

New Hope For Harbor At Bandon

(Western World)

After many years of neglect, the Coquille river harbor is experiencing a sudden revival. The recent announcement that the U. S. Army engineers have recommended restoration of the south jetty, brings a new ray of hope to the people of the Coquille valley. At last they feel that the natural outlet for their forest and other products is not to be abandoned, as many had believed, but that the federal government plans to restore it to its proper condition, with prospects of further improvements in the offing.

Rapidly increasing commerce, resulting from the expansion of lumbering and other industries on the river, has resulted in regaining federal recognition. So far this has been largely to the credit of that progressive, stable, local industry, the Moore Mill & Lumber company. This enterprising firm has furnished the commerce to place the harbor back in good graces with the army engineers. It has likewise furnished the major payroll upon which this entire community is to a large degree dependent.

With the inauguration of barge service by the Port of Bandon between Coquille and Bandon, which will make it possible for the Smith Wood-Products company, another outstanding successful firm, to ship by water, commerce for this harbor bids fair to show a steady and still greater increase than ever before. It will, for the first time in years, make the harbor available for the upriver country and will thereby prove a boon to the entire upper Coquille valley.

The whole-hearted cooperation of the people of the entire Coquille valley in making the tug and barge service possible is to be commended. In making the necessary investments to establish this service, the Port of Bandon has paved the way for an era of renewed activity and development that will bring benefits to the tune of thousands of dollars to business and enterprise of every nature. It will make possible full realization upon the investment in harbor facilities of not only the Port of Bandon but the investment of the federal government as well.

We may well look upon the future of this section with confidence for it has all the natural resources to make it a beehive of industry, and the development of its harbor is the removal of the greatest single barrier to a full realization of its possibilities.

Drivers' Licenses To Cost 50c More

When Oregon's 490,000 drivers renew their drivers' licenses for the 1941-1943 license period, they will pay \$1.50 for their new licenses instead of one dollar, as in the past. Current licenses expire June 30 and new permits will be required on the first of July.

Under the act passed by this year's legislative session, a fund to be known as the "motor vehicle accident fund" is established in this state. Along with the one dollar fee for each driver's license, the secretary of state is required by the new law to collect an additional fifty cents which goes into this fund. The fund will be used to pay hospitalization expenses for indigents injured in automobile accidents.

There has been no change in the examination requirements for driver's licenses this year, according to word from the secretary of state's office. Drivers holding current licenses may renew without submitting to any examination this year. Those who were not licensed during the current period 1939 to 1941—will be required to take the law examination, the eye test and the drive test. Persons over 70 years of age, regardless of whether they hold current licenses or not, also must take these tests.

Application forms for renewals will be available about May 1 and will be distributed through various sources including sheriffs, chiefs of police, license examiners, or they may be obtained by writing to the secretary of state's office at Salem. The 1941-1943 drivers' licenses will not be valid till June 13, however.

Calling cards, 50 for \$1.50.



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Los Angeles Will Absorb San Diego?

Under date of March 11, A. A. Noster again writes from his home town in San Diego to his old home paper, The Sentinel, telling of the still expanding government defense activities there which if it should keep up would cause L. A. to cast covetous eyes and possibly attempt to include S. D. within the L. A. city limits. Following is Mr. Noster's letter:

After writing you Feb. 7, telling you of the wonderful growth of San Diego, I find now it was just the beginning. From the first of January, 1941, to Feb. 7 the building inspector had issued over 14 million dollars worth of building permits. I thought that was a lot in seven days over the first month of the year, but by March 7 he had issued over 26 millions in permits, over 12 millions more than they had on Feb. 7, and over six millions more than were ever issued in any whole year before in San Diego and only two months and seven years of the year gone.

The government has completed four large camps or cantonments and has been filling them up by the trainload, at Torey Pine Camp Cullom and at Kenny Mesa Camp Elliott, a large camp out on Point Loma and one at South San Diego at the end of the bay down Mexico way.

They claim the population of S. D. has increased over 63,000 people since the census in 1940 was completed.

Oregon Matron Sets All-Time Record As Ford Plant Visitor

Thousands of persons from all parts of the country, go to Dearborn every year to make trips through the Ford Motor Company Rouge plant. But the distinction of being No. 1 visitor probably belongs to Mrs. Carrie S. M. Henderson, according to word received here by local Ford Richmond branch officials.

