

# PORT ORFORD NEWS

## Seek Lost Wealth on Sea Floor; Str. Brother Jonathon Wreck

Crescent City, July 17.—Rival outfits are making Crescent City harbor their headquarters at present in conducting an extensive search of the water of the Pacific ocean off Point St. George in an attempt to locate the wreck of the Brother Jonathan, ill fated passenger boat which went down on the reefs off that place with a terrific loss of lives and property in the early hours of the morning of July 30, 1865. Stories of treasure carried by the Jonathan have kept interest in the craft alive throughout the succeeding years and previously several expeditions have been outfitted in an attempt to locate the wreck as it lies on the ocean floor, but without success.

In command of one expedition now seeking trace of the Jonathan is Payton Parks of Santa Barbara, a keen eyed young man, who spent several years in the United States navy and is quite familiar with waters along this coast.

Another group searching for the hulk of the Brother Jonathan is working under the direction of Harry Van Pelt well known local man, and have chartered the smack Crescent City. This outfit has been out a number of times and considerable excitement was caused here one day when it was reported that the boat had located a wreck and brought in some wooden plates heavily encrusted with barnacles.

The following story concerning the wreck of the Brother Jonathan appeared in the Sunday Journal, published at Portland, Ore., 1926:

"Standing silent watch as a hall tree in a modest cottage at Oregon City is an ancient pilot wheel. Engraved on a brass band around the hub of the wheel are the words, 'Brother Jonathan'. Three years ago this wheel was cast ashore on the beach of northern California at a point midway between the present lumbering town of Brookings and Crescent City. The wheel came ashore at the same spot where 40 bodies from the ill-fated steamship were washed ashore 60 years ago.

"In command of Capt. Samuel De Wolf, and over his demurrer, she steamed out of the Golden Gate with 299 passengers, more than cargo capacity and the \$365,000 in gold that has, at this late date, renewed interest in the now nearly forgotten Brother Jonathan. She sailed from San Francisco at noon, July 28, for the north.

"She floundered along until 16 miles northwest of Crescent City. The master found he could not weather Blanco and started back for Crescent City. Five miles on the back track and she wound up on the wash rock that now bears the name of 'Jonathan'.

### Sports Claim Rogue River

The millionaire colony of Californians located on the upper Rogue river have determined to fully control the river which passes through their holdings and have brought suit in the circuit court of Jackson county to get a decision on the question. They insist that fishermen and mining men trespass when enjoying fishing or seeking gold on the bed of the river where it runs through their property. The question is an interesting legal one and rests on whether the Rogue is deemed to be a navigable stream in that section or not. The outcome will be awaited with considerable interest by the public generally.

### Harbor Shipping News

The Ethel S. en route from Crescent City to the Siuslaw put in to the local harbor Wednesday and remained over night to escape the heavy seas and northerly winds.

Friday the SS Bandon of the Moore line brought a cargo of cement for the new bridge across Rogue river and unloaded at the port dock.

### Benefit Dance Success

The benefit dance and supper given at the Woodman Hall Friday night by the Woman's club was well attended and a success financially. Local music was furnished and dancing was indulged in until a late hour.

### Coquille, Wins 13-2

Sunday afternoon the local ball team played the Coquille nine on the grade school diamond, the visitors winning by a score of 13 to 2.

### FACTORS FAVORING SMALL-TOWN BUSINESS

By Dr. Julius Klein, Asst. Secretary of Commerce

(Continued from last week.)

Take the case of Pasco, Washington, an important division point on the airline serving the great northwest, which has spurs connecting the major cities of the Pacific Coast and the "Inland Empire" with the transcontinental route, and which will soon be connected with an airline serving Alaska. The airline has made Pasco famous throughout the country. It is a surprise to seasoned air travelers to learn that its population is less than 5,000; some of them had doubtless expected skyscrapers and double-decked busses there. If air traffic goes on increasing as it has been doing recently, that supposition may become a reality.

