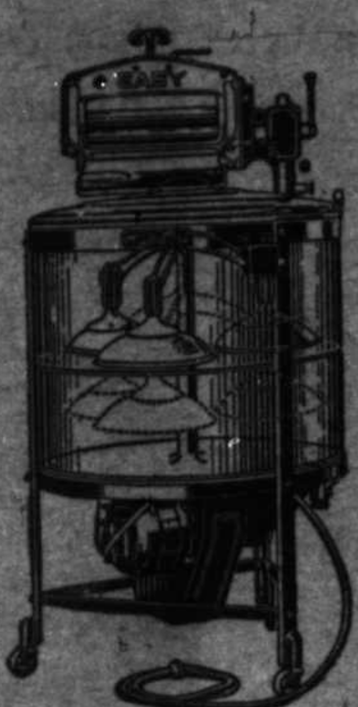

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Twin Shots from Two Bows

What was probably the first bear killed in Oregon with bow and arrow by white men was slain on Drift creek, near Waldport, Sunday by B. C. Thompson of Corvallis and P. W. Lyndon of Waldport, leading archers of Oregon, says a special dispatch in Tuesday's Oregonian.

The bear was surprised at close range and the archers drew and released together.

The two arrows passed through the bear's heart, entering the body with only a quarter of an inch separating the gashes and coming out of the same hole.

One of the arrows after passing through the bear's body buried its head in an alder sapling, the other cut through a rib and also entered the sapling, but did not penetrate so far.

The bear was dead within two minutes.

Seventy-five pound yew bows were used. The "weight" of a bow is not the actual weight of the weapon, but the number of pounds' pull required to draw the bow the length of the arrow. The arrows were 3-8 inch shafts, 28 inches long and tipped with steel blades sharpened to a razor edge.

Frank Lowden's Prediction

Frank Lowden's Prediction . . . .

"I can foresee the day when everything produced on the farm for the markets will be marketed by the farmers themselves, through organizations of their own creation."

This prediction was made by Frank O. Lowden, ex-governor of Illinois and president of the American Dairy Federation, at a speech in Oakland, Cal., November 18. And why not? asks the state market agent. The surprising thing is that farmers have so long permitted the middle interests to make what profits are made on farm products. No other industry of power would year after year produce and sell at about cost and permit others to resell the products at a sixty per cent advance. There is no good reason on earth, says the market agent, why producers themselves cannot handle their products all the way through to the consumer. There is no good reason why they cannot be their own middle men. When they do bring this about the bridge between the grower and eater can be materially shortened and both classes be benefitted. Consumption of all farm products would greatly increase if prices to the consumer could be lowered—if many of the unnecessary middle profits and expense could be eliminated. If the farmer could retain half of the profits that others make off his products he could make money. If the consumer could get the other half of profits in reduced prices, there would be greatly increased buying. When farmers solidly organize to sell their own goods they will have accomplished much for themselves.

Eden Valley Again Inhabited

L. Delp, the Myrtle Point man who recently revived Eden valley from its years of solitude and slumber by moving his family there, is in Myrtle Point this week with his pack train of six horses laying in a supply of provisions for the winter, says the American. He arrived Tuesday accompanied by his son, Fred.

Eden valley was once the scene of of a great deal of mining activity when a number of buildings were erected, among them a large school building. As mining ceased the valley was deserted, and this year is the first time school has been held in Eden valley for several years, Mr. Delp's children being the first of school age to take up residence there.

Mr. Delp has just purchased a long flume from the owners of the mining claims, which he will use in erecting a barn on his ranch. He reports the valley has had six inches of snow. Eden valley is 40 miles from Myrtle Point. The second half of the distance, from Bancroft, is reached by a trail.

Marriage is gaining in Coos county in proportion to divorce, though it is the other way about in the state. In 1923 there were 277 marriages and 104 divorces in this county. In 1924 there were 351 marriage in the county and only 93 divorces.

Both Cars Damaged

Alfred O. Kellenberger, of Norway, driving a roadster, and F. McCallister, of Coquille, driving a coupe, had a collision on the bay highway at Millington Wednesday evening of last week, in which the Norway man's car was badly damaged and the Coquille car was turned upside down, but no one was hurt. The accident occurred at the point where George Load met his death in a collision with a truck a week ago last Friday night. The accident last week was said to be due to a heavy fog.

On account of the cross road, which is used considerable and the pedestrian triffic, which is heavy at Millington, it is considered by auto drivers as the most dangerous point on the highway to the bay.—Myrtle Point Enterprise.

