

The 4th Is Almost Here

THERE ARE NO SLACKERS IN THIS STORE

Patriotic Colors

In Ties, Handkerchiefs, U. S. Army Hats, Moose White Linen Pants, Moose Red Neckties, Sport Shirts, and a big variety of

THE HABERDASHERY

BRITISH EXPERT LAUDS RAILROADS OF UNITED STATES

Tells Congress Committee That They Lead World.

NO GOVERNMENT OWNERSHIP

It Would Mean Political Control and Loss of Efficiency—Declares That Crisis Confronts Country on Account of Transportation Situation—Lowest Freight Rates to Be Found in United States.

Washington, D. C.—That the United States is face to face with a serious crisis in its commercial affairs, due to the conditions by which its transportation system is confronted, was the opinion expressed by W. M. Acworth, England's leading authority on railways, before the Newlands joint committee on interstate commerce at a special session held here to enable the committee to hear his views before his departure for London. Two steps are necessary, according to Mr. Acworth, to avert this crisis and to solve the threatening railroad problem confronting the country.

The first is to allow the railroads to charge freight rates sufficient to meet the great advance in operating expenses which is taking place and to enable them to command the credit necessary to provide the extensions and improvements needed to meet the growing demands of business. The second is to do away with the multiple and conflicting systems of regulation that now hamper railway operation and to provide one centralized regulatory agency with such local subdivisions as may be necessary.

Higher Rates a Public Necessity. Mr. Acworth's views on the transportation situation in the United States were expressed in answer to questions by members of the committee, who asked him to apply his knowledge of railway conditions throughout the world and of the experience of other countries with government ownership to the present problem before the United States.

"The fundamental factor in the situation is very simple," said Mr. Acworth. "It lies in the fact that you cannot get three-quarters of a cent's worth of work done for less than three-quarters of a cent, no matter whether the agency performing it is a government or private enterprise. Freight rates must advance when the cost of performing the service advances as it is doing at present, just as the price of bread or meat or any other commodity increases with increased cost of production."

In answer to a question Mr. Acworth said that he thought American freight rates had been at much too low a level for several years past, that they had reached this low point during the period of cutthroat competition among the roads and had since been held there by regulating bodies. Unless relief were afforded to the carriers very promptly, he said, the result would be a tremendous loss to the people of the whole country through insufficiency of transportation facilities.

Weakness of Government Ownership. On the subject of government ownership of railways Mr. Acworth said: "It is impossible to obtain satisfactory results on government railways in a democratic state unless the management is cut loose from direct political control. Neither Australia nor any other country with a democratic constitution—perhaps an exception ought to be made of Switzerland—has succeeded in maintaining a permanent severance. In France, in Belgium, in Italy, parliamentary interference never has been abandoned for a moment. The facts show that government interference has meant running the railways not for the benefit of the people at large, but to satisfy local and sectional and even personal interests."

Prussia, Mr. Acworth said, was the best example of an efficient government railway system, and he pointed out that military considerations were treated as of paramount importance in the Prussian railway system. While American freight rates had been reduced nearly 40 per cent in thirty years, rates in Prussia were nearly as high as at the beginning of the period. While the charge for moving a ton of freight one mile in the United States was a trifle over three-quarters of a cent, the rate in Prussia was 1.41 cents.

As illustrating the difference in rates between government and private roads Mr. Acworth compared the railways of New South Wales, Australia, with those of Texas. While the amount of traffic to each mile of line was about the same in both cases, he pointed out, the Texas railways performed for the public four times as much service as the government owned roads of New South Wales. The charge in Texas for hauling a ton of freight one mile was less than 1 cent, while in the Australian state it was well over 2 cents.

"American railways lead the world," said Mr. Acworth. "Nowadays when men in any other part of the world want to know how to run a railway they come to the United States and study our railways here. The American railways are entirely the result of private enterprise, and I think they go a long way toward proving the case against government ownership."

Collector—Look here, the firm I represent wants to know when you're going to settle this bill. Debtor—Could I get a job with the concern you work for? My curiosity and theirs seem to coincide.—Toledo Blade.

