

# SAYS THAT FEW CONTROL TIMBER

(Continued from Page 1.)

States, controlling 100,000,000,000 feet, the Weyerhaeuser Timber Company, with 90,000,000,000 feet, the second largest and the Northern Pacific Railroad Company, with 30,000,000,000 feet, the third. Going further into detail the full report declares that the following five interests control in the aggregate 102,000,000,000 billion feet of the Pacific northwest. Companies controlled by Charles A. Smith, of Minneapolis; Thomas B. Walker, of Minneapolis; concerns in which N. P. Wheeler and W. E. Wheeler, of Endeavor, Pa., are the chief stockholders; companies in which the A. B. Hammond Company of New Jersey, is the principal interest; and the timber interests of Chicago, Milwaukee and Puget Sound Railway Company (subsidiary to the Chicago, Milwaukee and St. Paul Railway Company).

After enormous sales, the Commissioner points out that the Southern Pacific, the Northern Pacific and the Atchison, Topeka and Santa Fe own together 33,500,000 acres of timbered and non-timbered lands, an area as large as England.

The Amalgamated Copper Co., Mr. Conant adds, owns over 1,000,000 acres of timberland and more than 100,000 acres of non-timbered land, all in Montana, and Thomas B. Walker personally owns 700,000 acres in California.

Despite the increase in stumpage values in recent years, Commissioner Conant foresees a growing rise in prices because of the diminished lumber supply and increasing population. Mr. Conant takes sharp issue with suggestion, amounting he says to almost a propaganda at the present time, that the price of stumpage should equal the cost of growing trees. The idea, he adds, seems incredible when it is considered that standing timber is the free gift of nature, requiring from scores to hundreds of years for its growth. The proposal, brought forth in the name of conservation and seized upon by some lumbermen, he continues, "is a proposal, deliberately to hasten the evil which conservation ought to moderate—the evil of excessive prices." Taken in connection with the increasing concentration of timber control, he says, the proposition is a matter of grave concern to the consumer of lumber.

In advocating an extension of government ownership of forest lands, the commissioner points to the fact that there is a distinguishing characteristic of standing timber, as contrasted with such mineral resources as iron ore, coal and petroleum, in that no labor is required to discover it.

Discussing means of increasing the government's ownership of timber lands, Mr. Conant suggests if pending ownership suits are successful, a searching investigation to determine whether there has been such non-fulfillment of the various conditions attached to the Northern Pacific and other grants as would give Congress just and legal cause to seek further forfeitures.

It is clear, concludes the report, that there has been a lavish disposition of standing timber and other natural resources of the national domain, and that the beneficiaries of this policy too frequently have been not actual settlers, but capitalists, who have been able to take advantage of legislation or its faulty administration, and thus accumulate vast holdings of timberland at a comparatively small cost and reap therefrom an enormous profit.

Subsequent parts of the lumber investigation to be submitted by the Bureau of Corporations will treat of concentration of ownership in particular areas, and costs, prices and competitive conditions.

**HOTEL ARRIVALS.**

COOS—Robert Morrison, Portland; R. Emery, Seattle; D. H. Johnson, Coquille; C. A. Taylor, South Coos River; Ruby Endicott, Astoria, Ore.; J. C. Peterson, Portland; Jay Clunkinbeard, Daniels Creek.

BLANCO—Will M. Coleman, Coquille; A. Hunter, San Francisco; Tom Walters, Eureka, Cal.; Ben Roberts, Tompelson; Frank Ryan, San Francisco; Walter Norris, Fairview.

LLOYD—Geo. Rutherford, H. W. Allen, Coquille.

CHANDLER—H. C. Schetterberg, Salem; Geo. Noble, G. S. Winter, San Francisco; J. Tettle, Portland.

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## News From Nearby Towns

### NORTH INLET NEWS.

At Seattle, Washington, Sunday, January 12, George M. Ross passed away in his 67th year. Mr. Ross came to this country from Prince Edward Island, almost 30 years ago. He was an engineer by calling and his kindly disposition won him many friends. He had been a helpless invalid for the past year. He leaves one brother in Charlottetown, Prince Edward Island, a sister, Mrs. Hugh Macmillan, at Cornwall, Conn., and two sisters, Mrs. W. J. Howard and Mrs. J. H. Stretch at North Inlet, Coos Bay.

Mrs. Wm. Waters is recovering from a severe illness.