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Southern Pacific's Railroad Construction Plans Will Provide New Direct Transcontinental Line To East

Sketched in this map is the new direct transcontinental route from Oregon and the North Coast to the East via Klamath Falls, Ore.; Alturas, Cal.; Fernley, Nev., and Ogden, Utah, planned by the Southern Pacific Company

"Southern Pacific plans will give Portland and Oregon a new direct transcontinental line to the East, so located on the one hand to serve the greatest agricultural and timber sections of Oregon, and on the other hand, provide a mid-continental route giving these sections direct service to the major part of the United States." This was the central point made in the testimony of William Sproule, president of the Southern Pacific Company, before the Interstate Commerce Commission at the Oregon Railway hearing before Director of Finance Charles D. Mahaffie at Portland, October 8.

"Locally, Southern Pacific proposals," said Mr. Sproule, "first promote the natural development of territory in Oregon on the Nevada-California-Oregon Railway, including the timbered areas in the Lakeview Basin; second, through our taking an interest in the Oregon, California & Eastern road, those lines will be extended to make available the timber resources tributary to the Sprague River and the Williamson and Sycan rivers; third, through the Natron cutoff we will serve the Cascade and Klamath region.

"The Klamath and Lakeview basins will be made fully accessible and timber that nature has made tributary to those basins will find its proper outlet. The new lines will give the farming and live stock interests of both basins access to markets east and west, north and south, by the shortest lines possible and double tracked for the most part."

Mr. Sproule's testimony with respect to the new main line east from Oregon was based on applications of his company for authority from the Interstate Commerce Commission to construct a line of railroad from Klamath Falls on the new Natron cutoff line, southeasterly through the Tule Lake country, to the broad-guaged Nevada-California-Oregon at Alturas, thence via Ogden to the east.

The Shortest Line

The Southern Pacific line from Klamath Falls via Natron to Portland, the witness pointed out, is 117 miles less than to Portland via Bend over the proposed Oregon Trunk line. Mr. Sproule also cited the following comparisons of distances from Klamath Falls via Bend and Alturas:

"To Chicago, the line via Bend will be 208 miles longer by Great Northern and 277 miles longer by Northern Pacific.

"To St. Louis, the line via Bend will be 581 miles longer by Great Northern and 435 miles longer by Northern Pacific.

"To St. Paul, the Alturas line will be 46 miles longer than the Great Northern and 19 miles shorter than the Northern Pacific.

"To Omaha, the Alturas line will be 330 miles shorter than the Northern Pacific via Billings.

"To Kansas City, the Alturas line will be 368 miles shorter than the Northern Pacific via Billings." The witness said:

"Southern Pacific plans provide facilities for all traffic of the Klamath territory superior to those proposed by the Oregon Trunk and without duplication. We oppose entry into this territory by that line as not in the public interest, but as representing a real detriment to the public through dividing between two lines a business which is not more than enough for the support of one. It is against the public interest to construct more railways than are needed. Excess construction only results in a lame return upon the money put into the lines, with an inferior service by each of them and a burden upon the public."

Regarding the Klamath-Tule Lake-Alturas line, Mr. Sproule said: "If the Oregon Trunk Line is not built and if the application of O. C. & E. has the approval of the commission there is no question that the Strahorn Line, in which the Southern Pacific will have a joint interest, will care properly for all traffic needs in the timber and valley country lying to the northeast and east of Klamath Falls and the Natron cutoff will care for the remainder, excepting only that which is adjacent to the Oregon Trunk rather than to the Klamath Falls.

"The Strahorn application includes the construction of a line to Lakeview and in his answers to interrogatories Mr. Strahorn mentions an understanding with the Southern Pacific for the use of this line as a through route for traffic between Oregon and Nevada. Speaking for the Southern Pacific, we would prefer that the commission pass upon the application for this particular construction without reference to the use of the line for the purpose stated. It is true that the Southern Pacific has at different times considered the possibility of this line as part of a through route, but it has also had under consideration other routes from Klamath Falls to reach the Central Pacific main line, but not passing through Lakeview. In fact, we have reached a decision and have publicly announced what we want to do in this respect. We have applied for permission to construct a line from Klamath Falls to Cornell and have concluded that the most suitable through route for a connection with our Central Pacific main line will be to continue the proposed Klamath Falls line across Tule Lake to a connection with N. C. O., as planned in 1908, but not having determined upon the place at which it would connect, we originally applied to the commission for permission to build to Cornell. Since this hearing has been called our engineers have made further reports which point to the general direction of Alturas as the more direct and serviceable route, and we have, on October 2, filed with the commission in Washington formal application for authority to construct accordingly.

Open Up Farming District

"Construction of a line from Klamath Falls to Cornell will open up to rail transportation some 250,000 acres of farming or pasture land. It is not expected that the local traffic will itself prove sufficiently remunerative for a long time, but we ask the commission to consider in connection with our present application that this is part of a through line from Oregon to Nevada, Utah and east via Nevada-California-Oregon Railway, with Central Pacific through Ogden."

