

# SCHOOL NOTES

## HIGH SCHOOL NEWS

The senior class closed their work for the year by working out the affirmative side of a debate, this being done after having studied for some time Burke's Speech on the Conciliation. The affirmative side of the following questions was worked out by:

- 1—Lifesaving Equipment on Boats, Milton Carlson and Ruth Allen.
- 2—Reciprocity With Canada, Lee Byerley.
- 3—One-day Session in High School, Edna Hansen.
- 4—Chinese Immigration, Ralph Kruse.
- 5—Latin Should Be Compulsory in a Four-year High School, May Preuss.
- 6—Capital Punishment Should Be Abolished, Ernest Harrington.
- 7—Chinese Exclusion, Bartlett Flanagan.

The Junior class is studying the poets of the Victorian age—studying at present the poetry of Browning, Tennyson and Arnold.

The Sophomores have finished the study of the Merchant of Venice, but are still rehearsing the trial scene—to be given soon.

The members of the Freshmen class wrote some very interesting themes this week on the "People On Our Street." Some specially good ones were handed in by Cecil Robertson, Herbert Bradley and Dorothy Horton.

The ninth grade B are studying the Lays of Ancient Rome and are writing themes based upon the stories.

**Eighth Grade.**  
Dr. McCormac was a caller on Monday.

Mrs. Stadden conducted state examinations in this grade Thursday and Friday.

**Sixth and Seventh.**

The only absence in the seventh grade this week was occasioned by Helen Dow, who has been having trouble with her eyes.

The Seventh tried out on state questions in arithmetic and spelling. Those handing in good papers in the former were: Ruth Cowan, Lawrence Horton, Howard Kelley, Ray Lee and Harvey Walter. In spelling those making good grades were: Irmond Carlson, Ruth Cowan, Howard Kelley, Ray Lee, Myrtle Nelson, Carl Sanquist and Erma Knorr.

**Fifth Grade.**  
Dr. McCormac visited this grade on Monday and gave a very interesting talk to the pupils.

Henry Walters and Ernest Holm brought rich soil this week for a window box and transplanted the asters and sweet peas.

There has not been a tardiness in this grade so far this year.

Those neither absent nor tardy this year follow: Ernest Drews, Wilma Hoagland, Frances Lang, Augusta Micklen, Everett Nordstrom, Arthur Wheat, Henry Walters, Harold Haines, John Dye, Helen Gulovson, Ernest Holm, Violet Roberson, Marjorie Drews and Leona Post.

**Second and Third.**  
Elvira Airoia and Arthur Johnson were absent this week because of sickness.

In the Third grade spelling contest the boys have 79 points and the girls 59 points.

Thirty-two pupils were neither absent nor tardy this week.

**First and Second.**

Tuesday afternoon we went down to Calista Walter's to see her rabbits. Some very good stories were written describing the walk.

Some of the best were written by Emerson Neff, Maybelle McLaughlin, Steen Magnus and Tharald Conner.

Holt Bonebrake, Evelyn Koonza and Harry Wolf were absent this week on account of illness.

The A first grade are reading in the Wheeler Second Reader.

## BEING A FROG

(By Leotta Smith of the A Division of the Third Grade at Central School)  
Tom was sitting by the brook. His mother had told him not to go in wading again that day, but he wanted to go. He sat there with a longing look at the frogs. After a while he said, "I wish I was a frog, then I could go into the water whenever I wanted to." Then he lay down on the grass to watch them.

Soon he began to feel cool and wet. He was in the water. He felt for his pocket to get his knife out, for fear it would rust. He couldn't find his pocket. He looked down at his clothes. They looked like frog skin. He looked at his hands and feet. They were like frogs'. Sure enough, he had turned into a frog. Wasn't it fine. He jumped for joy and landed on a log.

Then he heard a voice saying, "Here's a big one boys! Now hit him!" Then he was hit with a whole handful of rocks and stones, which hurt him. He jumped to another log. "I see him!" cried a boy "now hit him again." He tried to jump into the water but he was hurt and could not move. He tried to cry out, "I'm a boy, I'm a boy!" All he could do was to croak "kerchug!"

As he said this he awoke. He had been asleep and one of his feet had slipped into the water.

On a log near him sat an old frog blinking and saying, "kerchug." He made up his mind that he didn't want to be a frog and that he would never throw stones at them again.

## SOME EXAM. ANSWERS.

Julius Caesar double crossed a man named Rubicon and got to be king.

The donkey brays because he gets thistles in his throat.

John Milton went blind writing poetry.

A butter is a man who adulterates butter.

**TAMALE SUPPER at the BAZAAR at TABERNACLE Saturday evening.**

# Coos Bay As a Great Commercial Seaport

The following copy of a letter written by Maj. L. D. Kinney to C. R. Gray, the recently elected president of the Great Northern, is self-explanatory. It makes a remarkable showing of the reasons why Coos Bay will be the site of a great city:

North Bend, Ore., May 13, 1911.  
Hon. C. R. Gray,  
Portland, Ore.

