

GOMING "The Goddess"

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

Watch for the Date

A Tactless Wooing

By EDWARD J. STEWART

The evacuation of Vera Cruz had taken place, and the fleet was ready to sail. The surgeon in charge of the hospital approached the medical director to report that all invalids had been removed.

"There's a man," said the former, "who, I think, must have died without his death getting on to the list. He was dying yesterday afternoon. I haven't seen him since and presume his body was removed. Conover should have seen to it that the record was made."

"Well, there's no time now," said the medical director, "to investigate the case. We must go aboard."

So it was that when the ships reached the United States the name of Horace Morton, petty officer, was reported, "Died in hospital."

Now, it happened that the elimination of Horace Morton was very acceptable to Mrs. Martha Jones, the mother of Ethel Jones, who had been betrothed to the sailor before he departed for Vera Cruz. He had nothing to marry on, while Philip Thompson, a plumber, who also wanted Ethel, had made considerable funds in his business and was able to take care of her in good style. Mrs. Jones had set her face against her daughter's marrying Morton, and to quiet the old lady Ethel promised that if her lover lost his life in Mexico she would marry Thompson. After this promise there was peace in the Jones family. Mrs. Jones hoping that the man who she considered stood in the way of her daughter's welfare would be snuffed out by a Mexican bullet.

But there was only a small scrap at the landing at Vera Cruz, and greatly to Mrs. Jones' disappointment, Morton was not among the killed. Then came the evacuation, and with it the mother made preparations to renew the fight in the matter of a son-in-law. But when she read in a morning paper that Morton had died at Vera Cruz she muttered silent thanks and with every appearance of heartfelt sympathy broke the sad news to her daughter, all the while laying plans for a wedding with the plumber.

Ethel shut herself up in her room for a week, then came out with a surrender, telling her mother that since her lover was dead she cared not whom she married and was perfectly willing to take the plumber or any one else. Such being the case, Mrs. Jones sent Mr. Thompson word that the way was open for him to win her daughter, but she advised him to be very circumspect and proceed slowly. She believed that Ethel thought she loved another, but that the girl was deceiving herself. A few weeks' courtship would do the business.

Mr. Thompson, who was not an adept in wooing a woman who had just lost the man she loved, began by sending Ethel an invitation to a plumber's ball. Fortunately, he sent it through Mrs. Jones, who threw it in the fire with all haste and wrote her daughter's non-acceptance on account of indisposition.

Mr. Thompson's next move was sending a bouquet of flowers. Mrs. Jones intercepted them, separated the posy, put them in a box and gave them to Ethel as an offering of sympathy from the donor.

This was a beginning, and Mrs. Jones hoped that by carefully heading off the indiscreet attentions of Mr. Thompson to bring the affair to a successful termination in due time. Why she took so much pains to prevent her daughter's being ruined by the plumber's want of tact is not plain, because Ethel was not in a state of mind to care whom she married. Perhaps her motive was to keep the girl from asking a question as to why Mr. Thompson was anxious to marry a girl whose heart was in the grave. He explained this to Mrs. Jones by saying that a live man was better any day than a dead one and Ethel was sure to find it out. It must be admitted that there is more wisdom in the explanation than sentiment in the statement.

All things have an end, and the plumber's courtship was no exception. The wedding day came round, and with it came a coincidence. When the wedding party was assembling in walked Horace Morton, who had fallen to get on the dead list in accordance with the navy regulations. And there was no time for an investigation. He had walked out of the hospital in delirium, and the party responsible for him had been looking for him up to the very moment of the sailing of the fleet homeward.

Upon his appearance as a wedding guest, pale and emaciated, there was a scattering of those present. The bride alone seemed to consider him flesh and blood and, rushing toward him, fell into his arms. He had been aware of Mrs. Jones' opposition to him and her preference for the plumber; consequently he took in the situation with out its being explained to him.

"I reckon," he said, "that since everything is handy for a wedding we may as well have one."

Mrs. Jones, seeing that she had lost, threw up the sponge. The plumber remarked that there were as good fish in the sea as ever were caught and walked away without any evident disappointment. Ethel was presently prevailed upon to celebrate the wedding with the change of grooms, and when the parson came in she was married to the sailor.

This is not the only case of a man's being officially dead and turning up at a time when he is not expected.

PROGRESS OF THE LINCOLN HIGHWAY

More Than \$2,250,000 Has Been Already Expended.

WHOLE ROUTE IS MARKED.

It Has Brought About a Tremendous Increase in Cross-Country Touring, So That Thousands of People Are Seeing Their Country For the First Time.

BY AUSTIN F. BEMENT, secretary of Lincoln Highway association.

It must be borne in mind that the Lincoln Highway association is an organization aiming at the establishment of a continuous improved highway from the Atlantic to the Pacific and that it is not in itself a constructing organization. It has never undertaken and will not undertake the actual building of sections of road, which in every instance are supervised by the regular authorities appointed and elected for that purpose. The amount which the association can procure to be spent upon the road by proper means, through the regular channels provided for road construction in municipalities, townships, counties and states, overbalances by thousands to one the amount of construction which could be done by the direct expenditure of the sums contributed by voluntary subscription toward the building of the highway.

To all practical purposes the Lincoln Highway is now completely marked from New York to San Francisco. There are points where the marking is not as complete as it should be, but this is being rapidly taken care of. Automobile clubs, local good roads organizations, boards of conservancy and other civic and patriotic organizations have made it a point to complete the



ON THE WAY FROM COAST TO COAST VIA THE LINCOLN HIGHWAY.

marking in their localities. In many places the tourists find the red, white and blue marker on every successive telegraph pole for miles, as in sections of Iowa and Nebraska.