Another small town in somewhat the same position is Bellefonte, Pennsylvania, which owes much of its present renown—and some increase in business—to the fact that it is important as a stopping-place for mail and passenger planes when bad flying weather sets in over the Alleghenies.

I could greatly lengthen this list of new air-line towns. Elko and Las Vegas, Nevada, and Midland, Texas, are other pertinent examples. Cheyenne, Wyoming, had an early history closely identified with the pony express, but recently our newest (and almost equally glamorous) means of communication has furnished a sequel to those frontier days. Cheyenne is now an airline division point, with repair shop, pilots' quarters, and so on. At the airport a plane comes swinging down from the sky, mailbags are transferred, and another plane roars away in a cloud of dust. The weekly drama of the pony express is revived, in a way, in the speed and hustle of the skyway service.

There can be no doubt that radio has worked to the advantage of the small-town business man. Supplying an endless variety of entertainment for the home—and for the store as well—it tends to counteract the lure of city amusements. It keeps people closer to their own hearth-stones and to their home-town merchants or neighborhood shops. And when television comes, in full power and perfection—as it surely will some time—this stay-at-home influence will be enhanced and intensified immeasurably. Small-town business will inevitably benefit from such a striking transformation and forward step as this.

Let us take a brief look now at one of the liveliest and most contentious questions that bear upon such business: Namely, "Can the chain store successfully invade the small town?" Certainly a vital problem—this one of the survival of the independent, who, as President Hoover has put it, is "the foundation of American business."

Of course, I cannot begin to answer such a controversial question in the two or three minutes at my disposal. I just want to mention a few of the things that influence the situation. A chain store in a real small town—not a suburb, mind you—lacks some of the characteristics that help to "make the wheels go round" in typical chain-store activity. In the nature of things it cannot have so much large-scale requisition, distribution, accounting, and other city chain-store advantages. Probably that is why our Census figures show that, in towns of less than 10,000, the chains do less than 10 per cent of the total business. To increase that, they are up against one of the great assets of the small-town independent, namely, personal relations and special service.

Take the credit question. The independent merchant can take advantage of the fact that it is probably as safe to extend "open credit" in the American small town as it is anywhere on earth. He runs across very few cases like the one in which an exasperated merchant, desperate over a bill long due, accosted the debtor with these words: "Look here, John, you've been owing me this bill for a year. Now I'll meet you half-way. I'm ready to forget half what you owe." And John came right back with: (Continued on page 2.)

### THE NEWS

The newspaper is the mirror through which the public at large forms its mental picture of a community, and therefore, a live newspaper is of vital necessity to any community that desires to progress. The lack of such newspaper indicates stagnation and there can be no stagnation without a tendency to drift backward.

The NEWS in its initial issue of November 9, 1926, announced a policy of support for those progressive movements designed for the upbuilding of the Port Orford area and the full development of the whole Southwestern Oregon region. It has faithfully carried that policy out during its nearly five years of existence. It has supported every worthwhile movement of the community and its columns and advertising space have been given freely. It supported the movement resulting in a Congressional appropriation of \$83,500 for the establishment of a modern coast guard station at Port Orford, which will require an annual appropriation for maintenance for all future time of approximately \$14,000, mostly for payroll purposes—the greatest continuous payroll yet secured for Port Orford; it supported the movement whereby the State Highway Commission acquired Battle Rock Park, thus preserving that vantage point from which the beautiful ocean panorama scene is seen; it supported the movement which resulted in the defeat of the ill conceived scheme to make all lands west of the highway in Curry county into a game preserve, thereby protecting the valuable dairy industry from destruction; it supported the successful campaign for the preservation of the interesting sea lion as an unusual tourist attraction; it supported the movement to eliminate the commercial sign and billboard nuisance along the scenic Oregon Coast highway through Curry county, thereby preserving the natural scenic beauty of the region for the enjoyment of the traveling public; it has supported the library, the schools, and civic and religious organizations consistently; it has given liberally of its space to spread the gospel of the great natural wealth and beauty of the Curry region; and it is supporting whole heartedly the movement for the improvement of the local harbor by the Federal Government as a harbor of refuge by making it an all year round harbor.

