

# The Port Orford Tribune

"Out Where The West Ends"

Covers Northern Curry County

PORT ORFORD, CURRY COUNTY, OREGON, WEDNESDAY, JUNE 24, 1925.

Vol. 34, No. 7.

## CRANBERRIES DOING WELL ON GARRISON LAKE

HARRY JOHNSTON DEVELOPING INDUSTRY THAT WILL PUT CURRY COUNTY TO FRONT—LAND ADAPTED TO VEGETABLES AND FRUIT.

If you want to enjoy a couple of leisure hours, drive-out to the Harry Johnston home on Garrison lake and view the acres of Searlo Jumbo cranberry vines Mr. Johnston has set out at the upper end of the lake. It will be an interesting visit to anyone acquainted with the raising of this popular Thanksgiving fruit. Mr. Johnston or his wife will show you the garden, where they grow vegetables during the entire year; their orchard of apple, pear, plum and cherry trees, all bearing; the black berry and loganberry bushes, all trellised up so the sun and air reaches all the fruit, and the wonderful old-fashioned roses, immense bushes completely covered with masses of white, red and yellow flowers. The rows of young cedars growing up as shelter hedges around the buildings are an added attraction to the place.

Then having time you will probably be invited to accompany your host on a trip in his motor boat, to different points of interest around the lake, and notice the several homes that have been built on lots purchased from Mr. Johnston during the past few months. And if you are looking for a home site for yourself, you will notice as you pass the prolific crops of vegetables in the gardens of these new settlers, also the rich soil good water, wood and protection from winds, looking out from all points around the lake over the wonderful view of the Pacific ocean. You will certainly consider it a profitable and well spent hour.

## JUDGE COKE IS NOT CONSIDERING GOVERNORSHIP—HALL STILL FAVORITE

Former Circuit Court Judge John S. Coke, but more recently United States District attorney, now a practicing attorney of Portland, denies that he is to be a republican candidate for governor next year. Judge Coke's name was brought out by the Coos Bay Times, evidently in the hopes of dividing the republican support of Southwestern Oregon between Judge Coke and Charles Hall, but the scheme went awry, and Hall still holds the support of the majority if he consents to become a candidate as his friends are hoping he will do.

## DANCE RAISES FUNDS FOR VETS' ENTERTAINMENT

The dance given in Fromm hall Saturday evening by the local chamber of commerce was enjoyed by a large crowd. The music rendered by Gross' orchestra was splendid, and all remained until a late hour. A delicious lunch was served by a committee of the ladies and was a treat to all.

The chamber acquired several dollars toward the expense fund for the veterans' encampment which will be held July 23, 24 and 25.

## COMMUNITY CHURCH

Mrs. R. G. McKenzie has been appointed financial secretary for the Community church during the absence of E. F. Wann, who is spending a few months in Alaska.

Charles Oerting of Coquille came down for the week-end, returning home Sunday evening, accompanied by Mrs. Oerting, who has been spending the past week with her parents the Rev. and Mrs. W. S. Smith.

Eight members of the Christian Endeavor met last Thursday evening with Miss Birdie Lynch as leader. Miss Lynch had for her subject "The Hurdle Race, Compared to Our Own Lives and the Obstacles We Have to Overcome." The theme was handled by the leader in a very convincing manner.

Services at Community church Sunday, June 28:

Sabbath school at 10 a. m.

Preaching services at 11 a. m.

Evening services at Langlois at 8 o'clock.

This will be a song service. June 30, next will exceed \$100,000,000.

## TWO LADIES CLUBS TO AID FEEDING WAR VETERANS

At a special meeting of the Ladies' Civic club held last Wednesday evening the ladies voted to join with the Ladies' Aid in operating a dining room in the Fromm building, to care for the visitors during the veterans' encampment here in July, and a cordial invitation is extended to all the women of Port Orford and vicinity to assist the two organizations to take part in the making a big success of the undertaking.

## SENATOR HALL FAVORS INCREASE GASOLINE TAX

A one-cent tax on gasoline authorized by a special session of the legislature is the most feasible means of raising funds for the completion of the Roosevelt-highway between Lakeside and Newport, according to Senator Charles Hall, who addressed the North Bend Chamber of Commerce last week.

Funds raised by an extra tax of one cent on gasoline, Hall estimates would in three years, when matched with an equal amount from the federal government, provide sufficient money to complete the highway between these points. At the Gearhart meeting the estimated cost of the uncompleted highway between Lakeside and Newport was placed at \$7,000,000 exclusive of bridges over the six major waterways between those points.

