

The Coquille Herald
Published Every Tuesday.

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Editor and Business Manager.

Entered as second-class matter May 8, 1905, at the post office at Coquille, Oregon, under act of Congress of March 3, 1879.

Devoted to the material and social upbuilding of the Coquille Valley, particularly and of Coos County generally.

Subscription \$1.50 per year, in advance. Phone Main 381.

THE BOND ISSUE.

What Oregon Editors Think of the Measure.

If you are in doubt as to how to vote on the road bonds and have become confused by the arguments for and against, it will be a safe plan to eliminate everything else from consideration and keep your mind on the fact that the bill places the big assessable valuation in Multnomah county and the tremendous fund from licenses on Portland owned automobiles at the disposal of the rest of the state to meet the expense of the roads. There is a saying that it is not courteous to look a gift horse in the mouth, but in this instance this gift can be examined very thoroughly and all that will be discovered is that the outside counties stand to get very much the best of it. If the bill is defeated Multnomah county keeps its taxes. She is making no kick over making the gift. Why should the rest of the state kick?—Hillsboro Independent.

Under the tax limitation law there can only be 6 per cent increase in taxes annually. As that increase will probably be made by the tax levying bodies whether any extensive road building is done or not, the voters should certainly decide in favor of good roads. There need be no fear of additional state bond issues, either, unless the people of the state want them as such bonds can only be issued after the matter has been approved by popular vote. The present tax rate, with the annual 6 per cent increase, will provide the state with an excellent system of roads in a few years. Since the taxes must be paid anyway, let's have good roads.—Roseburg Review.

Are you aware that in the past ten years approximately \$40,000,000 has been spent in the state of Oregon on roads, principally patch work, a load of gravel here and one there? In view of this expenditure what about a bond issue of \$6,000,000 for permanent roads? Some people will not believe these figures, but secure them for yourselves. The figures can be secured from different state and county officials.—Brownsville Times.

Here is a man who does not live on any of the main highways to be improved and yet he is enthusiastic for the road bonds. It is C. S. Haynes, of Sherwood, who writes the Hillsboro Independent in part as follows: "I am for good roads and for bonds to make them at once. Neither do I live on the proposed route to be built, but if we never start to make road we never will have any. I drive one of those autos so I am not asking someone else to pay something for me. No matter what road I go out on, I meet on an average about nine autos to one team. Therefore, the automobiles are the ones that are using the roads and should be the ones to pay for them. If \$6 (auto license) will pay for \$6,000,000 of roads and then only the main roads, the only thing to do is to make it enough license to fix the mail routes and that would get us."

There are two things to bear in mind about the road bond plan: It

places the burden upon the automobile owners; they are a progressive class and are willing to stand the gaff, because they want some good roads to travel on and the saving in tires, wear and tear, and gasoline will more than compensate them for the increased license. It does not increase direct taxation.—La Grande Observer.

Remember the Lusitania and Buy a Liberty Loan Bond.

Items From the Bay.

(From the Coos Bay News.)

Wages at the Smith-Powers camps were recently advanced, similar to the increase offered at the mills.

At the Knights of Columbus convention in Portland last week, Postmaster Hugh McLain was elected state warden of the order.

Word received from A. K. Peck, Saturday, was to the effect that he was a member of the officers' school at the Presidio, San Francisco.

Capt. Britt, of the coast guard station, has been authorized to have a rail cut from the station to Basten-sorff beach, to facilitate moving apparatus in case of shipwrecks.

The minimum wage paid by E. U. Perham, who is engaged on county road contract, is \$3 per day. He recently raised the pay for a team and teamster from \$6 to \$7 per day. While rounding the corner from the Bunker Hill road to Broadway, Friday night, Dick Smith's car with six occupants, turned over. All were more or less bruised, but fortunately were not seriously injured.

The retail price of halibut, caught on the banks off Coos Bay, in the local market last week was 18 cents per pound. Dealers say that the price is not exorbitant when compared with Portland and Seattle prices.

W. I. Clarke, one of the new proprietors of the box factory at North Bend, arrived from San Francisco, Thursday, and is putting the factory in shape with the intention of operating it as soon as possible. H. O. Fry will be superintendent.

W. C. Hinman, who was active in the organization of the Coast Artillery company here, and who lately was employed at the Kruse & Banks shipyard, recently took the oath of office as major in the reserve U. S. army. Mr. Hinman served eight years in the Washington state militia, and held the commission of captain.

It is stated that the government will adopt the plans of the new C. A. Smith vessel, the Johanna Smith, for the standard of wooden vessels that will be constructed on the Pacific coast. Plans will be submitted to coast shipbuilders within a few days and it said that bids will be asked for by the government instead of guaranteeing a 10 per cent profit, as proposed at first.