The support thus given, has resulted successfully for every constructive movement undertaken and brought to the completion stage, and has been in the interest of the community as a whole. The results obtained have established a prestige that should go far toward the solution of current and future problems of the community—a prestige that the NEWS is proud of.

As a newspaper is vital to every live community, the NEWS, in common with all other newspapers, depends on the support of the people served and benefited for its existence, and the measure of success achieved is in direct ratio to the support given. There are but two ways to give such support—through subscription and through advertising—both essential to the publication of any newspaper.

During July the NEWS has in effect a VACATION BARGAIN subscription rate which should be of interest to every citizen interested in the progress of the community. Details are found on page 3 of this issue in a half page display advertisement. It is a convenient and simple way in which to support your community newspaper at a very limited cost.

At this time the NEWS renews its initial issue pledge to work for the upbuilding of the Port Orford area and the full development of the many rich natural resources of all of Southwestern Oregon.

### Golden Gate Bridge

San Francisco, July 15.—The sale of the first allotment of \$6,000,000 of the bonds for the construction of the Golden Gate bridge has failed for the time being, it being found advisable to have the supreme court of the state pass on the issue. It had been expected that the allotment would find ready sale and that actual construction work would be under way during July. The directors of the district feel that quick action may be had in the supreme court and that no lengthy delay will result.

### Hitch-Hiking Illegal

Hitch-hiking, the practice of standing by the roadside soliciting transportation from operators of private automobiles, is now unlawful in eight states and the District of Columbia, according to J. E. Shelton, secretary-manager of the Oregon State Motor association, which is affiliated with the American Automobile association. Mr. Shelton declared that the eight states which now ban these "thumb-tourists" and "highway Willies," are Connecticut, Delaware, Maine, Minnesota, New Jersey, New York, Oregon and Wisconsin.

### Rail Head Travels North

Last Wednesday J. G. Woodworth, vice president of the Northern Pacific railroad, with headquarters at St. Paul, Minnesota, passed through Port Orford en route north over the scenic Oregon Coast highway. He was on his way home from a vacation trip to Honolulu.

### Fair Sept 23 and 26

The Coos-Curry County Fair which will be held in Myrtle Point on September 23, 24, 25, and 26, will be one of the best fairs ever held in the county if the enthusiasm displayed by members of the Fair Board which met in the Coquille hotel on Tuesday evening, July 14, is any indication.

According to L. H. Pearce, secretary, special effort will be made this year to have better agricultural exhibits and it is thought that this will be made possible by the earlier maturing crops. More exhibits are expected this year from the four Smith-Hughes departments and from 4-H club members throughout both counties. Attractive offers have been received from several different bands to play at the fair and the task of selecting one has been turned over to the music committee consisting of P. O. Lund, L. H. Pearce, and Albert Powers. Good music is assured and every effort will be put forth this year to provide a fair of real educational value, clean carnival entertainment and good horse racing. Members of the fair board and others who attended the meeting are: Ellis Dement, president; Henry Hess, vice-president; L. H. Pearce, secretary-treasurer; J. A. Larson, Albert Powers, W. T. Dement, E. L. Clausen, R. L. Wagner, G. R. McNair, P. O. Lund, Henry Gustafson, Jens F. Svinth, K. Brunfield, Wm. Cuning, Arthur Sawyer, R. M. Knox, and George Jenkins.

Mrs. Mabel Gillings transacted business in Bandon Tuesday.

### Arrested for Deer Killing

Last Tuesday deputy game and fish wardens Brown and Anderson arrested F. F. Cornell and his son, Jack Cornell, of Bandon, near Rocky Point, south of Port Orford, for having deer meat in their possession out of season and for disguising the sex of the animals slain. Two small deer were found in the possession of the defendants, and the carcasses were taken to Coquille and placed in refrigeration. The two Cornells were taken to Gold Beach and arraigned before Justice of the Peace Starr, when they pleaded not guilty, and were released on bond, with trial date set for Thursday of this week.

