

Out-of-Doors Stuff

by LANS LENEVE

Time was, when an angler could wend his way from the very head to the mouth of most any fishing stream in the coastal country and never encounter a single fisherman. And in later years it was only on week ends that anglers were apparent on certain popular streams and then only in very small numbers. But the picture has changed and today it is an impossibility to enjoy a day along some stream without encountering many fishermen.

On Saturdays and Sundays, both during the trout and steelhead season, as well as upon week days, during the latter mentioned run of fish, hundreds upon hundreds of anglers may be found upon the banks of coastal streams. During the run of silverside and Chinook salmon, thousands of anglers frequent the different streams. They come from states afar, from half way across the continent. Boats on such rivers as The Rogue, Umpqua and even on the lower Coquille are at a premium.

Each year sees more persons taking up the sport of angling and each season sees our game fish—especially our trout—becoming scarcer. When the war is ended and the boys get back home, that means thousands of more anglers. And this all leads up to one thing—the total extermination of our game fish over a short period of years unless, something is really done to protect them, unless more and more fish are planted in our streams.

Old time anglers, as well as commercial fishermen, will tell you of the decrease in the ranks of the salmon in the Coquille river. At one time, during the salmon run, a person could stand upon the banks of the lower Coquille, and as far as he could see, both up and down the river, there were hundreds of salmon leaping and splashing. Just try and witness such a sight today.

The same old cry goes up, to stop commercial fishing. Commercial fishing in our rivers is not a drop in the bucket toward the extinction of our fish. One fishing fleet operating outside our harbors, will bring in more fish at one trip than all the commercial fishermen catch on the Coquille river in twenty years.

You do not hear a big cry raised to stop outside commercial fishing. No, it is always to stop it in some coastal stream. We should like to inquire why?

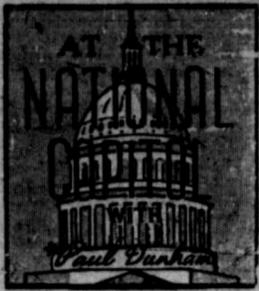
Just so long as thousands upon thousands of boats ply the waters of the Pacific, catching hundreds upon thousands of tons of salmon each season, there is bound to be a growing shortage of salmon—run into our coastal streams. To cut off local net fishermen for the gratification of the sportsmen fishermen is not fair. It is not getting to the seat of the trouble. It is like during a battle, killing off a few snipers of the enemy and not firing a shot at the main army that is storming your position. And the main army, that is depleting the salmon supply today is the outside (meaning beyond the bars) commercial fishermen, the vast fleets of fishing boats that ply the ocean waters from southern to northern waters.

We do not call it sportsmanship in any sense of the word, for angling clubs and individual sportsmen to constantly clamor upon the subject of stopping commercial fishermen from dipping their nets in such rivers as the Coquille. On the Coquille river especially, are found a mighty fine lot of fellows who fish commercially; they are glad at all times to lend their co-operation to the sportsmen angler and yet these are the sort of men that are "warred" upon, with never a word being uttered against the real menace to our fish—the outside fishermen.

After all the commercial fisherman is merely seeking to make a living wherever he may ply his trade, but if the angler-sportsmen are bound to put him out of business, then why don't they start at the seat of the trouble—outside fishing—and not on the fellows on the small streams who have just as great an interest toward the conservation and propagation of salmon as has the average sportsman-fisherman. Why not be fair about it and really show some true sportsmanship in the matter?

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Washington, D. C., Aug. 17—As of August 1 the shipyards of the United States had constructed 3,832 merchant vessels since this country entered the war. They are still turning out ships at Vancouver-Portland and Puget sound yards and presumably will be for another year. This raises the question as to what is to become of this armada of American merchantmen—the largest commercial fleet of any country in the world, when the war ends. A percentage will be lost due to enemy action or storm at sea, but the number will be negligible. The fleet will be practically intact when the shooting stops.

There is an impression, shared by many Americans, that with this merchant fleet the United States can carry all of its ocean-borne cargo and the cargoes of other countries. In other words, starve the other countries to death by hogging the off-shore business. Shipping officials here have other ideas. They favor dividing up the business and consider that if 50 per cent of the American commerce is carried in American bottoms that will be sufficient. England, also, considers that 50 per cent of American business is enough for the American merchant marine—or probably less.