As to construction expenditures, Mr. Sproule said:

"Expenditures of over thirty-six and one-half millions of dollars for the Natron line passing through Klamath Falls have an intimate bearing upon these applications, one of which, to wit, that of the Oregon Trunk, would imperil this large investment, while the other will safeguard it. Further and proposed investments of [illegible] are those with which this hearing directly deals, these consist of our interest in the O. C. & E. Railway and its proposed extensions, proposed investment in Nevada-California-Oregon Railway and the standard gauging of that road, the proposed construction by Southern Pacific from Klamath Falls to Cornell and its extension from Cornell to Alturas. On the Natron line, now nearing completion, we will have spent [illegible], which, with the [illegible] covered by our present applications, will make our total investment from Black Butte summit via Grass Lake to Klamath Falls, Natron and Springfield on the one hand, and from Klamath Falls to Fernley and Lakeview on the other hand, total [illegible].

"We wish to supplement and strengthen the greater investment by improving the service and giving it greater dispatch." After noting that Southern Pacific development plans in South Central Oregon were tied up for years by the Central Pacific litigation, Mr. Sproule said:

Why Did They Wait?

"It may be pointed out that the Oregon Trunk interests were unhampered by government intervention and litigation such as we experienced and were free and able to undertake construction at any time since they reached Bend in 1911. So why did they wait fourteen years until the Southern Pacific had received permission to complete its Natron line and had made very heavy expenditures in consequence? Why did they wait until Mr. Strahorn had perfected his plans and built forty miles of his railroad and made application for extension? Application by us for permission to build a line to Bend to participate in the lumber traffic there would be quite as much in order, and as little serve public convenience or necessity.

"Finally, as to the Oregon Trunk: Why have they been silent and made no move during the long years of our pioneering, in which we have been in good faith making such large investments in the Klamath region, which has become productive through the enterprise of its citizens conjointly with ourselves? The obvious reason is that they have been waiting for us to put our money into this region for its development and, after we have done so, then come in at small expense to themselves to take from us the just rewards of our enterprise. We have invested all the money and taken all the chances. Had our enterprise failed it would have been our misfortune to have borne the loss. Yet now we are threatened with the misfortune of being unable to carry our plans to their natural conclusion, because the proposed extension from Bend would divert to Trunk lines to the north, which have contributed nothing to the development of this region, that business which the Southern Pacific as the parent line may fairly claim to have earned by construction and service."

Frightful Heat at Interior of Earth

As to the state or composition of the earth's interior we are comparatively ignorant, except for inferences which amount to little more than guesses, an English newspaper asserts. Nevertheless, it is hard to escape the conclusion that the earth's core must be much hotter than anything ever heated artificially by man, although very high temperatures have been produced under pressure. The deepest coal mine ever sunk is, to the mass of the globe, much less than the skin of an apple in relation to the apple itself. Even if we take it that, according to the experience of mine-sinking, the heat increases one degree every hundred feet bored, the temperature of the earth's center would reach 211,200 degrees Fahrenheit. We can form some idea of what this means when we remember that the boiling point of water at sea level is no more than 212 degrees Fahrenheit, so that the earth's center would be almost exactly a thousand times hotter than the water with which you make your tea.

Lotteries of Jupiter

Jupiter made a lottery in heaven, to which mortals as well as gods were allowed to have tickets. The prize was wisdom, and Minerva got it. The mortals murmured and accused the gods of foul play. Jupiter, to wipe off this aspersion, declared another lottery for mortals singly and exclusive of the gods. The prize was folly. They got it and shared it among themselves. All were satisfied. The loss of wisdom was neither regretted nor remembered—folly supplied its place, and those who had the largest share of it thought themselves the wisest.—De la Motte.

Horse-Meat Pause

Clarence (finding a piece of rubber tire in his hash)—There's no doubt about it, the motor is displacing the horse everywhere.—Progressive Grocer.

Men Differ

Some men are never so proud as when they are in a parade. And other men never feel more foolish than when they are in a parade.—Atchison Globe.

Coloring Hydrangeas

The color of the flowers of the bigleaf hydrangea is variable and seems to be dependent on the acidity or alkalinity of the soil. An abundance of lime produces pink in the flowers, while blue is produced by acid conditions which may be augmented by the use of alum, rusty iron or iron filings. Too much lime will check the growth of the plants and cause a yellowing. Treatment for any effect needs to be begun a year before the result is desired.

Change of Treatment

Complainant in London court, as reported in the Boston Transcript—"'E used to call me 'ducky, your worship, an' chuck me under the chin. Now 'e calls me 'cow' and chucks me under the table."

Harvard's First Headmaster

Nathaniel Eaton, first headmaster of Harvard college, fled to Virginia in 1639 after he had been fined 100 marks for gross brutality to one of his ushers. He had been appointed headmaster in 1637.