

Took A Car To Insure Arrest

Lee Leake, formerly employed in Gold Beach as an auto mechanic, was arrested Monday night at the state line by state police on a charge of larceny of an automobile from Coos county. Leake did not try to evade arrest, but on the contrary, he asked for it himself, according to the arresting officer.

Leake had been unemployed for some time and had attempted to get work in many places. Last Monday morning, he told state police, he went to a used car lot in Coos county and drove a car away. He started south, taking his time, but was not arrested. When he reached the California line

he called up Guy Forsyth of the state police at Gold Beach and told Forsyth to come and get him.

Forsyth called the state police office at Coquille for confirmation but the car had not yet been reported as stolen. An investigation at the car lot showed the car to be missing and Forsyth was notified by state police radio.

Leake was waiting for Forsyth but refused to take the car back where he got it unless the dealer owning it would give him a job.—Gold Beach Reporter.

The used car lot from which Leake took the car was the Bandon Motors, a subsidiary of Southwestern Motors here.

Calling cards, 50 for \$1.00.

S. E. C. Stops Chromium Co. Stock Selling

Reading the following item in last Saturday's Oregon Voter, which refers to a possible mining activity on Salmon mountain, recalls a letter received a few days ago from one of the investors in U. S. Chromium, Inc., who resides in Oskaloosa, Iowa. The Voter article reads:

Federal Securities and Exchange Commission has just slapped down U. S. Chromium, Inc., mining concern holding claims in Coos county and headed by a dentist of Evanston, Ill. The commission issued a "stop order" to hold up sale of small blocks of stock the corporation wishes to offer the public—1,420 unissued shares of a total of 40,000 and 3,000 shares donated back to the treasury by Dr. William M. Muchow, president. The company is an Oregon corporation.

The case is not one of hurtful transgressions but is interesting as typical of the average mine promotion, so generally based in optimistic guesswork estimating and assaying. There appear to be grave doubts whether U. S. Chromium owns any chrome-bearing property. Assays admittedly were in many cases "built up," which is to say they were made unduly favorable through selection of samples. Some of those who picked the assay samples were placed on record in the hearings as having tossed away ores which showed no presence of gold or chromium. The company petitioned for the privilege of revising its registration statement to cure the deficiencies and inaccuracies. S. E. C. indicated a willingness to receive the amendments but said it felt constrained to

issue the stop order anyhow as a sort of warning.

The federal commission said: "It is our policy, where the record is persuasive that only a stop order will bring adequate notice of a defective registration to purchasers of a registrant's stock, to refuse to consider amendments filed during the proceedings until after issuance of a stop order. The registration statement in this proceeding exhibits such shocking indifference to the interests of investors that any course less drastic than the issuance of a stop order and opinion would be inappropriate." Having showed up the careless disregard for facts, it is possible that S. E. C. may accept the revisions of the filings and eventually may allow the company to sell the 4,420 shares assigned a nominal value of \$5 apiece. Those deluded and harmful to date would seem to be chiefly the incorporators themselves. Inaccuracies as to the mine property seemed greatly to outnumber the accurate factual statements.

The mining claims in question are located on the north slope of Salmon Mountain, ten miles southeast of Powers. They are largely composed of claims once worked for gold by the hydraulic method and it seems that this method would again be employed, should the company ever start operations. Recovery of gold would be the main objective. One expert said he found no traces of chromium (chrome) in his examination of the property.

Our Iowa correspondent who wishes an aroused public sentiment to demand a reopening of the case, with permission granted to sell stock, rather belittles the report of the government engineer whose statement was responsible for the "stop order" on stock sales as noted in the Voter.

It might be that the "go ahead" order would result in a lot of activity in the Salmon mountain district, as he says, but a local man who has done considerable prospecting up there agrees with the government engineer's report.

Following is a copy of the Oskaloosa man's letter. He is not known to this writer but we presume his letter was written with the idea that anything which looked like development of Coos county's natural resources would interest the Coquille Chamber of Commerce a great deal. We have fought shy of stock selling programs for a long time. His letter follows:

"I know that you are interested in the prosperity of your city and county and I call this matter to your attention because it is preventing the operation of the company and employment of lot of men.