Bank President—What's the matter? Bank Vice President—I was just thinking. I sat next to our cashier in church yesterday, and I don't quite like the way he sings "Will They Miss Me When I'm Gone?"—Puck.

"I want to do some one thing that will cause me to be talked about," said the energetic and ambitious man. "That's easily arranged," answered his wife. "Merely move into a strange neighborhood."—New York American.

ORIGIN OF HANDSHAKING.

How It Comes Down From the Days of Barbarism.

There are many curious ideas in regard to the origin of the handshake. Some people think that it was the custom handed down from the days when the lines of society were closely drawn. Others have thought that the handshake originated with the most common classes of early English times and that it was a bond of true friendship not recognized in the aristocratic circles.

As a matter of fact, the custom of shaking hands dates back to the days

of barbarism. In those days every man carried a dagger in his belt because he did not know when he had to defend himself. But when one friend met another it was considered necessary to show that his errand was a peaceful one by holding his hands in front of him, palms extending outward. The one who was thus met repeated this token of assurance of friendliness, and the most natural thing happened—that is, they clasped each other's hands. A little later, when the dagger became more useless, it was worn simply as an ornament. But the custom of stretching out the hands continued. This gradually changed until the extending of one hand and that of clasping that of the friend only remained.

From this the handshake grew to be a conventional form of greeting; the refusal of a hand thus proffered was taken as an insult, and a duel usually followed, which often resulted in the death of one of the principals.

The different fads which we have found creeping in, such as holding the hands high or merely touching the tips of the fingers, are interesting to study. For example, the handshake with the elbow held high resulted from a simple little bit that one of the princes of England had under his arm. This high handshaking was purely accidental and never intended to be set as a fashion, but inasmuch as this particular prince often set the fashion, the people at court one day saw him greet some friends in this manner and immediately judged that from then on that must be the proper way to shake hands.

How to Care For a Rubber Plant During Its Indoor Life.

A rubber plant does not require as much water as flowering plants. It should have air and some sunlight, but need not continue in the sun. The leaves may be washed off with a little soap and water, and, if there are any insects, with a solution of kerosene. See that the soil is good, that it is not clay, and never disturb the roots. Keep in even temperature and out of the wind.

A good fertilizer is ammonium chloride, two parts; sodium phosphate, four parts; sodium nitrate, three parts; wa-



SYSTEMATIZE your household expenses by opening a bank account for your wife. Give her a check book and teach her the use of it. Pay the butcher, the grocer, the baker, with a check. Then at the end of the month you'll find out just how much it costs you to run the home. When payment by check is made there never is any doubt as to whether or not a bill is paid. The check is a receipt.

Besides, a checking account will give your wife a business education. The number of ordinary bright women who know absolutely nothing of banking is surprising. If you are a husband, father, brother, you cannot tell when death may overtake you, and it is well that your wife, daughter and sister know something of banking.

MAKE UP YOUR MIND TODAY TO GIVE YOUR WIFE A CHECK BOOK.

Farmers and Merchants Bank

Famous Band at Chautauqua

Royal Venetian Band to Tour the West Under Personal Direction of Joseph Lo Zito



THE Ellison-White Chautauqua System announce the first Western tour of the Royal Venetian Band. This is the band which during the past season was the feature musical attraction at Newport Beach, R. I., the most famous pleasure resort in America.

The Royal Venetian Band is under the personal direction of Signor Joseph Lo Zito, the noted Italian musician. Signor Lo Zito has brought this band to the highest point of efficiency and perfection in music. Besides being in constant demand by the exclusive watering places for pleasure seekers, at conventions, inaugurations and similar

national events, the Royal Venetians have appeared on a number of the larger Eastern Chautauquas.

Special significance also attaches to the parallel Chautauqua announcement that one of America's greatest singers, Mary Adel Hays, coloratura soprano of New York, appears as soloist with the band.

LAUGH MAKERS AT CHAUTAUQUA

The Wassser Company Presents Two Programs Full of Laughter and Happiness.

The Wassser Company in programs of music, sketches, readings and original stunts present one of the delightful entertainments of the Chautauqua.