Nothing has been settled and the subject is still open to negotiation. It is assumed that the United States may dispose of a large part of its merchant fleet to foreign nations, but shipbuilding nations such as England, France and the Scandinavian countries intend to revive their own shipping industry to provide employment and to again sail upon the seven seas. They will prefer to build their own ships rather than to buy from the United States and surplus vessels that will be anchored in our ports. Incidentally, the foreign countries can build ships cheaper than can American yards, and it was to offset having Americans order ships built foreign that the federal maritime commission is permitted to pay the difference in cost and thus keep this work for American yards.

The foreigners can also operate a ship for less expense, wages for seamen being much lower than the American scale. One thing is reasonably certain, however, American merchant ships will carry more goods than they did before the war.

One of the first organizations to urge an appropriation for a new west coast highway to Alaska is the association of hotel men of California. The hotel men realize that there will be a great surge of travel following the war and they wish to see a highway constructed that will enable tourists to travel from California through Oregon and Washington, taking off for Alaska from the Puget sound territory. The hotel men have petitioned congress to support the proposal and they specifically state that they do not wish to use the southern portion of the Alcan highway, which is in Canadian territory and far removed from the Pacific coast, as a tourist route. When the matter comes before a committee of congress the hotel men will throw in the influence of the entire California delegation to reinforce the delegations from Washington and Oregon in pressing the cause.

Backers of the China-American council of commerce are not broadcasting their activities, but the head office in New York city is accumulating some important data which will be of special interest to the ports on the Pacific coast from San Diego to Seattle. There will be little publicity on the work of this organization until after the war, when the data collected will be available to the seaports along the west coast. It will be necessary to lay part of the program before the department of state, such as legislation to permit a free flow of commerce between China and the United States. The council wishes to be prepared to open business relations before the British stake out their claims.

As a post-war project to provide employment, California is asking government aid in the development of a cork oak industry. In the past four years 150,000 of these trees have been planted and the product is said to be equal to the cork obtained from Spain or Portugal. The exact form in which the plea will be submitted to congress has not been disclosed but the matter is being considered by members of the California delegation to determine the terms of the

Jas. Clinton Wins Golf Tournament

Jim Clinton, of Myrtle Point, father of Theo. (Dutch) Clinton, won the Tin Whistle tournament trophy last Sunday at the Valley golf course.

Jim, a youngster of 78 years, played a very good 18 holes of golf to win the myrtlewood trophy which was made and donated by Paul Snyder.

George (Swanee) Johnson was Jim's closest rival with C. Mast a near third.

Individual scores were:
John Arnold.....55 Stew Norton.....48
Jack McLarrin.....52 A. Richardson.....50
Don McLarrin.....53 O. Hendricks.....44
C. Mast.....64 R. Hollimon.....43
Jim Clinton.....75 L. Hollimon.....46
Butch Briner.....49 B. Kesner.....28
N. Chowning.....53 Dutch Clinton.....56
Fay Osterhout.....35 L. Compton.....55
John Geider.....34 Geo. Johnson.....66
O. Wood.....47 H. Dement.....56

On Sunday, August 20, there will be an Eptaph Tournament for the pleasure of the Valley golfers.

This tournament is played with par 68 plus handicaps and the seven golfers going the farthest around the course will win a free dinner at the club house, also a free dinner for the best epitaph. There will be no entry fee for this tournament.

—Tournament Com.

Ask For Burning Permits At Once

Ranchers who will have brush land to burn over this fall prior to seeding for pasture land development were urged to make application for their burning permits immediately so that the wardens will have an opportunity of making necessary investigations before burning season arrives. Keith Young, warden for the Coos Forest Fire Patrol Ass'n., announced that this procedure will be helpful in making it possible to do burning when conditions are most favorable.

Arrangements have been made with a seeding and dusting company in Grants Pass to have an airplane available to seed range land for those who are interested in having it done in that manner. In reporting on this activity at a ranchers meeting held in Bandon last Monday evening County Agent, George Jenkins, urged all of those who will have land to seed by plane to list the acreage and legal description of such land at his office so that a map may be prepared in advance for the use of pilots doing this seeding. The cost of this service will be approximately \$1.20 per acre, it was announced.

