicholas.

POSITION WANTED

By willing and obedient worker to help in homes and business houses 24 hours every day. Will carry messages and bring instantaneous answers. Can help merchants solicit business or can do errands for housewives. Can summon persons in distant cities as well as at home. Can give references from over 2,000 satisfied employers in Coos, Curry and Western Douglas counties. Phone or write T. E. Lephone, care Coos and Curry Telephone Company, City.

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

FIRST NATIONAL BANK

OF COQUILLE, OREGON.

Transacts a General Banking Business

Board of Directors: R. C. Dement, A. J. Sherwood, L. Harlocker, L. H. Hazard, Isiah Heister, R. E. Shine.

Correspondents: National Bank of Commerce, New York City; Crocker Woolworth N^o 1 Bank, San Francisco; First National Bank of Portland, Portland.

LIKE A SOLID ROCK



a bank account stands between a man and many business difficulties. It enables him to know exactly what his cash resources are at all times. It puts him in a position where he can ask a loan to meet an emergency. Call here and learn some other advantages.

Farmers and Merchants Bank

Roseburg Myrtle Point Stage And Auto Line



Leave Myrtle Point on arrival of boat from Bandon. Auto to Rock Creek and from Canas; only 14 miles of staging. Arrives at Roseburg 7:30 p. m. connecting with north bound train. Arrive Myrtle Point 4 p. m.

Make reservations in advance at Owl Drug Store, Marshfield.

Fare From Myrtle Point \$7.00

All Baggage Handled
J. L. LAIRD, Proprietor
Office at Laird's Stage Barn, Myrtle Point, Both Phones

HOTEL BAXTER

Under New Management

Having leased this well-equipped hotel, I propose to conduct it in such a manner as to merit patronage and give satisfaction to the traveling public.

CHARLES BAXTER, Proprietor