Mrs. Henderson, who admits her age is "past 82 years," traveled 2,688 miles from her home at Albany, Ore. Arriving at the Ford Rotunda on Jan. 9, she registered as plant visitor and said she desired to see every department "if it takes me two months." She rented an apartment nearby.

Each day since then, Sundays excepted, the retired school teacher has accompanied guides into the plant, observing one by one the hundreds of manufacturing processes leading to the completed automobile. Mrs. Henderson plans to continue her plant visits for at least another two weeks.

"My only purpose in coming here was to see everything that Henry Ford has done," declared Mrs. Henderson.

"Back in Oregon I have heard and read a lot about him and his accomplishments. My plant trips have impressed me with his genius and his Christian feeling that places human values first. I am glad he is rich; he does so much good with his money."

Because of her intense interest, Mrs. Henderson is being permitted to see many departments not ordinarily included on visitor tours. She was on hand at the rubber plant the other day when the five millionth Ford tire was lifted from its mold.

A native of Colchester, Vt., she went to California as a child with her parents. She has taught in Long Beach, Cal., schools.

Morticians Plan State Meet

Southwestern Oregon funeral directors held a meeting in the Rainbow Cafe at Reedsport last week to perfect arrangements for the 28th annual convention of the Oregon State Funeral Directors Association.

The state convention committee, Henry A. Schroeder, Myrtle Point, W. O. Campbell, Marshfield, and Harry C. Stearns, of Oakland, reported that the state convention would be held in Portland on May 4, 5, 6, with headquarters at the Multnomah Hotel, and that Alice Dowell Jones, of Portland, who represented Oregon on the women's clinic at the National Funeral Directors convention in San Francisco last October, had accepted chairmanship of the women's clinic to be held at the convention on May 6.

Discussions on professional and educational subjects were led by Elbert Schroeder, of Coquille; Eugene Morrow, Marshfield; A. M. Peterson, of North Bend, and Chas. E. Schroeder, of Bandon.

Mr. and Mrs. John Unger, of Reedsport, were hosts and were given a rising vote of thanks for the beautiful table flowers and excellent dinner.

Invitation to hold the next meeting in Oakland was accepted by Harry C. Stearns, of Oakland, and Frank W. Long, of Roseburg, were appointed to prepare program and arrange for dinner.

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Orchestra Prepares For Music Week

The Coquille Concert Orchestra, directed by Muriel Dae, is now at work on numbers for its National Music Week program, to be given May 8. For the past three years, the concert orchestra has been featured here during Music week.

Despite a minimum of community support, the group has gone ahead on its own initiative and developed into an organization comparable to the concert orchestras found in metropolitan districts. Among its members are several musicians who are truly artists. Circumstances have forced them to give up music as a profession. For their own pleasure and the community's benefit, they give generously of their talent.

Violinists of the orchestra include Mrs. Fred Jensen, the mother of two sturdy young sons; John Bachman, court house employee; Leonard Ensel, "service station man"; Lyndell Glenn, the talented niece of movie actor Paul Harvey; Janie Hervey, who in daytime hours assists her husband in operating a dairy farm; Cherie Mae Hartwell, teacher; and Eirola Volkmar, Myrtle Point stenographer.

Bobbie Burns, the organist, did some musical work in Hollywood and was the organist at some of the largest theatres on the coast. He is now devoting most of his time to property management.

Ruth Beyers, high school math teacher, and Charles Stauff, county treasurer, are the two cellists. Trumpet and saxophone parts are played by Stewart Norton of the Norton Music and Stationery.

Claude DeLand, the painter, is the

trombonist. Three men from Marshfield, Chris Lee, clarinet; Albert Selig, flute, and Allan Buck, oboe, make regular trips over here for practice and rehearsals. Mrs. Harold Stromquist, pianist and organist, frequently works with the group.

The greatest assistance given the orchestra has come from the American Legion. That organization has granted the orchestra regular use of its hall for practice. Since membership fees are not required of musicians participating in the orchestra, music must be purchased from the proceeds of concerts and appearances on civic club programs. Members of the orchestra are generous; they play for whatever fee an organization can afford to pay.

A movement is now underway to secure a sponsor for the concert orchestra so that it may have more music to offer local audiences. Many people, who are appreciative of fine music, are trying to work out plans which would give members of the orchestra a small return for the great pleasure they give their listeners.

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