Improvement of accommodations is going on all along the route. Hotels are enlarging, are bettering the accommodations which must be offered to the tourist, and, while metropolitan hotels and cuisine can by no means be found on a transcontinental drive today, the improvement of conditions has been wonderful. The tremendous increase in cross-country touring which 1915 revealed has a greater meaning to the country than the economic one which appeals to the local communities. Thousands of people are seeing their country for the first time in a way which brings them into intimate contact with the residents of every section. That the means of rapid, safe and individual communication between all sections of the United States means a broadening of outlook, a greater degree of understanding between our widely separated sections and a more unified nationalism is certain.

The plans for the continuation of the Lincoln Highway association's endeavor during the present year contemplate a further extension of the work which has been done in the past. The educational work of the association will be continued. The headquarters will continue to act as a clearing house for road information and as an aid toward the establishment of other organizations for similar work. Seedling miles of highway will be continually established in the different states as is expedient. Every effort will be continued to be brought to bear on the authorities of the different cities, townships, counties and states through which the route passes, toward the end of its rapid improvement, and incidentally the greatest possible aid will be extended to tourists undertaking to drive over the route.

Children as Road Builders.

A new idea in road building comes from Oklahoma. Pontotoc county, in that state, will test the efficacy of the country schools as an aid to the better roads movement. W. T. Melton, superintendent of schools of that county, is the originator of the plan. He will have each of the sixty-four schools in the county build one mile of road. Prizes of from \$100 to \$200 will be offered to stimulate rivalry between the different schools in the road work.

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ROADS AND AGRICULTURE.

You cannot build up good agriculture on poor roads. The best dairy regions in Wisconsin and Illinois have more than 90 per cent of their roads improved. It is because the dairymen have to get to market with their milk. Wherever you find agriculture most highly developed, there you will find a road that goes with it. It is costing the farmers of Kansas nearly \$18,750,000 a year to haul their tonnage to market. It is costing us more today to move a ton of produce over a mile of road than it cost in 1856. If 50 per cent of the funds now spent annually on our earth roads were expended judiciously for permanent construction there would soon be a marked improvement in the condition of the Kansas highways," according to A. R. Losh, assistant highway engineer. This generation in Kansas can hardly expect to see more than 10 per cent of the roads improved with artificial surfaces, and our big problem at the present time is how to best to improve the earth roads. —Dr. H. J. Waters, President of Kansas State Agricultural College.

MOTOR INFLUENCE ON ROADS.

John N. Willys Attributes Highway Improvement to Motorcars.

The awakening of public interest to the importance of good roads in this country was given its chief impetus through the agency of the automobile, according to John N. Willys, who has made an exhaustive study of the good roads subject.

"The amount of money spent in this country last year on highway construction amounted to approximately \$250,000,000, but this huge expenditure was more than offset by the fact that land values in most localities were increased anywhere from 100 to 400 per cent by the road improvements. If an equal amount of money is put into road improvements each year for the next ten years the United States will be able to boast of more than a half million miles of good roads, representing a cost of \$2,500,000,000 and an appreciation in land values of fully \$25,000,000,000."

"The big trunk lines, such as the Lincoln highway and Dixie highway, never would have been started had it not been for the motorcar," says Mr. Willys. "And these two I believe to be but the forerunners of others that in time will give the United States as fine a system of highways as can be found in the world."

"What the coming of the automobile has accomplished in the way of road improvement work during the last ten years is nothing compared to what it will do in the future. When you stop to consider that there is more than one motor vehicle to every fifty people in this country, it is easy to understand the tremendous interest taken in the good roads movement.

"With over 2,000,000 cars in use at the present time and with an additional 1,200,000 planned for the year 1916, it is only logical to believe that in the years to come the proportion of good roads in the United States will be far in excess of what it is today."

MOTOR ROAD IN MEXICO.

First Highway For Exclusive Use of Automobiles Recently Completed.

What is said to be the first highway for the exclusive use of automobiles ever built in Mexico was recently finished between Tampico and Panuco, a distance of about thirty-five miles. It is for the use of motor trucks and automobiles in extensive oil operations at Panuco. The highway was constructed by the oil companies. Heretofore transportation between Panuco and Tampico had been by boats on the Panuco river, compelling oil companies to maintain expensive gasoline launches for their officials and other employees. Now a regular service of automobiles will be established between the two terminals.

The country districts around Tampico are sadly lacking in good roads, but it is expected that this condition will be remedied rapidly. Many of the larger oil companies are already spending considerable money in the construction of roads for their private use, and later many of these highways probably will be connected and made into a general system and thrown open to the public.

Plans are also on foot for a modern highway between Tampico and Monterey, more than 325 miles, and also one between Monterey and Matamoros, on the Rio Grande border, about 315 miles. The states of Tamaulipas and Nuevo Leon will aid these projects, and the federal government is expected to aid.

Drainage in Road Making.

One of the most important problems connected with road construction is that of securing good drainage, says Professor H. C. Solberg of the Wisconsin State college. Ditches must be provided on both sides of the roadway for the water to run in, with all pockets eliminated, else the roadbed is subject to undermining by the water. Wherever there is a natural drain across the road curvatures of sufficient size should be constructed unless there is ample slope to drain the water lengthwise to the next culvert or bridge. Experience shows that the most durable culverts are those constructed of concrete, provided the work is properly done.

WEEK END TICKETS

are on sale every Saturday and Sunday with return limit of Monday at the following rates: Coquille to Myrtle Point a return 50c, to North Bend and return \$1.15, to Marshfield 95c, to Powers and return \$1.50, to North Lake and return \$1.90.

Fishing is Fine

in the many lakes and rivers in Coos, Douglas and Lane counties. Visit North Lake this coming week end and see the beauties of this section and try your hand at catching the elusive fish. Ask for fishing Bulletin.

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F. E. JOHNSON

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