### Close Siskiyou Tract

Salem, Ore.—Timbered areas in three national forests in Oregon were closed by proclamation of Governor Meier. The forests affected were the Mount Hood national forest, Santiam forest and the Siskiyou forest. The Siskiyou closed area includes about 1,200 acres on Grayback creek about five miles northeast of Holland. All of these areas represent a high fire hazard and the closure order was issued in conjunction with the federal closure regulations already in effect in these forests.

### Tax Committee Named

Governor Meier has named a tax committee of three in each county of the state. Those named for Curry county are Robert G. McKenzie, Port Orford; John R. Hill, Harbor; and Frank Kenworthy, Langlois.

## Bandon Flower Show Success; Many Attend from Port Orford

### PORT ORFORD LOCALS

Mr. and Mrs. Charles A. Long and Mrs. Long's daughter, Miss Nancy Smith of Marshfield, and J. M. Limpach, left Wednesday on a motor trip to San Francisco to be gone for several days.

Mr. and Mrs. Steve Perkins and Emerson Baggett of Seattle are guests at the Baker ranch. They left Seattle late Friday afternoon arriving at the Baker ranch Saturday morning in time for breakfast.

Editor Hassler of the Coquille Courier transacted business in town last Monday.

Mr. and Mrs. Ralph Strudvan and children have returned from a motor trip to Redmond, Oregon. Mrs. Elizabeth Eddy of Marshfield is the house guest of Mr. and Mrs. H. L. Sauer.

R. L. Wagner transacted business in Bandon Tuesday and attended a meeting of the Fair Board at Myrtle Point in the evening.

Arch Mathewson was a business visitor in Gold Beach Wednesday. George Curry of the Elk river was a business visitor yesterday in Port Orford.

J. W. Swetman of the Garrison Lake district transacted business in town Monday.

Mr. and Mrs. Harold Morgan and two children, Dorothy and Francis of Los Angeles, arrived Saturday night to visit Mr. and Mrs. Orris Knapp. They left yesterday for Seattle.

C. C. Inman was a brief visitor in Gold Beach Wednesday.

C. C. Ponting transacted business in Gold Beach Tuesday.

Mr. and Mrs. L. L. Thomas of Marshfield enjoyed fishing in the Rogue river Sunday of last week.

Mrs. E. L. White has arrived from Baker to spend the summer in Port Orford.

Mr. and Mrs. Odell Bennett of Salem have been visiting Mr. Bennett's uncle, W. H. Bennett for a few days.

Mr. and Mrs. Paul Leutwyler and Lawrence Miller motored to Oakland, Oregon, Sunday, returning Monday morning.

Mr. and Mrs. Frank Rogers, Dorothy and Mary Dutch, and George Mandigo of North Bend, enjoyed fishing on the Rogue last week.

Mrs. Anna Anderson and son, Raymond Hatfield, of Klamath Falls, and Sam Sorensen also of Klamath Falls, Mr. and Mrs. Leon Walker of Forest Grove, Buster Anderson of Vancouver, Dennis Sorensen and Orland Anderson of Marshfield, and Mrs. E. L. Gething of Eureka, Calif., attended the funeral of Edward C. Anderson in Port Orford last Friday.

Mr. and Mrs. David McKenzie motored to Gold Beach Thursday, Donna McKenzie and Peggy Corson accompanying them. (Continued on page 2.)

### Sea Anchorage Chart

The Port Orford Chamber of Commerce has received from the Hydrographic office of the Navy Department the late hydrographic chart showing Port Orford harbor designated as a seaplane anchorage. The chart gives all airport and anchorages along the Pacific coast from Mexico to the Canadian line.

