ROADS SAVE FARMER MUCH

Seattle Good Roads Enthusiast Points Out Benefits of Better Highways.

Portland, Ore.—"Always the hard work of a campaign for better roads is to convince the farmer and the landowner that paved highways are necessary for their prosperity. In Oregon you must overcome the argument we met in Washington, that hard surfaced roads are for the enjoyment of automobilists merely. To show you what benefit we have received from the paved roads built in King county, I will cite that during this season the farmers in White River Valley have been saved $110,000 by one auto truck line in the cost of hauling dairy and other products to Seattle and the milk condensing plants. Two other auto truck companies, the managers estimate, have effected equal results, so that a third of a million dollars is not too high a figure at which to fix the saving to the farmers of this valley this year. This could not have been done with our old roads."

These are the words of Frank Terrace, the dairy farmer of Orilla, 13 miles from Seattle. Farmer Terrace is widely know nin Washington and Oregon as a leader in work for better roads. He has adressed many good roads meetings in this state, and during the meeting of the Legislature two years ago was presented with a gold watch in appreciation of his effective work in the cause of better roads. The watch was bought with funds raised by popular subscription, and the presentation was made by Governor West. Having time and means to devote to urging a policy of permanent roadbuilding, Terrace has given up 160 working days the last two years to the work of pleading for better roads.

"An auto truck takes a ton of freight from my farm to Seattle for $1.50, delivering wherever I desire. The railroads would charge $2 and in addition there would be cartage at both ends of the shipment. I can give you other concrete instances where myself and other farmers have directly benefited from the new paved high ways," said Farmer Terrace. "Last year, getting a shipment of nearly two tons of pipe from Seattle the auto trucks charged $4 to bring it to my door whereas the railroad charge and cartage would have amounted to $6, besides my loss of time. Before we had the good paved it cos tme 1¼ cents a gallon to haul my milk to Seattle. Now the cost is ¾ of a cent a gallon. Each truck hauls from 130 to 140 cans weighing 110 pounds each, making two round trips daily. A few years ago I shipped 70 tons of cabbage over the roads on which lost of money had been wasted, and it cost me nearly three times what the cost is now over the paved roads with auto trucks. So what do we farmers care for the little extra taxes levied to build permanently paved roads. We want the best roads, no matter what they cost."

"There are 20,000 cows in White River Valley. It is a common matter for a cow to give a monthly return of $7 the entire year. The dairy industry in this valley brings in $2,500,000 yearly to the farmers. The condensed milk plants are running to full capacity and have their products sold until next May. Condensed milk and cream are shipped everywhere. But dairying is decreasing in this valley because the land has become too valuable for that. Because of the new order of things brought forward by the paving of the county highways the land is being cut into small garden tracts. The rental value of land five miles out of Seattle is $60 per year, and 15 miles out $30, while the berry land from 16 to 30 miles out has an annual rental value of $100 an acre.

"I am hoping to see the Columbia River Highway completed and hard surfaced," concluded Farmer Terrace. "It will be the greatest investment the people of Oregon and the taxpayers of Multnomah county could make. I own no land there, but I know it is more fertile than the uplands of Puget Sound, an dthe thousands of acres of uncultivated land along and back of the highway you are building will be made accessible. Besides furnishing opportunity to have these lands occupied by dairymen, berry growers and farmers generally, the road will soon repay its cost in the crop of tourists an dsightseers which they reat highway will attract year after year. Sam Hill, myself and others tried to get a Columbia Highway started down the north bank of the river, ubt we met with too much opposition from other parts of the state, the people of Puget Sound believing it would benefit Portland too much."

IMPORTANT EVENTS

1914-15 AT

OREGON AGRICULTURAL COLLEGE

WINTER SHORT COURSE—JAN. 4-30
Agriculture, including Agronomy, Animal Husbandry, Dairying, Horticulture, Poultry Husbandry, Insects, Plant and Animal Diseases, Creamery Management, Marketing, etc. **Home Economics**, including Cooking, Home Nursing, Sanitation, Sewing, Dressmaking and Millinery. **Commerce**, including Business Management, Rural Economics, Business Law, Office Training, Farm Accounting, etc. **Engineering**, including Shopwork and Roadbuilding.

FARMERS WEEK—FEBRUARY 1-6
A general clearing house session of six days for the exchange of dynamic ideas on the most pressing problems of the times. Lectures by leading authorities. State conferences.