Dear Sir:  
It is with confidence and pleasure that I submit this informal statement. I am confident of the interest you have in it. I am pleased to tell you that it will be followed with a classic report now being prepared by an engineer, Mr. J. F. Polley, all of which is taken from the instruments of precision in the field.

The subject of interest today which has been referred to me is the Coos Bay seaport, and as we have understood without direct connection, in my field of work I stand between the devil and the deep sea, the Southern Pacific track and Coos Bay.

Not wishing to deal with vexatious details, which you are able to get on every turn, will strike the high places only. Every word in this statement can and will be backed by actual recorded facts. In proportion to the confidence you have in my ability to size up the country and the actual information which I have, will be your confidence in my declaration.

That I may start your mind at the zero point on which I stood at the time my selection was made for a Pacific coast seaport, we will have to flash our minds back to London. As one proof is worth a thousand arguments, I will only make such statements as you can prove by your own experience. Ten acres in the City of London has dominated the world financially to date. Ten acres in the City of New York has dominated the United States financially to date. Ten acres in the City of Portland has dominated the State of Oregon financially to date. The dominating ten acres of the State of Oregon in its future development is on Coos Bay, one mile from the bay.

Now let us cross the continent to that point on the Atlantic coast which will have its greatest interest in the active tonnage of railroad transportation. Half way between New York and Boston we drive a crowbar. In sighting over that crowbar we see in direct line the City of Chicago, Coos Bay and Vladivostok, thus we can appreciate that our objective point is on the belt line of the world's activity. From that you can plainly see that J. J. Hill has intelligently followed the line of least resistance in human activity as well as that line in the transfer of tonnage on his constructed railroad projects, and today is in a position, when railroading in America gets down to diamond-cut-diamond, on the finishing of the canal, where he can and will cut them all out of competition and they will fall into his bottle like a fly from the ceiling into a heated lamp chimney.

Unlike any other transcontinental road which has ever been constructed, the selection and location for the Great Lakes to the Coast has paid in every particular from the first train over.

Let us now stand at the head of the lake, Chicago, and think for a moment. How plainly we can see the traveller who takes his passage for the Orient. Following him with our mind's eye, see him bearing south to San Francisco, 480 miles. Landing in San Francisco he takes the ocean liner and heads north 480 miles. At this point he is directly opposite the interesting Oregon coast, and is nearing the great channel of the Japan current. As Hill avoids the obstructions of the land, so the marine mind avoids the obstructions of the sea. They float easily across to the Oriental shore. That which interests us is in the mileage they have covered unnecessarily. You can see had they directed straight across the Hill line to Coos Bay they would have saved from Chicago to Vladivostok on the Oriental coast 960 miles—a proposition which you well know cannot be overlooked after the great canal is finished.

This expression is made, Mr. Gray, to impress you with a due consideration of the time and patience which has been expended by myself in getting acquainted with the railroad construction and situation of British North America and the United States. To strengthen you in your respect for me and my judgment of selecting seaports, I wish to record myself with you as being well acquainted with the developed seaports of the Western Hemisphere, being personally acquainted from the wharf at Summerside, Prince Edward Island, having stood on the shore of Newfoundland and calculated and considered the Straits of Belle Isle until I am competent to express an opinion of what would help the Atlantic coast most in the way of improvement of climate. There, with able engineers standing beside me (I never claimed that distinction, only being credited with having the natural ability as a topographer), we saw the great icebergs from Greenland floating like undecided schoolboys on a baseball ground, seeming to hesitate whether to come into the Straits of Belle Isle or to go around the island of Newfoundland, clearly showing to us viewing them that a small expendi-

ture by the interested governments for a short jetty would cast off those few icebergs that dodge into the Straits of Belle Isle through the Northumberland Strait, through the Gut of Canso, even into the Bay of Fundy, and not dissipating until off the coast of Virginia. If that good work had been done the climate would have been one month earlier on the Atlantic coast down to the Chesapeake Bay.

Dropping back to the Pacific coast, we will now consider its seaports, five in number, three landlocked bay harbors, Coos Bay one of the three. San Francisco Bay, having a worldwide reputation, is today dominating the minds of the people from the Atlantic to the Orient, but I am willing to go on record with this strong expression—that Coos Bay has three miles of wharfing waterfront to one mile of San Francisco Bay. She has with a light expense 100 miles of wharfing waterfront within five miles of the center of that peninsula, which cannot be said of any other seaport in the world. The only seaport which comes anywhere near it is Georgetown, Prince Edward Island, on the Northumberland Straits. That little landlocked lake or bay has 46 miles of uninterrupted harbor, being the natural resting place of the ships of the turbulent waters of the Atlantic.

Jumping from that interesting little point to the South Slough point of Coos Bay, we have the natural resting place for the United States navy. When Coos Bay has been developed, which will take from the United States government nickels to dollars which have been and will have to be spent on the Columbia bar for our support and our defense, we have the influence of San Francisco and Seattle in favor of the navy at Coos Bay, San Francisco, feeling the power and influence of the Sound country, is afraid to stand solid for their point. Seattle and the Sound country people are so afraid of the influence of San Francisco that they are afraid to stand hard for the navy at their point. Thus the compromise of the situation in Coos Bay, half way between the two. Without the influence or effort of Coos Bay the colossal fight for the location of the United States navy on the Pacific coast naturally falls into Coos Bay.