C. E. Johnson spent Saturday and Sunday at Lakeside.

Frank Hamilton is running the launch North Star, substituting for Captain Galloway.

Ray Pinkerton is in Marshfield today (Monday) on business.

Mr. James Baush of Marshfield is ill at the home of his sister, Mrs. Charles Hamilton.

Mr. Gillespie of Portland was a recent guest of North Inlet friends.

Mr. and Mrs. Spencer Small are moving to E. L. Robinson's place.

W. J. Howard is having the inside work of his new home completed and expects to occupy it in February.

### CULLINGS OF COQUILLE.

Coos County Seat News as Told by the Herald.

Circuit court convenes Monday, January 27.

Mrs. Ben Schuyler, formerly Miss Dell Fox, of this place, who with her little son has been visiting relatives here, will return on the next Breakwater to her home in Portland, where Mr. Schuyler is working for a large fruit company.

The Fair Store has sold out its goods to Carpenter & Son of Bandon, the same being shipped to that city Monday, Oliver Wilson accompanying them to the new owners.

Mat Laws, the veteran coal miner who at the present time is in charge at the Lampa Coal Co.'s Company interests at Lampa, reports the discovery of large deposits of a fine grade of peat's clay on the company's property there.

The vein already explored runs from fifteen to twenty feet in thickness and appears practically inexhaustible.

### BANDON BAR REPORT.

Heavy Traffic In and Out of the Coquille Last Year.

The Bandon World says: Below will be found the exact quantity of freight and number of passengers passing over the Bandon bar in the year just closed.

Lumber feet.....	64,665,000
Shingles.....	6,079,000
Ties.....	181,000
Piling.....	3,285
Matchwood, cords.....	1,036
Spilts, bundles.....	9,356
Salmon, cases.....	12,157
Coal, tons.....	602
Freight in, tons.....	16,297
Freight out, tons.....	2,427
Passengers in.....	1,465
Passengers out.....	1,547
Ties out equal 5,792,000 board feet.	

### NEWS OF DENMARK.

DENMARK, Ore., Jan. 20.—Mr. Frank McMullen was a passenger on the stage to Bandon Tuesday for a two days' business trip.

Mr. Young has been hauling wood to Langlois the past few days.

The dance and birthday party at the Chenoweth hall promises much of pleasure to the younger people of the neighborhood.

Clarence Brown is doing chores for Mr. McMullen, while the latter is away this week.

Miss Esther Bement has been home several days on a visit, but went to Langlois Wednesday morning to be gone for several days.

Did you notice the electrical storm Wednesday evening, and wasn't it quite a fair sample of a storm?

Delayed mails and soaked mail sacks seem to be our portion these days, but when we read of the trials of some other people, we just grin and bear it.

Little Lee Chastain is staying with the Nelsons this month so he won't have so far to walk to school these stormy mornings.

Mrs. Foreman, teacher of Denmark school, received a shoebox full of cotton bolls from her father, who lives in the upland cotton belt of Southern Oklahoma. They are very interesting to the children who have never seen them before.

# EXPECT WILSEY ON BAY SOON

Rumor Persistent That He Is "the Man Behind" New Coast Line Project.

Although no word has been received from W. J. Wilsey, he is expected here within a short time. J. W. Eddy, his official representative is still in North Bend. It is expected that when Mr. Wilsey comes, he will make a statement relative to the reports about his being "the man behind" the new coast line, which was incorporated at Portland the other day to build from Marshfield to California to connect up with a San Francisco line, and also to build to Grants Pass. The rumor that he is the projector of it, the same as he was of the Pacific Great Western is persistent here. He was not known to be with the Pacific Great Western until after it was launched by H. A. Sumner's associates.

While he may go ahead with the Coast line, some here express the belief that Wilsey will first build eastward to Grants Pass and Medford or some point and connect up with the Hill lines, intimating that Wilsey may really have formed a Hill alliance on his recent trips.

The Portland Journal prints the following:

"According to the articles of incorporation of the \$2,000,000 Portland & San Francisco Coast Line railroad filed with County Clerk Coffey, it is proposed to construct four units of road totalling approximately 365 miles. The lines will tap Josephine, Jackson, Curry and Coos counties in Oregon, and Del Norte and Humboldt counties in California.