EXTENSION SERVICE
Offers lectures, movable schools, institutes and numerous correspondence courses on request.

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The Oregon Agricultural College,
(tw-12-1-to-1-1) CORVALLIS, OREGON

A VERSATILE MONARCH.

Peter the Great of Russia Was a Real Jack of All Trades.

All historiens agree that Peter the Great of Russia was a man of various accomplishments. After he became emperor he worked as a shipbuilder in Amsterdam. His object was to study the construction of ships that the information gained as an ordinary workman might aid him in establishing a first class navy in his own country. He also studied anatomy and evinced no delight in dissecting human bodies. He is said to have acted as executioner on several occasions, one being when, after the siege of Narva certain soldiers disobeyed orders whereupon he sentenced them to death and killed them himself. He was also wont to flog criminals with his own hands.

He practiced as a surgeon in his own country, where he was accustomed to perform amputations as well as to bleed persons and draw teeth. In his pockets he usually carried a case of surgical instruments. His versatility is reflected by the relics preserved in Peter's museum, St. Petersburg, where there are ship models, a chandelier and other brass articles and ivory figures, all his own construction. In the same place there is at present an exhibition a wax model of the great emperor wearing a pair of shoes and a wig made by himself.—London Standard.

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR COOS COUNTY

COQUILLE RIVER MANUFACTURING COMPANY A CORPORATION, PLAINTIFF,
V.
ROBERT DOLLAR, TRUSTEE, IN RE ALFRED JOHNSON LUMBER COMPANY, FIRST NATIONAL BANK OF BANDON, A CORPORATION, AND C. McC. JOHNSON, DEFENDANTS.

No. 4007. **Notice of Sale by Receiver.**

Notice is hereby given that I, the undersigned receiver of the assets of the above named plaintiff corporation hereinbefone duly appointed by the court and qualified according to law pursuant to the authority vested in me by law and the order of the court on December 12, 1914, at 11:00 o'clock A. M. of said day at the building known as the Coquille River Manufacturing Company's Factory at Bullards, Coos County, Oregon, will offer for sale and sell to the highest and best bidder for cash all of the following described chattels of the plaintiff corporation, towit:

⅞x1x18, 452 bdles, 50 pcs per bdl.
⅞x8½x14, 60 pcs.
⅞x6½x14, 280 pcs.
⅜x3x20, 26 bdles, 100 pcs per bdl.
⅞x1x11 in., 100 bdles, 50 pcs. per bdl.
⅜x1½x13¼, 393 bdles., 50 pcs. per bdl.
¼x2⅝x25½, 1000 bdles, 50 pcs. per bdl.
⅛x1½x20, 18 bdles, 100 pcs. per bdl.
¾x4½x11½, 65 bdles, 40 pces per bdl.
1x9⅝x12¼, 175 bdles, 20 pcs. per bdl.
⅝x5¾x15¾, 16 bdles, 40 pcs. per bdl.
½x10¼x15¾, 9 bdles, 40 pcs per bdl.
1½x1½x22, 284 bdles, 50 pcs. ped bdl.
1x2x24, 144 bdles, 50 pcs per bdl.
⅝x13x14, 38 bdles, 40 pcs per bdl.
1 6x16 American Planer.
⅝x2-¾x28-½, 1280 bdles, 25 pcs per bdl.
1x2x24, 180 bdles, 50 pcs. per bdl.
¼x9-¾x22, 24 bdles, 50 pcs per bdl.
⅜x3-⅝x15¾, 60 bdles, 80 pcs per bdl.
⅜x3-⅝x15¾, 5 bdles, 80 pcs. per bdl.
⅛x3x18¼, 396 bdles, 100 pcs per bdl.
⅞x1x11, 120 bdles, 50 pcs per bdl.
1x1x18, 180 bdles, 50 pcs. per bdl.
¼x3x25½, 360 bdles, 50 pcs. per bdl.
3-16x3x18¼, 360 bdles, 100 pcs. per bdl.
½x4x24, 864 pcs, 50 pcs per bdl.
7-16x4x22,330 bdles, 50 pcs per bdl.
¾x1x18, 300 bdles, 50 pcs. per bdl.
¼x3x18, 480 bdles, 50 pcs per bdl.
⅝x5-¼x15¾, 36 bdles, 80 pcs per bdl.
5-16x3x25½, 870 bdles, 50 pcs per bdl.
3-16x5-¾x18, 100 bdles, 50 pcs. per bdl.
¼x1½x17½, 75 bdles, 150 pcs per bdl.
3-16x3x25½, 240 bdles, 50 pcs per bdl.
¼x2¾x25½, 230 bdles, 50 pcs per bdl
¼x2-¾x18, 600 bdles, 50 pcs per bdl.
¼x5-½x22, 40 bdles, 50 pcs per bdl.
¼x9-¾x22, 27 bdles, 50 pcs per bdl.
⅞x5½x16, 470 pieces.
1x6-½x14, 700 pieces.
¾x8x10½, 54 bdles, 25 pcs per bdl.
1½x1½x15½, 350 bdles, 50 pcs. per bdl.
⅞x12¼x13, 39 bdles, 20 pcs per bdl.
1 Rip Saw, American, Power.
2 Cut off Saws.
2 Haul up Saws.
1 Twin Band
1 6 in. Band Saw Guide.
1 8 in. Roll.
1 Knife Grinder.
6 Resaws.
15 Round Saws
1 10 H. P. Motor.
1 35 H. P. Motor.
2 25 H. P. Motors.
1 Portable Forge.
Line Shafting and Pulleys.
1 Diamond match cut-off saw arbor table and belts, shafts complete.
1 American 6x15 Matcher including belts, shafts, etc.
1 Mershon 54 in. Twin Band Resaw with ball bearing crowding wheels complete as regularly furnished but without saws.
1 American No. 132 15x6 planer and Matcher complete with joiner heads and countershaft—rebuilt.
1 General Electric Fort Wayne Induction Motor, 10 H. P., 60 Cycles, 220 volts, 1800 R. P. M., complete as regularly furnished.
1 General Electric Fort Wayne Induction Motor, 35 H. P., 60 Cycles, 220 volts, 1200 R. P. M., complete as regularly furnished.
1 General Electric Fort Wayne Induction Motor, 25 H. P. Motor, 60 Cycles, 220 volts, 1200 R. P. M., complete as regularly furnished.
1 General Electric Fort Wayne Induction Motor, 25 H. P., 60 cycles, 220 volts, 1200 R. P. M., complete as regularly furnished, all described as located in the building or factory of said Defendants on the Coquille River in Coos county, Oregon, and opposite the Bullards Post Office; that the said chattels and all of them, also miscellaneous lot of tools, implements, odd lumber and small chattels, also all book accounts, notes, credits and monies due, or to become due to the plaintiff corporation, also all of the right title, interest and estate of the plainiff corporation in, and to the building and land occupied and use dby said plaintiff corporation for such factory at Bullards Ferry in Coos County, Oregon.

Dated at Bandon, Coos County, Oregon, this 24th day of November, 1914

E. E. OAKES, Receiver.

LODGE DIRECTORY

Masonic.
Bandon Lodge, No. 130, A. F. & A. M. Stated communications first Saturday after the full moon of each month. Special communications Master Masons cordially invited.
C. R. MOORE, W. M.
PHIL PEARSON, Secretary.

Eastern Star.
Occidental Chapter, No. 45, O. E. S., meets Saturday evenings before and after stated communications of Masonic lodge. Visiting members cordially invited to attend.
L. KATE ROSA, W. M.
ROSA BINGAMAN, Secretary.

Rebekah
Ocean Rebekah Lodge, No. 126, I. O. O. F., meets second and fourth Tuesdays at I. O. O. F. hall. Transcient members cordially invited.
ELVA MILLER, N. G.
MINERVA LEWIN, Secretary.

I .O. O. F.
Bandon Lodge, No. 133, I. O. O. F., meets every Wednesday evening. Visiting brothers in good standing cordially invited.
D. C. KAY, N. G.
L. I. WHEELER, Secretary.

Knights of Pythias.
Delphi Lodge, No. 64, Knights of Pythias. Meets every Monday evening at Knights hall. Visiting knights invited to attend.
ERNEST SIDWELL, C. C.
B. N. HARRINGTON, K. of R. S.

W. O. W.
"With Charity Towards All"
Seaside Camp, No. 212, W. O. W. meets Tuesdays, K. of P. hall, 8 p. m. Visitors are assured a hot welcome. By order of
W. A. KELLER, C. C.
C. M. GAGE, Clerk.

Loyal Order of Moose.
Meets Thursday evenings in I. O. O. F. hall. Transcient Moose cordially invited. Something doing every Thursday.

PROFESSIONAL CARDS