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WEDNESDAY, AUG. 6, 1919.

ADVERTISING RATES. QUOTED.

Published Every Wednesday, by
HARDY T. STEWART.

CAPITAL PUNISHMENT.

It may be that capital punishment is a relic of barbarism and all wrong, and it may be that the murderer or murderer of Lillian Lentholt, of Bandon, would not have been deterred from the dastardly act by the shadow of the hangman's noose, nevertheless, there is no place in society for the man who, in cold blood, will brutally shoot down a defenseless 16-year-old girl. No environment in which he can be placed, nor any amount of training, can make of him anything other than a degenerate brute that will menace humankind whenever at large. To the TRIBUNE it seems that it is a mistake to tax the public with the keep of such a being, once his guilt has been established, and by so doing notify others of his kind that they can commit such acts without endangering their own lives. The better way to mete out justice and to protect the future generations, it seems to us, is to take such criminals, when they can be found, and hang them by the neck until dead.

CURE THE PROFITEER.

At last the administration has commenced to investigate the high cost of living, and it is promised that there will soon be a general reduction in prices.

That profiteering is going on now even more generally than during the war, there can be no doubt. Every few days evidence is bobbing up that shows the public is being exploited by the big interests upon this commodity or that. And while farm produce brings a good price and wages are high, yet there are many families that cannot keep up with the soaring cost of living. The growing unrest and dissatisfaction this condition is causing is responsible for the government investigation.

The conscienceless profiteer is responsible for social unrest in every country where he exists, and his breed is almost universal. It is such as he that furnish food for growth to the Anarchist, the I. W. W. and the Bolshevik. May his days be numbered.

TOOT YOUR HORN.

Each year sees an increased amount of auto travel on the roads through Curry county. In many places there are sharp turns in these roads, and there are many drivers who persist in running fast around these turns, and this without the use of a horn. Some car owners do not even make a pretense at having a horn, notwithstanding the law that calls for them on all cars and for their use on turns.

As things are now going it is only a matter of time until there will be some bad accidents as a result. Two cars meeting are less liable to result in loss of life, than where a car meets a team, but either may be bad enough.

A few arrests for violating this horn law might prove a timely warning.

But, toot your horn and drive slow on the turns. It will do no harm and may save many after regrets.

Road Work in Curry Needs Outside Aid.

GRANTS PASS, Or., July 25.—(Special.)—Whether the state highway commission might spend a big sum of money to improve the one unimproved road in Curry county, or it should not spend a cent and leave that county to its fate, Curry county is a poor member of the family of Oregon counties. Save for the one road, which connects with Bandon, in Coos county, Curry is isolated so far as Oregon is concerned. Also it is just as isolated as regards California.

There is one department store in Portland which has on its payroll more people than there are in all 1468 square miles of Curry county. Merchandise in this same department store is valued more highly than the total assessed valuation of the taxable property in Curry county. Two-thirds of Curry county is in the forest reserve, and while this makes the county poverty stricken now, the time will come when Curry's untapped timber will make it one of the richest counties in Oregon.

There is in Curry county one road job, under the direction of the highway commission, which covers a stretch of 6 1/2 miles, and the contractors call for \$157,000. When a road grading job costs some \$24,000 a mile it gives an idea of the difficulty of construction. To inspect this work and gain a detailed idea of the road needs of Curry county, R. A. Booth, highway commissioner, and State Highway Engineer Nunn have traveled through the district from end to end. This particular contract is from Hubbard creek—about 1 1/2 miles south of Port Orford—to Brush creek. It is considered about the meanest part of the one

road through the county. Curry county's one, lone road skirts along the coast. Inland there is nothing but forests, mountains and wild game. It is estimated that 25 per cent of the wild game of the Pacific coast, such as bear, cougar and deer, are in Curry county. Cougar are such raiders that several sheepmen have quit the business because of the depletion of flocks. This road begins at the Coos county line in the north, and threads its way around over the mountains, almost always within sight of the Pacific ocean, until it strikes Del Norte county, in California. Most of the population of Curry is in the north and south ends, and these are thinly settled, so the paucity of people between the ends can be imagined.

At present Coos county is making a good road to the Curry county line for across the line in Curry are some of the finest dairies in the state, and the product of the dairies at Langlois, Denmark and Zumwalt are freighted out to Bandon. Curry county voted a \$98,000 road bond issue, which is its limit. Half of this sum is to be expended north of Rogue river, near Corbin ridge (Arizona Inn), on a location to be made by the state highway commission, and money from the remaining half of the bonds will go on the road between Pistol river and Brookings, where the road at times attains an altitude of 2500 feet. The settlements at Elk creek, Sizer and Kuchre creek will be especially benefited by this southern development.

Mr. Booth, after his inspection, expressed himself as favoring improvement of the road from the Coos county line to Gold Beach, but stated that to develop property it would require such a large sum that other counties would probably complain.

Three hundred thousand dollars is a rough estimate for the development.

It is impossible for Curry to help itself. The population is small; the property available for taxation is small, and the county has voted its limit for road bonds. It must have outside aid. This must come from the state or federal government. No other county in Oregon would be more pleased by the Roosevelt highway than Curry county. Meanwhile, the coast highway on the state road map includes the county, so, eventually, the state will have to do more than it has done for the relief of Curry county. A million dollars will be spent for paving the Pacific highway through Marion county. Two-thirds of that sum would probably be required to build a standing and state road through Curry, and that would provide only for grading.