Would Not Ask More. Senator Hall was of the opinion that the government should not be asked for a special appropriation which might result in a limitation of the annual general appropriation of \$100,000,000 divided among the western states. The common opinion now prevailing in Washington, D.C., is that the appropriations given western states is a robbery of the rich to pay the poor.

Without a special session of the legislature funds for the completion of the highway between Lakeside and Newport would not be sufficient to undertake the work short of six or seven years to come. Senator Hall estimates the expense of calling a special session of the legislature would not amount to more than \$15,000, or require more than a week of that body's time.

## Need Action.

It was pointed out at the meeting that the Roosevelt highway had either been completed or was now under contract at all points except the stretch between Lakeside and Newport. Within two years the highway between North Bend and the California line will be completed.

A motion to the effect that the North Bend Chamber of Commerce endorse the suggestion of Senator Hall and express their endorsement at the Road, Rail and Sail banquet to be held at Marshfield was adopted.

## POSTMASTER ST. DENNIS FREED ON LIQUOR CHARGE

Readers of The Tribune will be interested in the following story from the Southwestern Oregon Daily News since it pertains to a former business man of Port Orford:

The case of the state of Oregon vs. Charles St. Dennis, postmaster at Lakeside, who was charged with possession of intoxicating liquor last winter, has been dismissed, W. J. Rust, justice of the peace, announced today.

Move to dismiss the case was made by County Attorney J. B. Bedingfield on the ground of insufficient evidence.

The liquor alleged to have belonged to St. Dennis is now in possession of Justice C. E. Maybee of North Bend.

James Anderson, attorney for St. Dennis, failed in his effort to have the liquor returned to his client on the grounds that the search warrant was illegal.

## AUTO TOURISTS TO OREGON INCREASE

SALEM, June 6.—Tourists from every state in the Union, with the exception of four registered in Oregon during May, according to figures compiled by Secretary of State Kozer. Total non-residents for the month were 6167 and the total for January 1 is 14,933. California heads the list of May registrations with 3461; Washington second with 1412 and Idaho third with 405.

## \$100,000,000 CUT IN BUDGET IS PLANNED

CHICAGO, Ill., June 18.—Some indication was given today by Brigadier General H. M. Lord, director of the federal budget, that the economy program for the fiscal year ending June 30, next would exceed \$100,000,000.



## ABSENT 27 DAYS IN ICE FIELDS OF FAR NORTH AMUNDSEN EXPLORATION PARTY RETURNS

Return Made in But One of the Two Planes of Party—Had Been Frozen in for 24 Days—Amundsen Tells of Daring Dash—Will Be Tried Again—Only One American in Party.

KINGS BAY, Spitzbergen.—(By radio from steamer Heimdal.)—June 18.—The Amundsen-Ellsworth polar exploration party returned to their supply base here early today after an absence of 27 days in the ice fields of the far north.

The return was made in only one of the two planes in which the party started, the other having been deserted while ice-locked in the newly discovered region. The plane which carried the men back to safety had been frozen in, but was freed after 24 hours of hard labor. It brought Amundsen, Lincoln Ellsworth, the only American member of the party, Oskar Omdahl, Lief Dietrichson, Carl Feucht and Hjalmar Riiser-Larsen back to civilization's outpost.

Amundsen Relates Dash. The story of the daring dash into the arctic region is best told in the words of the veteran explorer who headed the party of six brave men. This is the description of the flight and adventures that attended it, as related by Ronald Amundsen:

"Our planes left Kings Bay at 5 p. m., May 21, with a load approximating three tons by way of Amsterdam Island. At Sydtagt we encountered fog, above which we rose to a height of 3100 feet in order to navigate.

Visibility Fine Later. "During the next two hours the planes flew like bullets through the fog which lasted until 8 p. m., and for the remainder of the journey the conditions of the visibility were excellent. An observation at 10 p. m. showed that we were too far to the west, probably due to northeast winds above the fog, which prevented us from positively observing the deviation.

"We laid our course further east until 1 o'clock in the morning of May 22, when half of our gasoline was exhausted, and it became necessary to attempt a descent to gain definite bearings with a view to our further movements. We were then above a large lane in the ice, the first of this size which we had encountered. We then flew lower, and observed the surrounding ice, to discover whether there was block ice in the lane.