When I present Coos Bay as the most interesting point on the Pacific coast I do it with the careful thought and the long experience, having thought of what might occur in the future, can and will say that Coos Bay, if the Canadian line stands 25 years where it does now, will be the largest city on the Pacific coast. If the Canadian line is knocked out within the next few years, Bellingham Bay will be the objective point and the greatest developer.

The Sound country is recognized by the European minds to be the theater of the world's activity within the next hundred years in her wonderful development of the Asiatic and Alaska resources; but having a personal experience on both coasts and over the lands, I wish to say that had the Pacific coast been discovered before the Atlantic coast, the Atlantic would still have been a wilderness. In the early development of the Atlantic coast those "grand old oaks" had to go up against the skilled mind and hand of the European manufacturing world, thus being handicapped in their development of their new-found land. They struggled on for years against the powerful influence of the European mind and money in the development of the Atlantic coast, and as railroads then had not been even thought of, they had not the little edge of their country to work with. Unlike that experience the Pacific coast has for its encouragement the great Asiatic and Oriental field with their inferiors to contend with, having no power within themselves even to compete for a single month with the manufacturing industries to be in the future on the Pacific coast.

In the early development of railroads on the Atlantic coast from A to Z no careful thought had ever been given or their marine connection or hazard. No belt line idea was ever presented. No common user clause was ever thought of. No lands were ever selected, no beginning was ever made by one of the railroad projectors, hence the railroad men of the eastern country had no such advantage as we have now on the Pacific coast. Having considered their great disadvantages and having seen them fighting for the last 30 years for better conditions and spending millions and millions of dollars where single dollars would have done the work, we come to the Pacific coast clothed with the one dominating idea that all railroads should be protected alike, first, and communities attracted toward that point afterward; and with that thought I selected Coos Bay, being the least disturbed, the least developed, and the least opposition to the splendid work of establishing a controlling point for the uninterrupted operation of transcontinental roads which are to line up for the battle royal for their share of the moving tonnage.

Yours respectfully,  
L. D. KINNEY.

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## ELECTIONS IN BANDON

### Plan to Extend City Limits There Defeated.

The Bandon Recorder says: "The special election held last Friday for the purpose of voting on the new city charter and extension of the city boundaries, passed off very quietly, with the charter carrying by a vote of more than three to one. The exact vote was 154 to 48. This was a light vote, but the victory for the charter was decisive, and will give the city authorities power to go ahead with the work, although no undue power is granted to them. In the matter of extending the city limits the vote on the outside stood 18 for to 28 against, thus defeating the proposition by ten votes.

"Friday, May 17th, is the day set by the school board to vote on the proposition of issuing interest bearing time warrants for the purpose of building a gymnasium to be used by the schools."

### FOREIGNER THOUGHT TEDDY WAS WHOLE SHOW.

NEW YORK, May 9.—Supreme court Justice Kapper of Brooklyn in passing upon the qualifications of 100 applicants who appeared before him seeking naturalization papers, found a most devoted admirer of Colonel Roosevelt in the person of Dominick Pasquale.

"Who is governor of this state?" Pasquale was asked.

"Roosevelt," he said in reply.

"Who is president of the United States?"

"Roosevelt," returned the Italian would-be citizen.

"Who is mayor of New York?"

"Roosevelt."

"Who makes up the Congress of the United States?" was the next question.

"Roosevelt."

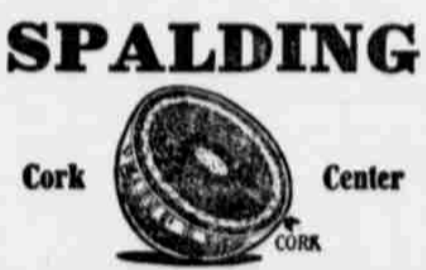
Justice Kapper ordered the applicant admitted.

### TREES LOWER TEMPERATURE

"Peoples overlook the great service the trees perform," said John Heaton, secretary of the department of parks in an eastern city. "While the temperature of the human body is 98 degrees the temperatures of the trees never exceed 45 degrees during the hottest weather. The presence of the trees in summer has a lowering effect on the temperature. If you have ever picked fruit from a tree and biting into it, you discovered it was cool, but you exposed the fruit to the sun and it soon lost its color and became hot. The trees also lower the temperature by evaporating large quantities of cool water. A birch tree with 200,000 leaves will transpire from 700 to 1,000 pounds of water every day in the shape of vapor. A single oak tree will throw from 120 to 130 tons of water into the air in a single season. All this helps mankind to better endure the summer weather."

- ♦ AMERICAN PEOPLE HAVE
- ♦ VERY COSTLY THIRST
- ♦ The thirst of the American people seems to be becoming more and more unquenchable. Since the year 1900 the annual per capita consumption of spirituous beverages, according to figures compiled by the "American Grocer" has risen from 17 gallons to 22 gallons—a gain of 5 gallons per individual. This drink bill will cost the American people the enormous total of \$1,568,470,514—or a sum larger than the national debt.

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