Port Orford cedar, which appears like cheese and gels as easily, grows nowhere else on earth except in the Port Orford quadrangle. This cedar, some of which was used for airplane stock in the Pacific, is cut into immense railroad ties. Some of these ties eventually are used on roadbeds, but many of the ties chopped out by the settlers are worked up into furniture. With a good road, these ties could be trucked out to Bandon, Coquille or Myrtle Point, but now they are slung in a cradle and shot down over a cable which runs from a high cliff to a rock in the open harbor. Vessels anchor under the steel tread and pick off the cradles of ties. A port has been organized at Port Orford and a \$20,000 wharf will be built, but this only emphasizes the need of a suitable land highway.

At Gold Beach, the only county seat in the state that is not incorporated—there isn't an incorporated town in Curry—Judge W. A. Wood conferred with Commissioner Booth and Engineer Nunn. Time was when there were 2000 persons at Gold Beach, whose chief occupation was trying to extract gold from the black sands, but now there are but a handful of residents, most of whom make a living fishing for or against the Wedderburn company which owns all the land on both sides of the lower reaches of the Rogue river. This stream is like some women—beautiful, but whose beauty is spoiled by a bad mouth.

Between Gold Beach and Brookings the lone road ventures along the edge of the ocean with not a foot to spare. The wonder is that there are not more accidents. Under the most favorable conditions it is a 10-mile an hour road, but top speed for safety is five miles.

South of Brookings, a sawmill town, there are good roads to the California line. In this section are the only redwoods in Oregon. It is a good road on to Crescent City Cal., which is the southern market for Curry county, just as Bandon in Coos county, is in the north.

The object of Commissioner Booth in crossing the line was to confer with California highway representatives. In the recent road bond election in California \$400,000 was set aside for road work north of Crescent city to the Oregon line. The tourist route is from Crescent City into Josephine county, Oregon, and thence over the mountains to Grants Pass. The \$400,000 is intended for the Grants Pass Crescent City road, California end, but there is considerable sentiment in Crescent City to have the money put into the development of the road to the Curry county line where more business can be originated.

On the Grants Pass-Crescent City road a mountain affair, sharp and curve, narrow and necessitating constant vigilance, the grade is within reason, considering that an elevation of about 3000 feet is attained. The entire \$400,000 of California money can be used to advantage on it. In Oregon the road runs in part through a reserve and the government will soon let a contract for regrading Hayes hill for a distance of two miles. Josephine county, on its own account, is also improving a section of the road, so that there is hope for the development of the 95 miles between Crescent City and the pass within a few years. But that doesn't help Curry county.

The above was written by John W. Kelly, special correspondent for the Oregonian, and while it errs in places, yet withal is a good description of conditions as they exist in Curry county.

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NOTICE FOR PUBLICATION

DEPARTMENT OF THE INTERIOR,
United States Land Office,
Roseburg, Oregon, July 28, 1919.
Notice is hereby given that
WILLIAM F. COOK

of Langlois, Oregon, who, on July 27, 1914, made Homestead Entry, Serial No. 09555, Lots 2 and 3, and SW 1/4 of NE 1/4 and SE 1/4 of NW 1/4 of Section 14, Township 31 S., Range 14 W., Willamette Meridian, has filed notice of intention to make Final Three-year Proof, to establish claim to the land above described, before Hardy T. Stewart, U. S. Commissioner, at his office at Port Orford, Oregon, on the 6th day of September, 1919.

Claimant names as witnesses:
Joseph H. Cook, of Langlois, Oregon.
Ezra S. Ward, of " " "
David E. Bowman, of " " "
Charles H. Smith, of " " "
W. H. CANON, Register.

HARDY T. STEWART
U. S. COMMISSIONER
and
NOTARY PUBLIC
Port Orford, Oregon.

W. A. WOOD
ATTORNEY AT LAW
GOLD BEACH, OREGON

NOTICE FOR PUBLICATION

DEPARTMENT OF THE INTERIOR,
U. S. Land Office at Roseburg, Oregon,
July 30, 1919.
Notice is hereby given that
J. ELIJAH S. WARD

of Myrtle Point, Oregon, who, on Aug. 4, 1914, made Homestead Entry, Serial No. 09673, for the W 1/4 of SW 1/4 of Section 13, and the E 1/4 of SE 1/4 of Section 14, Township 31 S., Range 14 W., Willamette Meridian, has filed notice of intention to make final Three-year proof, to establish claim to the land above described, before Hardy T. Stewart, U. S. Commissioner, at his office, at Port Orford, Oregon, on the 26th day of September, 1919.

Claimant names as witnesses:
William T. Cook, of Langlois, Oregon.
Joseph H. Cook, of " " "
Edward Bowman, of " " "
John Moles, of " " "
W. H. CANON, Register.

J. J. STANLEY
Lawyer,
COQUILLE, OREGON

DENNIS CUNIFF, JR.,
Dep. U. S. Mineral Surveyor
Surveyor for the District of Oregon.
Gold Beach, Oregon