"The first unit is to commence at or near Grants Pass on the Southern Pacific, in Josephine county. In a general southwesterly direction it will go through Idate Creek pass, follow the Illinois river, cross to the middle fork of the Smith river, which it will descend to Crescent City, Del Norte county, California, and thence go south to Trinidad, Humboldt county, a total of 115 miles. At Trinidad it will connect with the San Francisco & Northwestern railroad.

"The second unit will start at Kirby, a town on the line of the first unit in Josephine county, south of Grants Pass. This line will follow the Illinois and Rogue rivers to the coast and turn north, following the coast through Port Orford, Curry county, to Marshfield, Coos county, where the Southern Pacific line now under construction will be joined. This line will be 120 miles in length.

"Grant's Pass will again be the starting point of the third unit. This line will follow the Applegate river through Josephine and Jackson counties in a southerly direction to Seattle Bar, near the California line. This section will tap a comparatively undeveloped and very rich mining district. The line will be 47 miles in length. The fourth unit will be but 24 miles in length and will run from Crescent City, Cal., to Harbor, Curry county, Oregon.

"The terminal of the various units will be Marshfield, Grants Pass, Kirby, Seattle Bar and Harbor in Oregon, and Trinidad and Crescent City in California. The stock of the concern is to be divided into 20,000 shares of the par value of \$100 a share. F. M. Chester, representative of eastern interests, which are backing the company and intend to expend at least \$14,000,000, according to his statement, is authorized to open the books of the new company and negotiate the sale of stock. The main offices of the company are to be in Portland."

and make a valuable addition to the geography class work.

### CURRY COUNTY NEWS.

Events There as Told by the Port Orford Tribune.

The total tax levy for the county as made by the county court last week was 12 mills, being the same as last year.

A vacancy existing in the office of county surveyor, the court has appointed James M. Coughell to fill the vacancy.

The Brookings Box and Lumber Company are doing what one thousand of local sawmill men could not do, yet before they were justified in such expenditure, they secured a corner on at least one-fourth of the timber of Curry county.

We are informed that the oldest son of Mr. and Mrs. Henry Keller, who met tragic deaths at Elk River a few years ago, has fallen heir to a fortune of \$50,000 by the death of an uncle in Colorado.

The boys working on the government trail at Sallal Springs killed four black bear and several other animals.

Considerable agitation is going on at the present time in the county, especially in the southern end, over the question of building a good bridge across the Chotoe river. The bridge would cost, according to the kind built, all the way from \$15,000 to \$25,000.

### BANDON BANK GROWS.

Tuesday night the stockholders of the Bank of Bandon held their annual meeting and elected officers for the ensuing year. The old officers, consisting of J. L. Kronenberg, president; T. P. Hawley, vice president; F. J. Fahy, cashier; W. J. Sweet, assistant cashier; C. Y. Lowe and R. H. Ross, directors, were reelected. The year 1912 shows an increase of \$50,000 over the preceding year's business.

# 8th Semi-Annual Clearance Sale

## Men's and Boy's Clothing at Clearance Prices

### Suits, Overcoats and Rain Coats

MEN'S SUITS	MEN'S OVERCOATS	MEN'S RAIN COATS
ALL REDUCED	Box or Belted Backs, all reduced.	Guaranteed rainproof Gaberdines, Slip-Ons and English Cravenettes.
\$15.00 Suits now...\$10.50	Blacks, browns and greys.	\$15 Rain Coats now \$10.00
\$18.00 Suits now...\$12.60	\$15 Overcoats now \$10.50	\$18 Rain Coats now \$14.00
\$20.00 Suits now...\$14.00	\$18 Overcoats now \$12.50	\$20 Rain Coats now \$16.00
\$22.50 Suits now...\$18.00	\$20 Overcoats now \$15.00	\$25 Rain Coats now \$20.00
\$25.00 Suits now...\$20.00	\$25 Overcoats now \$20.00	

## All Boys' Clothing Now 10 Per Cent Reduction

## All Men's Blue Serges at 10 Per Cent Reduction

10 dozen \$1.25 Men's Flannel Shirts, brown, blue or gray, now.....\$1.12

Child's High Top Gun Metal Shoes, sizes 5 to 8, were \$2.25, now.....\$2.02

Ladies High Top Tan or Gun Metal Shoes, all sizes, were \$5.00, now.....\$4.50

Men's High Top Shoes, sizes 9, 9 1-2, 10 and 11, were \$5.00, now.....\$4.50

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