W. S. Chandler is having a speed boat built at San Francisco for use between his summer home on Coos river and Marshfield. The boat will be 36 feet long with 3 1/2 feet beam, and will be fitted with a 135-horse power engine. She is guaranteed a speed of 20 miles an hour with ten passengers, and when stripped for racing will make 28 or 30 miles an hour. The boat is expected here about the first of July.

Pat Hennessey, formerly superintendent of the Libby mine, and who recently retired as manager of the C. A. Smith mine at Henryville, returned at week from a visit to San Francisco, where he talked to prominent coal dealers concerning the outlook for the development of coal properties. They said that the prospects were good, principally owing to the fact that fuel oil is getting scarce. There is plenty of coal in Coos county, but capital is needed to open and properly develop the mines.

S. P. Goes Fifty-Fifty

Roadmaster R. B. Murdock has returned from Portland where he took up the matter of grade crossings in the county with the Southern Pacific railroad officials. He was successful in securing from the railroad men an agreement to pay one-half the cost of two overhead crossings, one at the North Fork this side of Myrtle Point, and one at Summit between Marshfield and Coquille, and one-third of the cost of the crossing at the Myrtle Point bridge. A change in the grade between Marshfield and Coquille will eliminate two crossings and the railroad also agreed to stand a portion of the expense of this grade. The road will keep to the west side of the track at this point.

Since the cost of these crossings had been figured in the original estimates, the county will save a considerable sum in having the railroad company pay one-half. Credit for this saving goes to Mr. Murdock who was successful in securing the railroad company's co-operation.

The overhead crossings will minimize the danger to traffic on the county roads, which is a valuable safeguard in these days of heavy automobile traffic.

Remember the Lusitania and Buy a Liberty Loan Bond.

What Good Roads Mean to Motorists

Every motorist has observed how his car accelerates when he goes from an unimproved road to a stretch of hard-surfaced; but he may not realize how large a saving of power and gasoline that acceleration represents. If he were to travel over a hard, even surface habitually instead of over the average country road, his gasoline bill would be greatly reduced. A motorist in Mississippi has figured out that hard-surfaced roads in his community save him \$30 per year in the gasoline consumed by a single car.

In face of these facts, is there any possible reason why every automobile owner should not vote for the \$6,000,000 good roads bond bill?

Remember the Lusitania and Buy a Liberty Loan Bond.

Marriage Licenses.

May 14—Lester Yarbough and Vivian Ward.

May 14—Daniel B. Franson and Hannah Nay.

May 14—Frank Rover and Lena Bianchi.

May 16—Lewis C. Smith and Emily Josephine Gibbs.

May 18—Percy Haslett and Pearl England.

Remember the Lusitania and Buy a Liberty Loan Bond.

Huggins For Engineer Corps.

Henry Huggins, who spent several months last year working at the court house here has made application for appointment in the U. S. Engineer Corps which is to go to France shortly, we learn from the Times. Mr. Huggins is beyond the age of enlistment for regular service, although he tried to surmount it, but it is believed that his long rail and water traffic experience coupled with six years' service in the National Guard will land a place in the Engineer Corps.

Liberty Loan Bonds.

What are the terms of a Liberty Loan Bond?

Liberty Loan Bonds of the first issue of \$2,000,000,000 are to bear date of June 15, 1917, and to run for thirty years, except that the Government reserves the right to pay them fifteen years after date. If this right is not exercised by the Government fifteen years from date, the bonds will run the full thirty years.

These bonds bear interest at 3 1/2 per cent per annum, and the interest is payable semiannually on the fifteenth day of December and the fifteenth day of June in each year.

Southern Pacific Comes Across.

Wednesday morning J. E. Montgomery, of the Coos-Curry Telephone company received a telegram from Roadmaster Murdock stating that he had reached a tentative agreement with the Southern Pacific by which that company will pay one-half of the cost of the overhead crossings to be built at Myrtle Point, at the crossing a mile this side of Myrtle Point and at Overland; also a portion of the expense of doing away with grade crossings at Wall Slough, north of Coos Bay, where it is proposed to swing west of the railroad track, instead of crossing it twice.

HOUSE FOR RENT—With six lots, chicken house and barn, all fenced. Hill garden planted. Two lots in bottom not planted. Lots of fruit. See K. Halvorsen. 1tp

Liberty Loan Bonds.

What other special advantages do these bonds possess?

They are nontaxable. If your city, county, and State taxes are three mills on the dollar, a not unusual tax, these bonds are equivalent to ordinary corporate bonds or other investments bearing 6 1/2 per cent.

In addition, no Federal tax which war conditions may later make necessary will affect these bonds. The only tax these bonds are subject to is the inheritance tax, which applies to all property of all kinds whatsoever.

Pure Bred Stock

County Agent J. L. Smith informs us that several of the pure bred dairy stock purchased by Coos county dairymen have already arrived. Wednesday evening a fine registered bull was received from W. E. Cross, and last night the one for Albert and Finley Schroeder arrived. Bulls are also expected soon for E. M. Clayton, A. O. Kjelland, John Fabry and a heifer for Geo. Hunninger.