Landing Place Lacking. "Not once during the trip had we seen a suitable landing place among the jagged ice of the polar cap. Neither was there one here. So we descended to the water in the broad ice lane. Our fears regarding the descent were not groundless, it proved. Immediately after landing on the water the N-25 became locked between two masses of ice while we were trying to get our airplanes clear. In a short time the whole ice lane froze tight, gripping the N-24.

"Observations during the night disclosed our position as 87 degrees and 10 degrees, 20 minutes west longitude, so that the distance covered in our eight hours' flight was exactly 1000 kilometers. As our average speed was 150 kilometers an hour, this meant that a head wind had put us back 200 kilometers.

Observations Are Made. "We took two soundings at our landing place, and found a depth of 3750 meters.

"During the following day we studied the drift conditions and observed the magnetic variation and also the meteorological situation. While flying northward we had 'observed' an area of about 100,000 square kilometers, reaching to about 88.30 north, without any indication of land. Considering the depth disclosed by our soundings, we therefore thought it most improbable that we would find any land further north on this side of the pole.

Landing at Pole Impossible. "Moreover, there were no grounds for assuming that ice conditions further north would be such as to permit a successful landing. A landing at the actual pole, with opportunity for observation would apparently have been impossible. We believe that merely flying over the pole without making these accurate observations would have been feasible, although without real significance and therefore not worth taking a great risk to accomplish.

"We agreed finally that, instead of continuing further north, we would lay a return course by a route further east, in order to cross hitherto undiscovered tracts.

"With the planes ice-locked, apparently our greatest difficulty was to get them into the air again.

Situation Obviously Critical. "The situation was obviously critical, and, with a view to lasting as long as possible, we reduced our daily rations after the first day to 300 grams each. This was less than a pound a day for each man and meant stretching our food supply over twice the period originally planned.

"In order to get one plane clear we concentrated our energies on the N-25, and for the following 24 days we underwent all sorts of difficulties caused by the vagaries of the fickle Arctic ocean.

"On June 14 cracks suddenly opened in the ice under our feet, threatening to remove a third of the work which we had done in leveling a starting place along the frozen surface.

## TO BUILD SUMMER HOME ON EUCHRE CREEK

Mrs. G. A. Richey and friends Mrs. Beam and son George of Long Beach, Calif., were guests of Mr. and Mrs. F. F. Forant Wednesday last who accompanied the visitors to Euchre creek, where Miss Richey inspected the property belonging to her brother, Oscar of Tucson, Ariz., with a view of arranging to build a summer home on the same. The party drove from Long Beach to Port Orford in three days, and say that the scenery of Curry county far surpasses anything they saw during their trip.

## LADIES' AID ATTRACTS LARGE GATHERING—VISITORS

A very large gathering of the Ladies' aid met at the home of Mrs. Ella Knapp last week. A lot of needlework was finished and the ladies decided to join with the ladies of the Civic club in preparing to entertain the crowd expected to Port Orford during the coming encampment of the United-Spanish War veterans. A number of visitors were present, among them being Mrs. W. T. Gillis of Minneapolis, Minn.; Mrs. Wm. Varley of San Diego, Calif.; Mrs. Ina Christy, of Klamath Falls; Mrs. Robert Foch and Mrs. Kullberry of Port Orford.

## C. E. MEMBERS FROM THREE COUNTIES TO CARAVAN TO PORTLAND

Christian Endeavor society members from three counties will travel to Portland for the Christian Endeavor convention to be held there July 4 and 10, starting from Marshfield on the morning of July 3, in an automobile caravan. It is expected that about ten cars, carrying some fifty persons, from all of Coos county and parts of Douglas and Curry counties, will go on the trip.

Quitting Marshfield early on the morning of July 3 the caravan will go to Coquille and Myrtle Point, picking up additional delegates at these two places. The cars will then proceed to Portland, and it is hoped that they will arrive there in time at the travelers to attend the opening services of the convention, which will be held in the Portland auditorium the evening of July 4.

L. E. Alexander, of Coquille, president of the Christian Endeavor Union of Coos and Douglas counties, is making arrangements for the tour.

## RUN OF SALMON REMAINS BRISK ON THE COLUMBIA

ASTORIA, Ore., June 22.—The run of salmon in the Columbia river and off the coast continues brisk. Gillnet boats are maintaining an average daily catch of nearly 500 pounds. The trollers off the river are doing even better, although they are taking many more silversides than Chinooks.

The fish continue to be of the finest quality, with very large salmon still featuring the run. The silver sides are small fish, such as are usually taken at this season of the year, but are exceptionally firm and bright, with very red meat.