Mr. and Mrs. Wassser were formerly prominent entertainers at Northwest University and later graduated from one of the leading Boston training schools. For several years they



THE WASSER COMPANY.

have been attracting unusual attention on the Chautauqua platform.

Mrs. Wassser has specialized on child impersonations and is strikingly realistic in her portrayals of youthful eccentricities. Mr. Wassser in his readings and songs introduces clever and laughable stunts all his own. Both of their programs bubble with fun, mimicry and merriment. Don't miss the Wassser Company on the fifth day, but come prepared to laugh.

TRAINING CAMP LIFE IN TEXAS

(Continued from first page.)

Every day small cyclones whirl through the camp lifting everything that is loose. When they hit a company of men they leave the men looking like pinnacles of dirt. Everything we have is dusty—our coats, blankets, clothes and ourselves. We think our dishes are clean if they have only dust in them. We never clean our cups before drinking unless they are filled with ants.

I took a walk two days ago after supper. I went a couple of miles north. The country was very pretty in the evening sunlight and every-

thing was green. I passed corn and cotton, and when I turned back I was coming in sight of more inviting looking farms.

Scripture has just finished shaving now and is wiping the blood from a cut nose. I will try my luck at shaving now.

I am enjoying life here. It is something different from what I have ever had before. Except for the dust I have no complaint to make at the climate, but when I get back to the United States I shall be content to allow Texas to remain in memory. I have no desire to take up a homestead here.

T. S. EASTON.

FOR SALE—Three delivery horses, wagon and double harness. Call at Lyons & Jones.

Some fine second hand baby carts at Quick's.

Report of the Condition of the FARMERS & MERCHANTS BANK

No. 29

At Coquille, in the State of Oregon, at the close of business, June, 20, 1917.

Resources	
Loans and discounts	\$31,263.24
Overdrafts, secured and unsecured	39.23
Bonds and warrants	17,432.43
Banking house	12,500.00
Furniture and fixtures	5,000.00
Due from banks (not reserve banks)	7,320.32
Due from approved reserve banks	22,607.44
Checks and other cash items	226.52
Cash on hand	10,926.17
Expenses	
Other resources	1,108.57
Total	108,424.32
Liabilities	
Capital stock paid in	\$25,000.00
Surplus fund	684.66
Undivided profits, less expenses and taxes paid	928.93
Due to banks and bankers	9.71
Individual deposits subject to check	20,959.48
Demand certificates of deposit	1,080.03
Time and Savings Deposits	9,781.51
Total	\$108,424.32

State of Oregon,) ss.
County of Coos,)

I, R. H. Mast, cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

Correct—Attest: R. H. MAST, Cashier.
O. C. SANFORD,

Directors
Subscribed and sworn to before me this 26th day of June, 1917.
[Seal] M. O. HAWKINS,
Notary Public.

My commission expires Dec. 4, 1919.

CHICHESTER'S PILLS
THE DIAMOND BRAND.
Ladies! Ask your Druggist for Chichester's Diamond Brand Pills in Red and Gold wrapper. Take no others. Buy of your Druggist. Ask for CHICHESTER'S DIAMOND BRAND PILLS for 25 years known as Best. Sold Everywhere.
SOLD BY DRUGGISTS EVERYWHERE.

Overland Roseburg Stage Line

Ware Bros.

Fare \$5.50

Cars Leave Baxter Hotel, Coquille, Daily at 9:15 a. m.
Arrive at Roseburg at 3 p. m.

Leave Umpqua Hotel, Roseburg, Daily at 6:00 a. m.
Arrive at Coquille at 11:30 a. m.

Overland Cars Speedy Service
Careful Drivers

Gardner & Larsen Garage

and Machine Shop, with all its equipment.
Our aim is to turn out all repair work promptly and on time.
Our policy will be a fair price for the work performed to one and all.

The Oxy-Acetylene Plant

is the best welding process known. We have a thoroughly competent man in charge of this department.
Automobile Repairs, Willard Storage Service Station, Machinery Repair, Welding.

F. B. Schow, Geo. N. Beatty
Burt Doyle