Mr. Editor, no doubt you are familiar with the good faith efforts of the U. S. Chromium, Inc., to engage in an honest business of mining, in your county, and possibly have seen the proof in form of mill buildings, etc., which have cost considerable, and delay in securing S. E. C. registration permit keeps further improvement from being made.

I am sure there are a lot of mining engineers, experienced mining men, who would be known to you, who are familiar with this large property familiar with the large ore body called Salmon Mountain.

No doubt quite a few such mining men would be willing to make a signed statement, proving, (a) That the Salmon Mountain body of ore can be truthfully said to be a "proven body of many million tons; (b) That assays obtainable, taken from various parts of the slide and ore body, show such to be an ore body containing ore which should run \$..... and mining same would be commercially profitable.

Possibly some assayers there have plenty of proof in form of assays which might be used as proof; if so, I am sure they would be glad to extend a helping hand to submit to you signed letter proving that ore does exist there in large quantity and is valuable.

S. E. C. sent a man there last year. He puttered around and it seems they believed him one hundred per cent and our six engineers not at all, which was decidedly unfair to all concerned.

If you could gather a lot of proof that will prove this ore body is "no fake," beyond all question, surely you will be doing the investors a great favor and you will be helping your city and the county, because the investors are determined to stick together, keep up all assessment work and ultimately make the operation of the company a good-sized operation.

And, if you are successful after inquiry, that the situation justifies, possibly you might secure a lot of people to sign a petition asking that the company be permitted to proceed to operate their property.

I and the investors will be deeply grateful to you for your kindness and anything you can do for them. Awaiting a prompt reply and again with many sincere thanks.

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See me for Needlepoint and Needlepoint Yarn. A nice variety on hand. Mrs. Bonnie Walker at 491 South Coulter, Coquille.

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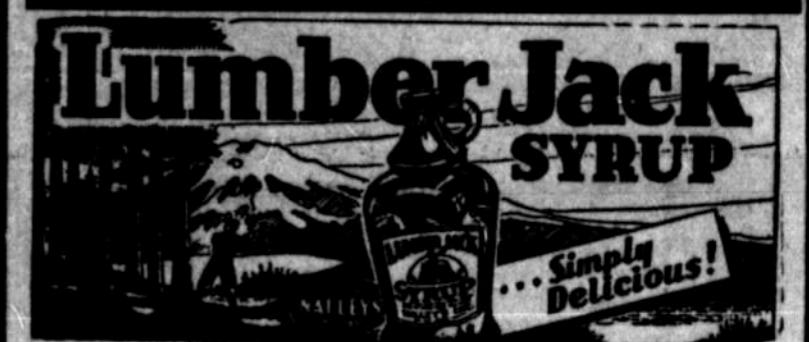
MARCH 8 and 9—FRIDAY AND SATURDAY

PORK & BEANS	11 oz.	1 Can	5c
PINK SALMON	Tall Cans	2 Cans	25c
ONIONS	No. 1's	10 Lb. Bag	10c
Crackers—2 lb. box	17c	Hot Sauce—3 cans	10c
Tomatoes, No. 2 1/2 can	10c	Vienna Sausage—3 cans	25c
Deviled Meat—3 cans	10c	MILK—4 tall cans	25c
Picket Pancake, No. 10 bag	30c	Ritz Crackers—3 oz.	15c
Dill Pickles—No. 2 1/2 can	14c	Sweet Pickles—qt. jar	30c
Troco—2 lb. pkg	37c	Gem Olives—2 lbs.	25c



2 Cans 45c

PEAS, CORN, STRING BEANS—3 cans	25c
Shrimp, Minced Clams, Tuna Flakes—2 cans	25c
GOLDEN WEST COFFEE—1 lb. tin	25c
AIRMAIL COFFEE—3 lbs.	39c
HENNINGER'S DELUXE COFFEE—1 lb.	19c