The fish are being taken largely between Tongue Point and the sea, the freshest in the river apparently still holding them from proceeding far up the stream. A message from Clifton declared that catches at that point, about 25 miles above Astoria, are still very slack.

While the best fishing is, of course, during the night, returns from daylight fishing on the present tides are very good.

The present brisk run of salmon is rapidly putting the 1925 pack out ahead of that of 1924 at a corresponding date.

## 14-YEAR OLD YOUTH WINS GRAND AWARD FOR FESTIVAL ROSE

PORTLAND, June 17.—Jimmy Dunning, 14, and freckled, wore a smug smile today, for his rose won the grand sweepstakes of the annual Rose Festival of Portland against hundreds of other entries.

Rose fanciers and florists had to bow to the ability the lad displayed in producing the champion flower—Madame Frau Carl Druschki.

Total cost of replacing Southern Pacific bridge across the bay at North Bend was \$75,000, according to figures just compiled by railway officials. Suit against Stout Lumber company may be filed to collect this amount as the span was knocked out by the Martha Beuhner about one year ago. Arrangements for damages have not been completed. It is understood. Captain of the Martha Beuhner was held partially responsible at an inquiry made shortly after the accident.

Corvallis—O. A. C. to begin exhaustive study of electricity for farm use.

## ENVIRONS OF PORT ORFORD FINE FOR OUTINGS

ROOSEVELT HIGHWAY PLACES OPPORTUNITIES AT HAND FOR THOSE DESIRING TO GET AWAY FROM HEAT AND BUS-TLE OF CITY.

A very enjoyable day was spent at the residence of W. P. Young on Hubbard creek, Sunday, by some picnicers. Among them were Mr. and Mrs. Tom Lane, and son Thomas of Coquille; Ames S. Johnston and son Lowell; Mr. and Mrs. O. Leneve, Mr. and Mrs. W. T. White, Sr., and Mr. James Lane.

Mr. Tom Lane, visiting in his fine Oldsmobile car, added to the pleasure of the occasion for some, because a few of the number had intended to walk to the creek, and return in the same manner, which the Oldsmobile obviated.

Mr. Young had constructed a fine table in a grove near his house, and this was covered with a bountiful repast, which was thoroughly enjoyed by all. The bustling, rustling cars of almost every description passing near this home, on the Roosevelt highway, plainly showed that many others were pleasure-bound on this day of recreation and enjoyment.

This brings to mind the thought of the far reaching consequences of the construction of the Roosevelt highway. Its enjoyment by the public, how it annihilates time, and makes a pleasure of travel. Also the distance which once took all day, is covered now in one hour; the mud-wagon is replaced by the cushioned seat of the automobile and the question now arises, "will the automobile luxury be replaced, and if so by what?" Echo answers—quien sabe?

It matters but little when this change may become possible. Hubbard creek will be there in all its present beauty, and the limits of Port Orford will be miles south of its borders. The harbor will be resplendent with the bunting of various nations fluttering in the breezes, and Port Orford will succeed to the position to which it is justly entitled.

Picnickers will then be counted by the thousands and the sweltering crowds of the inland towns of the various northwestern states will find relief in the cool air of its ocean breeze.

## OPERATION OF STILL PUNISHABLE BY SENTENTIARY TO PENITENTIARY

It behooves every moonshiner to be either wary or else change his occupation, for the new law, effective May 28, makes it obligatory on the court to impose a penitentiary sentence upon conviction for operating a still. Under the old law it was discretionary with the court whether a penitentiary sentence was imposed, and but few were imposed.

## THE OLD COPPER BOILER.

By M. T. W.  
How dear to our hearts is the old copper boiler,  
When the tangle of wildwood conceals it from view;  
How sweet to our taste is the sparkling beverage,  
When we have in our dugout a gallon or two.

But sad are the thoughts of an early intrusion,  
Of those that would make an informal call;  
We offer the best that we have in our sanctum,  
But they're never content till they confiscate all.

They break up our boiler, spilling its contents,  
And never give heed to the hearts that they break;  
We stand in dejection our heads bowed in sorrow,  
And see it go glimmering our next winter's stake.

Then they take us before some crazy old coddler,  
With musical voice and a heart like a toad,  
He says that he's sorry but he's forced by the statute,  
To give us six months to work on the road.

We feel discontented at the treatment they've shown us,  
The joys of living are pretty well gone;  
Tho we live in a dugout far back in the jungles,  
These prohi devils won't leave us alone.

(Continued on last page)