

PORT ORFORD NEWS

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Man perfected by society is the best of all animals; he is the most terrible of all when he lives without law and without justice.—Aristotle.

Editorial

THE MAJOR ISSUE IN THE TEAPOT DOME SCANDAL

(Editorial in Engineering and Mining Journal) Reaffirmation of our national faith that all persons are equal under the law is the most important and inspiring characteristic of the decision of the United States supreme court on the legality of the Teapot Dome lease.

Not often does our supreme legal authority embellish its decisions with such verbal castigations as judicial indignation felt to be appropriate to the occasion. "Illegitimate," "faithless," "sinister," "fraudulent," are ugly terms, and their significance is unmistakable.

Although humiliated by the evidence of criminality in high places, we may yet take heart that justice is able to triumph over every obstacle that money, legal technicality, and the disintegrating action of time can oppose or mitigate.

ABOUT THAT HISTORY

Now we'll ask one. Perhaps the way our eastern ancestors learned about Port Orford was in reading English history. Or maybe they had read about New Albion, which was Sir Francis Drake's west coast of North America.

Sir Francis, you know, was one of those discoverer fellows who was sailing the seas during Queen Bess' rule to add more to her kingdom and world. And so it was that Sir Francis was the first Englishman to gaze on the site of Port Orford and what is now Cape Blanco.

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Along the Seashore

Tide Table for Week Ending Nov. 8, 1927, at Port Orford.

Table with columns for Day, High Tide (A.M., P.M.), Low Tide (A.M., P.M.)

Hoosier Sold on Port Orford

From Indiana comes the following poem to Mr. and Mrs. Fred Pfeister of San Rafael, California, who are spending several weeks at Port Orford renewing old friendships and looking after property interests:

Your letter came this morning, And believe friend of mine, We enjoyed it all immensely, Read and reread every line.

Your description of Port Orford, And the glories of the Coast Makes our little inland village Look like "thirty cents" at most.

Then the fish and crabs and oysters, And the huckleberry pie, Fairly made my old mouth water, Yes, truly, it's no lie.

And I said to Mr. Greenwood, Sure, that's the place for me, Let's call the dog and hit the trail For Port Orford by the sea.

There I'd love to have a cabin, Just a humble little cot, Where the weather never gets too cold, And never very hot.

Where the rhododendrons blossom, And the wild azaleas grow, Where there's rarely any killing frost, And seldom any snow.

Oh wouldn't that be glorious? 'Twill be heaven enough for me, I'll call the dog, we'll hit the trail For Port Orford by the sea.

—Alice D. O. Greenwood, Rockville, Indiana.

Mr. and Mrs. Pfeister plan on leaving for their California home today, vowing that 1928 will see them again back among the scenic attractions to be found in Curryland.

After-Care of Infantile Paralysis

(By State Board of Health)

In view of the recent epidemic of infantile paralysis in many parts of the state, the following timely suggestions are offered for the immediate after-care of the acute cases. There are many cases which at the outset seem hopeless, who go on under proper supervision to astonishing improvement, the gain extending over a period of some four or five years.

- 1. Absolute rest and quiet. 2. Confinement to bed until pain and tenderness have completely left the affected muscle groups. 3. Irreparable damage may result from too early and too strenuous treatment. 4. Electrical treatment, mechanical manipulation and massage are absolutely contra-indicated during the stage of pain and tenderness and in fact are

definitely harmful.

5. The affected muscles should be kept warm and should be supported in a position that permits no stretching.

6. Measures should be taken to prevent deformities of the hip, knee and foot. A plaster boot or other splint must be used for their prevention.

Warm saline baths are usually quieting. Should there be considerable muscle involvement with accompanying discomfort, the nursing problem is best handled and contraction prevented by putting the patient in a plaster bandage, well padded from toes to armpits.

During the critical period of rehabilitation the following rules should be strictly observed:

- 1. Fatigue of the affected parts must be avoided at all cost. 2. Weakened abdominal muscles should be supported by an abdominal belt. 3. Any tendency to curvature of the spine should be met at once with either a back brace or plaster corset together with appropriate exercises. 4. Before the affected parts are used, supports by light and properly fitted braces must be provided. 5. Properly graded and supervised exercises, active and passive, together with massages, should be inaugurated some three weeks after disappearance of tenderness. 6. Electrical treatment, save possibly the sinusoidal, are of questionable value.

Black Fog in San Francisco

The following graphic description of the "black fog" of San Francisco bay, which was doubtless the cause of the destruction of the steamer Coos Bay, was written by Capt. Harvey, who was pilot in that port for many years. It is of unusual interest at this particular time.

(By Capt. L. P. Harvey Jr.) I do not think there are many people on Coos Bay that have ever experienced a genuine black fog. A black fog is a combination of tule fog, ocean fog, and smoke from the city, combined together.

This fog comes very seldom and comes especially when a hot spell hits the interior at this time of the year. This kind of a fog does not appear very often, some years go by without any of it. I remember some of the old timers on the waterfront relating to the time when the old tug "Wizard" was backing out of her slip and backed into the bow of a sailing vessel moored near the end of the dock, mashing a hole in her bow and knocking a sailor out of his bunk who was killed by the impact.

The master of the tug could not see the vessel but he had his scare when the end of the jib boom came through his pilot house window. I remember one black fog night in the city that took me two hours to walk from Third and Market to Seventeenth and Mission streets. The fog was so dense this night that people were trotting along Market street with their arms stretched out in front of them to keep from bumping into others.

Street cars were passing up and down the street; you could not see them but you could hear their bells ringing.

"Another black fog night I well remember was about seven years ago when I went over to Oakland harbor with the tug "Fearless" to tow the shipping board tanker "Dilworth" from Moore's wharf to pier No. 26, San Francisco.