24 Jar 25c 5 Lb. 45c

EVERYBODY LIKES LUMBERJACK

Nalley's MAYONNAISE 1/2 Jar 39c

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NALLEY'S DELICIOUS HONEY 24 Jar 23c

DRIFTED SNOW FLOUR 49 LBS. \$1.69

KITCHEN QUEEN FLOUR 49 lbs. \$1.54

PINEAPPLE Broken Sliced	Kraft Cheese American, Velveta, Brick
No. 2 1/2 CAN 15c	2 Lb. Loaf 53c

CALUMET	1 Lb. Can	20c
PEPPER Schilling's	2 oz. blk.	5c
PINEAPPLE No. 2 Can, crushed	1 Can	15c

WAX PAPER—Heavy Safety Edge—200 ft. roll.. 23c
FLUFFO—Pure Veg. Shortening—4 lb. pkg. 44c
P & G SOAP—Giant Bar—6 bars..... 25c
FRESH TURNIPS—3 bunches..... 10c
GRAVENSTEIN APPLES—10 lbs..... 25c

LEMONS Fancy, Large Sunlight Doz. 19c

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PURE LARD—Lb.	7 1/2c	BACON, Lean	17 1/2c
PORK LIVER—Lb.	15c	SIDE PORK—Lb.	17c
PORK ROAST—Lb.	15c	PORK CHOPS—Lb.	19c

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1940 Motorlog: Down Three Flags

BY ARDEN L. FANGBORN
Managing Editor, The Oregonian

IT CAME about in this fashion—

Ray Conway, the genial and effervescent manager of the Oregon State Motor association, found himself a comfortable spot on the corner of the desk, and, without warning, popped the following question:

"Do you know that Los Angeles, Cal., is east of Reno, Nev.?"

As a matter of fact, we didn't know. We always thought of it as being west of not only Reno, but Portland, as well—which it isn't.

Whereupon the genial and effervescent Mr. Conway proceeded: "Do you know there will be a Rose Bowl game in Los Angeles on New Year's Day?"

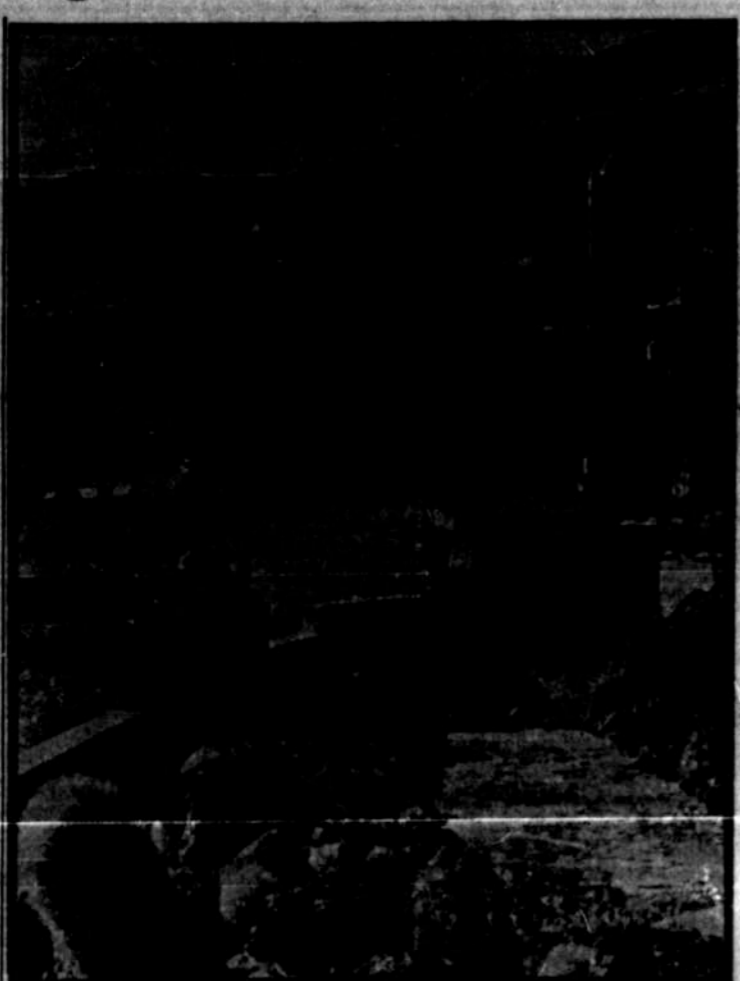
This was one we did know. Also, we knew that the racing season at Santa Anita would open on December 30. Hence we were strangely interested when the genial and effervescent Mr. C. outlined his idea—an idea which resulted in the motor association's white travel development car departing a very few days later on a motorlog tour to Los Angeles by way of the Wapinitia cut-off and the Three Flags highway.