### Coast Highway Booster

That one has but to travel the scenic Oregon Coast Highway to become a booster for the shore north and south route was demonstrated a few days ago when P. D. Nowell, published of the Advance-Register of Tulare, Calif., traveled north over the coast route to attend the Elks convention in Seattle. Interviewed at Gold Beach, where he had stopped to have repairs made to his car, Mr. Nowell, according to the Reporter, said: "Your Oregon Coast Highway is one of the most scenically beautiful highways over which I have traveled. It is in a class by itself. Every foot of it carries an appeal to the recreationist. In time it will become the most traveled and most famous highway of the west, and you folks here in Curry county will profit from the travel of recreationists who will visit this section to enjoy your evergreen mountains, your beautiful forests and streams and sea beaches."

Friday and Saturday Bandon held its annual flower show and a large exhibit of both domestic and wild flowers was on display. The dahlia exhibit was unusually attractive. The Bandon Concert Band rendered a concert Saturday evening in front of the building housing the show.

Many Port Orford flower lovers were in attendance including Mrs. R. G. McKenzie, Mrs. R. F. Abbott, Mrs. R. L. Wagner, Mrs. Henry Adolphsen, Miss Ena McKenzie, Mrs. Ray Zumwalt of Sixes, and Mr. and Mrs. C. C. Ponting and their house guests, Mrs. Jessie Case of Central Point, Mrs. Amy Thompson of Hollywood, Calif., Mrs. C. P. Wolfe of Portland, and Charles L. Swain of Corvallis.

### To Wed Japanese Girl

A romance of the east and west received parental blessings today and left the son of a Gold Beach minister free to marry his sweet heart, a winsome Japanese art student, according to United Press dispatches from San Francisco.

The blessings were given by the Rev. J. W. Angell, Gold Beach pastor, and father of the groom-to-be, and by the bride-to-be's uncle in Japan.

Though Joseph Warner Angell, 24, a university graduate, braved a storm of conflicting emotions and interests in his courtship of Miss Katsuko Suzuki, 23, it was indicated that the two do not plan to wed for at least a year.

The last objection to the romance was withdrawn by Chiyuro Endo, guardian of the girl, who himself had been a suitor for her hand.

Angell's father also had objected to the engagement, but his son, who had been graduated from Wooster college, Ohio, and was taking a course at the University of California, convinced his father of his sincerity and received his blessing. In answer to a formal appeal to the Japanese consul, the pastor had been informed that the government was not concerned with the marriage.

The Rev. Mr. Angell is pastor of the Gold Beach Community church, Presbyterian. Miss Suzuki came to the United States eight years ago. She had taken refuge in a Presbyterian mission in San Francisco during the controversy between her guardian, her fiancé and her prospective father-in-law.—Times.

### Bids for Bridge Approach

When the State Highway Commission meets on July 30 bids for the construction of the approaches to the new \$600,000 bridge across Rogue river at Gold Beach will be considered, and probably the contract let. Work on the Fraser-Mercer contract for the construction of the bridge itself is proceeding rapidly and will probably be completed well in advance of the time limit, December 31, 1931.

### Eastern Star Meets

Saturday night the Order of the Eastern Star Chapter No. 135, held its monthly meeting in the Masonic Hall. A light luncheon was served and business of a routine character transacted.

## OBITUARY

Edward Cottrell Anderson was born at Grand Rapids, Michigan Oct. 10, 1869. His boyhood was spent on the Great Lakes and later he traveled to many foreign countries.

He was married to Mrs. Mattie Sorenson at Winlock, Washington, on September 14, 1905. To this union were born Orland and Willard, Mrs. Veva Walker and Alvin Anderson. Mrs. Anderson passed away three years ago.

On October 5, 1930, he was married to Mrs. Anna Fisher, who survives him. Mr. Anderson was stricken with apoplexy at Klamath Falls on July 14. The body was shipped to Port Orford and burial was made at the family plot in the cemetery.

Rev. Loree of Bandon had charge of the services at the cemetery. The Klamath Funeral Home was in charge of the funeral.