

Tale of a Joy Ride In Nineteen Spasms

Monmouth, Oregon, was the destination, the distance as the crow flies 130 miles. To make the round trip, perhaps 350 miles, it was necessary to take four days to the travel and to make nineteen changes in the means of travel.

Up the river, starting February 24th, I traveled on the Charm, with John M. Scott, passenger agent for the Southern Pacific and his party as traveling companions. As we left Bandon the fog horn was tooting and a veil of mist was coming in from the ocean, chilling one of the splendid days to which the latter part of February treated us. But fog soon lifted and we saw the marks of the flood and took in the evidences of prosperity along the river.

The first change was at Coquille from boat to steam cars. Here I found that Dan Brown, returning to his mining prospects was to be my companion on the morrow and rejoiced in the prospect.

The first night out was spent at Marshfield and the Chandler lobby proved a good place to spend the evening. An elderly gentleman on the lookout for mining prospects proved confidential and I learned that he thought very favorably of the chances which Coos and Curry offered.

Arising early we took the launch Rambler at 6:30 for the north shore. The launch was small, the party large and as the cabin appeared to be shunned by all, we hung on by various devices and watched the scenery slide past. Past the ship yard of Kruse and Banks where the keel of another schooner was being laid to North Bend where the boat was caused to bend with the weight of another consignment of passengers and we continued on our journey underneath the new railroad bridge until we reached the point of debarkation among the sand hills along the north shore, near the ocean.

A hint from one of the passengers that there might be so many passengers that some would be left behind caused a general rush for the automobile barn. The autos were quickly filled and the baggage car loaded up when it was discovered that there were more passengers than the three autos would accommodate. So the baggage car was emptied and the baggage apportioned and roped on to the passenger cars.

With the baggage car then turned into a passenger car we started over the planks toward the ocean. It was a frosty morning and there was a coat of frost on the planks—consequently we had not gone far before all four wheels were off the planks and we all dismounted and by combined main force lifted the car back on the planks where motion was resumed. If one were inclined to be timid there might be occasion to hang on tight as the car mounted an amateur trestle where the two narrow rows of single planks seemed to rest on sticks and stakes that a hard breath would blow over but our derailments were reserved for less scary places and with one or two chances to put the muscles of the back into exercise we soon arrived at the place where we were to make the drop to the beach. At some previous time this had been quite a gradual drop but the waters of the storms of late had cut into the sand so

when we started to go down the automobile almost stood on its head.

But all this was forgotten when we had gained the beach. The hard sand was like a boulevard and away we raced in a manner to make up for lost time.

The tide was still high and occasionally we were called on to make a wide detour to pass around the crest of an incoming wave. Across the apex of foam we would dash, scattering the spray behind in a salty shower and all the while the auto kept eating up the miles until we came to a stream of water too large to be crossed unaided; a stream that bears the unique cognomen of Ten Mile.

Here a man and a team of horses were waiting and the front wheels of the auto were run up on the low truck and lashed on. Thus with our fore wheels in the air and our rear wheels navigating on the bed of the stream we crossed the Ten Mile and began the next lap to the Umpqua. A strong wind had sprung up or rather we were running into it for it is said there is more wind at the mouth of the Umpqua than at almost any place under the sun. The same authority says that the bar of the Umpqua has not been smooth since last summer.

But, descending from the cars and rounding the rocks that guard the entrance to that river I was forced to acknowledge that Bandon is not the only place on the coast that has a beach. The beach at the mouth of the Umpqua is surely a pretty one.

A talkative gentleman and a large skiff and two oarsmen were there to meet us. The talkative gentleman owned an embryo resort hotel from which he acknowledged a view could be obtained, second to none in the country and he was on the alert for prospective customers. The men in the skiff were there to convey passengers from the rocky shore to the steamer Eva of Gardenier. On this boat the fare is collected. Some of the passengers go to Gardenier and some continue on up the beach toward Portland.

Continued next week

The Public Schools

Report of the schools of Polk County for the school month ending March 24, 1916.

Number of schools reporting correctly and on time.....	69
Number of schools not reporting on time.....	1
Number of pupils remaining at last report.....	2396
Number of pupils registered new during month.....	31
Number of pupils registered secondary during month.....	44
Number of pupils readmitted during month.....	265
Total number pupils on register during month.....	3326
Number of pupils dropped during month.....	368
Total number on register at this report.....	2958
Number of days taught during month.....	19.7
Whole number of days attendance.....	59641.7
Whole number of days absence.....	2745.7
Whole number of times late.....	452
Number of pupils neither absent or late.....	1579
Average number of pupils belonging.....	3014
Average daily attendance.....	2975
Per cent of attendance.....	95.3
Number of visits by parents.....	183
Number of visits by members of school board.....	106

The following schools have been placed on the roll of honor for having made 95 per cent in attendance or over: Dallas, Smithfield, Pedee, Lewisville, Ballston, Parker, Valley View, Monmouth High School, Monmouth Public School, Orchards, Airlie, Polk Station, Perrydale, Fairview, Gooseneck, Rickreall, Elkins, Independence, Brush College, Popcorn, Buena Vista, Harmony, Montgomery, Lincoln, Enterprise, Sunny Slope, Concord, McCoy, Guthrie, Liberty, Falls City, Cherry Grove, Oakhurst, Highland, Mountainview, Maplegrove, Rose Garden.

The following schools have been placed on the roll of honor for having made no tardies during the month: Zena, Bridgeport, Valley View, Oakgrove, Gooseneck, Oakpoint, Buena Vista, Harmony, Upper Salt Creek, Enterprise, Montgomery, Lincoln, Crowley, McTimmonds Valley, Greenwood, Liberty, Pioneer, Cherry Grove, Highland, Rose Garden, Mistletoe.

Airlie

April 5, 1916

Mr. Lige Caughey returned from Eastern Oregon Sunday where he has been on a claim.

Airlie high school will have its first baseball game Friday afternoon. The Buena Vista high school team will play the Airlie nine upon the local diamond.

Miss Ruth Simpson from O. N. S. was a week-end visitor to her home near Airlie.

The Parent-Teachers association will hold a joint meeting with Elkins Saturday.

The ball game Sunday between Airlie and Pedee resulted in a victory for Airlie.

Mrs. Crowley was a visitor to Independence and Monmouth Tuesday.

Well Say

you will be wanting some of those big nice Barred Rock pullets this fall and it is not too late to hatch them in the near future. Choice eggs from two specially mated pens that have layed continuously since last November and are laying from 10 to 15 eggs daily per pen. You had better place your order at once as these eggs are always engaged from one to four days in advance. \$1 per 15.

A. H. CRAVEN,
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29tf

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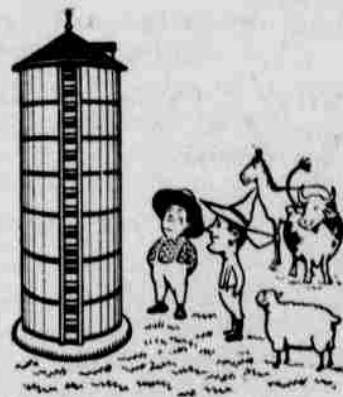
Dr. Laura Colby Price.

Main street, east of Morlan's store. Office hours until 1 p. m. and after 4 p. m. Phone 4302.

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