For years, Oregon and Washington motorists have used the beautiful Coast highway, and the direct Pacific highway to California, both excellent arteries and rich in scenic beauty. Only recently has the route covered on the present tour become at all well known.

One of the most active figures in bringing this route to public attention has been Forrest E. Cooper of Lakeview, Or., an energetic and tireless enthusiast for the Three Flags highway, with whom the tour party—consisting of Mr. and Mrs. Earl Snell, and the Fangborns—spent a pleasant hour at the Hunter's



The route of the motorlog party down the Three Flags highway.



One of the most picturesque attractions in Death Valley is the palatial desert castle of Death Valley Scotty.

Hot Springs on the first night of the trip.

Cooper pointed out the factors that were to impress us increasingly as we proceeded—that this is a high, straight-line route, free of fog and rich in scenic and historic interest. We found the highways broad, level and fast. They stretch in seemingly endless straightaways (except for one brief section in northern California); they are free from any great movement of traffic and from other traffic hazards. They unfold an endless and unforgettable panorama of magnificent snow-capped mountains, interesting hot springs, jewel-like lakes and colorful desert.

This was the way the motorlog car scheduled its trip, although an almost infinite variety of changes is possible:

First day—Portland to Lakeview, 373 miles, nine hours' driving time.
Second day—Lakeview to Reno, 280 miles, seven hours.
Third Day—Reno to Death Valley, 322 miles, eight hours.
Fourth day—Death Valley to Los Angeles, 309 miles, seven hours.

The route takes in Alturas, home of the Alturas round-up, northwest of which is the famous Lava Beds national monument. It takes in Reno, where we enjoyed the hospitality of Reno's active chamber of commerce, and of O. W. Nicholls, manager of Reno's beautiful Riverside hotel. It takes in the Inyo-Mono recreational area, in the heart of which is Bishop, where we had lunch with Bishop Rotary and enjoyed a brief visit with Robert L. Brown, executive secretary of the Inyo-Mono association, and Joseph Riley, Rotary president. It takes in—as a short side trip—legendary Death Valley.

Now for some of the high points along the way:

Reno itself, long known as the divorce capital of America, is alive with color—the reckless gaiety of its people, its beautiful homes, its gambling houses. Located in a high bowl in the Sierras, Reno is ideally situated as a point from which to visit some of the most magnificent scenic points in the west, including Lake Tahoe and Lassen Volcanic national park.

Forty-five minutes from Reno is historic Virginia City, home of the fabulous Comstock lode, the mine which produced hundreds of millions of dollars in mineral wealth, and which is credited by many economists with having been a vital factor in winning for the north in the civil war.

South of Reno the highway swings back into California, circling the base of Mount Whitney, the highest point in continental United States. From its peak of 14,498 feet, it is a matter of but a few hours' drive to Death Valley, where, at Badwater, the earth reaches its lowest point in the United States—370.8 feet below sea level.

First roads through Death Valley, which is from 6 to 20 miles in width and 150 miles in length, were built in the eighties, and over them the famous "Twenty Mule Teams" drew their wagon-loads of borax from the desert. The mines are now idle and the mining towns—Panamint, Skidoo, Harrisburg, Keans Wonder and Leadfield—are mere ghost camps.

Leaving Death Valley, the highways again are straight and fast through Baker, Barstow, Victorville, San Bernardino and into Los Angeles.