Rural fire crews or committees have been organized in most communities in Coos county to assist in supervising the burning program, making arrangements to have an adequate seed supply available and for the use of the airplane where needed. The chairman of each of the committees will meet in the near future to coordinate this work and in the meantime those who are interested in the program are urged to make early application for burning permits, list acreage and legal descriptions of land to be seeded by plane, and make arrangements for a supply of seed to be available.

While the cost of good seed is expected to be high this season, benefit payments available through the Agricultural Conservation Program will offset a large percentage of this cost and ranchers who have attended the series of meetings just completed are making plans to burn over as much range land as possible this year and seed it with good seed in order to develop better pasture for their livestock.

It is thought possible that southern Oregon climatic and other conditions would give encouragement to an experiment of similar nature.

A west coast shipyard would like to know what yard in the Puget Sound area called up Portland area and wanted to sell surplus material.

Remember — Norton's for office, school and home supplies. 377fs

Insurance specialist, F. R. Bull. 5

Watch Your Kidneys!
Help Them Cleanse the Blood of Harmful Body Waste
Your kidneys are constantly filtering waste matter from the blood stream. But kidneys sometimes lag in their work—do not act as Nature intended—fail to remove impurities that, if retained, may poison the system and spot the whole body machinery.
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F.S.A. Can Help Farmer Financing

Family-type, small and part-time farmers unable to place their operations on a sound basis through other credit sources can secure counsel and assistance through Farm Security Administration programs, reports Ed Hughes, FSA Supervisor for Coos and Curry counties, Bank building, Coquille. Funds for another year were appropriated by congress to support war food production and operations of family-sized and small farms.

FSA services include farm management and loan assistance to help bring smaller farms up to full production capacity through providing needed livestock, machinery, feed and seed, building repairs, small water facilities and other essentials to efficient operation, explained Hughes. Loans are limited to \$2500, repayable up to five years and bear five per cent interest.

Farmers eligible must be resident operators or owners of family-type or smaller farms, have a background of farm experience and show inability to finance sound operations from regular commercial credit sources. Practical farm and home plans are worked out by the farmer with the help of the supervisor and a county committee of resident farmers. Farm tenure is expected to cover the loan repayment period.

Information may be obtained at the County FSA Office, Coquille, or from the following FSA committeemen: Ed Detlefsen and Bob Geaney, of Coquille; J. A. Corrie, of Prosper; or Bert Davenport, Myrtle Point. Completed applications are reviewed by the County committee and approved when they are practical, help war food production and make for sound farming operations. Special consideration will be given applications of returned war veterans with farm background.

Winning The War With Transportation

Coquille women have been asked by their Government many times, and in many ways, to "fight waste" on the home front. Homemakers of the nation have been asked to save tin cans, kitchen fats, waste paper, food, fuel and many other vital civilian services and commodities which they have done with stimulating success. The Office of Defense Transportation is now appealing to American women to "fight waste" of transportation . . . to stay and discover the nearby sources of amusement and entertainment that the "old home town" and vicinity has to offer during the summer vacation. The fact that transportation is necessary to our concerted war effort is illustrated by the words of the United States Army Major General C. P. Cross, Chief of Transportation, "Our railroads are essential to our nation's capacity to make war. That was proved in World War I and has become over-

whelmingly evident in this war. They must be sustained by the American people with the full appreciation that they are vital to us and must always be prepared to go into action to make effective the might of the United States.

Congressman Harris Ellsworth Back In Washington, D. C.

Congressman Harris Ellsworth of Oregon's Fourth district returned the first of the week to Washington D. C., when the House of Representatives was called into session to consider imperative legislation.

Ellsworth expressed regret that it would be impossible for him to complete the itinerary he had planned for the congressional recess.

He expected, at the time of his departure from Roseburg, that it would not be possible for him to return to Oregon prior to the general election in November.

"I had hoped," he said, "that it would be possible for me to meet with friends in all parts of the district, but I feel it is imperative that congressmen be in their places in Washington in these critical times. I will be glad to receive communications from any residents of the district to whom I can be of service in the national capital."

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