These animals were the pick of the herds Mr. Smith visited when he was out last month and each one has an excellent record for production behind him. The prices for the bulls ranged from \$150 up to \$300. And that is cheaper than they will be next year. It is very important that all farmers contemplating the purchase of pure bred stock call on Mr. Smith at his office here and see the pictures, pedigrees and records of the animals listed. Good breeding stock is being picked up rapidly and the prices will be higher.

East Fork.

Plenty of rain for grass and plenty of moisture in the ground to give other crops a start when the soil is dry enough to work.

Fred Baker took a load of folks from Brewster valley to Coquille in his car.

W. T. Culbertson made a trip to Coquille for a load of supplies.

W. B. Mater says things are booming at Caspar, Wyo. New oil wells, and the town made a city of the first class, with paid fire department, more office holders and all the other expenses.

The amendment to amend the constitution of the state of Oregon so that it can not be amended again, on which the vote of the state vote June 4th, is a great scheme of the gang to let you breathe only when they slack up on the rope they would put around your neck. Let the dogs pick a dry bone. Vote 307 No. R. A. Easton.

Remember the Lusitania and Buy a Liberty Loan Bond.

Liberty Loan Bonds.

Why "Liberty Loan?" The \$5,000,000 bond issue of this year is named "The Liberty Loan of 1917" because it is to be a loan from a free people to be used in freeing the world.

It is the loan of a liberty-loving people to be devoted to the establishment of liberty in Europe and on the high seas.

It is the loan of the great democracy of the New World to redress the wrongs and support the cause of the Democracy of the Old.

Commercial Club

It was mostly a talkfest at the Commercial Club Wednesday evening. After hearing reports of committees and allowing bills, the chair called upon the two newly elected councilmen present for remarks of appreciation of the Club's efforts in their behalf.

J. W. Miller responded with a declaration of his intention to work along progressive lines and for the best interests of the city. He thought two years hence he might talk more to the point on city affairs than he could now.

M. O. Hawkins said the obligation resting on councilmen to make sacrifices for the common good was a duty every citizen owed to the community, and that he would do his part by making these sacrifices of personal interests for another term.

When asked about a city flag Mayor Johnson replied that the city council had overlooked the matter but that it would be attended to at once. If the roof is suitable for the raising of a flag pole it will be set on top of the city hall. If not Mr. McKenna stated that the Oregon Power Co. would erect the pole. Mr. Johnson offered to furnish the pole and Mr. Norton said that when the time came the city should make a formal ceremony of the event.

The following from the War Census Bureau of the Adjutant General's office at Portland and is official:

Every man between the ages of 21 and 30 years, inclusive, must register on the day soon to be proclaimed by President Wilson for the war census.

There will be no exceptions to this rule. Even if a man belongs to one of the exempt classes, he nevertheless must register if he is between 21 and 30 years of age. The Government will determine who is exempt after its records are complete.

Brigadier General George A. White, adjutant general of Oregon, working under the direction of Governor James Withycombe, has put the machinery to work and his first request of every man affected by the census is that he make a careful study of its provisions to eliminate all possible confusion at the polls.

Registering for the war census should be no more confusing than casting a vote. The general plan for gathering the data for the Government is based on the ballot system. If every man is ready, War Census Day will pass like clockwork.

The man who tries to evade the provision will face a term in jail without the option of paying a fine. In almost every case throughout the state the census will be taken in the regular polling places used on election days.

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- Gallon Pumpkin, Del Monte brand, per can 40c
- Fancy Maine Corn, Paris brand, per can 15c
- Mothers' Wheat Hearts, per package 20c
- Wheat Eats, per package 20c
- Hominy, No. 3 cans, per can 15c
- Table Peaches, No. 2 1/2, fancy fruit, good syrup, 20c

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TRAPPERS—If you have Furs for sale let me make you a price before you ship.

Geo. T. Moulton.

NOTICE.

P. C. Levar, having given up the lease of The Herald, with the end of the month of April, all subscription accounts are payable to the new management of the paper. All accounts due up to the end of April for advertising and job work are due and payable to P. C. Levar only, who will settle all debts incurred by the paper under his management up to that time. Any one having such an account will confer a favor by presenting it at once.

P. C. Levar,
J. C. Savage.

Best Remedy for Whooping Cough.

"Last winter when my little boy had the whooping cough I gave him Chamberlain's Cough Remedy," writes Mrs. J. B. Roberts, East St. Louis, Ill. "It kept his cough loose and relieved him of those dreadful coughing spells. It is the only cough medicine I keep in the house because I have the most confidence in it." This remedy is also good for colds and croup.

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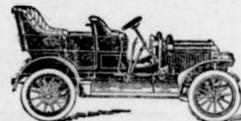
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