This was another black fog night and my hair stands on end when I think of the chances I took in taking this vessel across the bay. The vessel had no steam and everyone on board was anxious to be in San Francisco on Thanksgiving day. There were six battleships anchored in the bay directly in our path so had to figure on keeping well enough to the north to clear them on the last of the flood tide.

After leaving the mouth of Oakland harbor the black fog became blacker.

When about abreast of Goat island there were whistles coming from all directions. I stopped and waited for consequences.

All of a sudden a navy tug from Mare Island with a barge loaded with 12-inch loaded shells for one of the battle fleet steamed alongside of our vessel. Everyone aboard gave a yell but nothing exploded but the yell. The captain of the navy tug sang out, "Where in hell are the battleships?" I had no time to answer him as he was out of sight in five seconds.

I had one tug on a headline. I could not see the bow of the ship so sent word to the mate on the lookout to yell to the tug ahead to sing out when he could see anything ahead.

We crawled along dead slow and the first thing I heard was auto horns blowing.

The vessel was in her berth at pier No. 26, the tug ahead had put the vessel's headline ashore and I did not know we were in the berth as I could not see the dock from the bridge. The captain of the vessel had nothing to say but I noticed his feet doing the Saint Vitus dance. I do not know to this day how we managed to find pier No. 26 and the right berth: some one ashore must have had a magnet and drawn the vessel to the right berth. When I boarded the tug "Fearless" to go to the tug dock at pier No. 15 here comes a navy launch towing a navy barge loaded with men for shore leave. They had lost their bearings and fanned full speed into the arch of the "Dilworth" over the propeller. What a yell went up; no one was hurt and I told the boys where they were. They stopped right at pier No. 26 instead of looking for the float at pier No. 14.

We have fogs on Coos Bay but I have never seen a black fog. I feel very keenly for Capt. B. W. Olson, who has a record that very few if any ship masters can equal and if he was navigating his vessel on the Golden Gate on one of these black fog nights with whistles coming from many directions I know he did his best to navigate with caution.

LEWIS P. HARVEY JR., Port Pilot.

COUNTY CLERK'S FILINGS

- Carl Wood, et ux, to Charles H. Pittenger, warranty deed. School District No. 3 to R. T. Owens, quit claim deed. W. A. Smith to Ellisha Meserve, satisfaction of mortgage. H. C. Handly vs. F. M. Stevens, motion to strike out. T. T. Julest to Mary C. Vineyard, satisfaction of mortgage. A. E. Seaman vs. Port Orford Commercial Co., demurrer. Herman Carl Eckert and Ruby Brockaw, marriage license. Calvin A. Woodruff Estate, petition for probate. Martha M. Holman vs. John A. Humphreys, action to recover money. Edward B. Perrin, Jr. vs. Capital Finance Corporation, action to declare a deed a mortgage. Curry County Bank to Henry Mayer, satisfaction of mortgage. F. J. Huntley vs. Curry County Bank, chattel mortgage. R. Leutwyler to O. J. Mather, mechanic's lien. Moses A. Doerstler to Charles M. Cotton, warranty deed. M. S. Doerstler, proof of annual assessment work on a mine. Dallas Hamilton, location notice for Ruby Mountain Quartz Claim No. 1. Charles Hamilton, location notice for Ruby Mountain Quartz Claim No. 2. F. N. Hartley, location notice for Ruby Mountain Quartz Claim No. 3. Wilbur Davis, location notice for Ruby Mountain Quartz Claim No. 4. H. B. Smith, et ux, to E. M. Beckham, warranty deed. Dora Hanly, et ux, to E. M. Beckham, quit claim deed. E. M. Beckham to White Cedar Lumber Co., warranty deed. White Cedar Lumber Co. to E. B. Hinkle, et al., warranty deed. F. I. Bowman vs. Hugh Hutcherson and Louis Bothwell, answer

ANNOUNCEMENT

Dr. L. R. Pugh has opened permanent dental offices in the Fromm building, Port Orford, where he will receive the public from 9 to 12 and from 1 to 5.

Forest Service Offers Port Orford Cedar

Grants Pass, Ore., Oct. 29.—The forest service will sell approximately two million board feet of Port Orford cedar stumpage in the Siskiyou national forest, on Tim creek, south of Powers, Oregon, according to Forest Supervisor J. H. Billingslea of Grants Pass.

The stumpage has been appraised at \$2.60 per thousand and will be sold to the highest bidder, but no bid less than \$2.60 will be considered.

This timber was fire killed about 50 years ago, but is remarkably well preserved. The Douglas fir which formed a large part of the original stand and was killed by the same fire, has yielded to decay and practically all fallen to the ground. Most of the Port Orford cedar snags are still standing and apparently sound except for the sapwood which has rotted away, and small checks whose depth will not be known until the logs are opened up.

The sale of this timber is a salvage proposition that will remove a fire hazard from the national forest and leave the stand in good condition for future growth. The stumpage is now being advertised in two Coos county newspapers. Bids will be opened at the Grants Pass headquarters of the forest service, November 17, 1927, at 2 p. m.

Taxes on Timber

On a half-section of timber land in Tillamook county, the taxes have increased from \$12.69 in 1907 to \$93.14 in 1927. When bought in 1907, the timber cost \$1.10 a thousand. Today it may be worth a little more, but there is no market. The timber is situated so far from any logging operation that it will be years before it can be cut, and meantime the annual taxes have to be paid. At the present rate, it will only be a few years before the amount paid in taxes will more than equal the purchase price paid for the timber. The owner has other timber, which he is forced to cut in order to get enough money to pay the taxes on the timber which he cannot cut or sell because of inaccessibility.—Voter.

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