

MASS MEETING To Discuss the Proposed PORT COMMISSION

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The Coquille Herald

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P. C. LEVAR, Lessee.

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Phone Main 354.

In eight days will be held the election to determine whether the Port of Bandon shall be formed from the territory left in the Coquille river watershed since the setting aside of that comprised in the recently formed Port of Coquille. This Port of Coquille was formed from all the upper part of the watershed of the river some years ago, and in the minds of many this was a piece of very smart strategy on the part of up-river residents, to avoid being included in a port comprising the whole river, it being well understood that such a port would soon be formed. By forming a port of their own out of territory in which practically no navigable streams exist except the upper end of the navigable part of the river, the farseeing residents of that very large section of the territory to be benefited by a real port are in a position to sit back and do nothing, while the residents and property holders of the main river get in and form a port and tax themselves for improvements in the benefits of which the up-river residents will share. This matter is brought out here by the Herald on its own motion because it is one of the arguments now used against the proposed Port of Bandon. It is best for friends of the proposed port to face this matter as it stands and not overlook a point that is being used, in opposition to the present project. It may as well be frankly acknowledged at once that the whole watershed of the river ought to be included in the one port, and that it is decidedly unfair that the lower portion of the river should tax itself for the benefit of the upper while the latter sits back and does nothing. But what are we going to do about it? Shall we forego the benefits that we would surely derive from the establishment of the port because our dearly beloved brethren on the upper river have stolen the march on us. Will we cut off our own noses merely for

the sake of spiting the rest of our classic features? It is also argued that Bandon will get the greatest benefit from the proposed port. Let that be granted, and what then? Shall we sacrifice our own interests merely because in so doing we will hurt Bandon worse. Have we anything to lose by the growth and prosperity of Bandon. It might enable her to hire more outside ball-players and scoop us on the diamond but the ball season is short, and we have to live the year round. This little petty jealousy and childish bickering between towns situated as are those on this river is rank foolishness, and for residents of this part of the valley to oppose a plan which will benefit the whole valley, because Myrtle Point will reap where she has not sown and Bandon may get \$1.10 worth of goods where we will only get \$1.00, shows a spirit which we will have to get rid of before we can hope to keep up with the march of Pacific coast development. It may be unfortunate that we cannot lay down on the general government and have Uncle Sam improve our river and our bar to the extent that we would like to have them improved; but we can't do it, and that is a settled fact. The pork barrel style of appropriation is going out of fashion. Other live communities on this coast having rivers or harbors or bars to improve have been organizing ports and going down in their own pockets to pay for the improvements they must have, and they are using that fact as an effective argument in asking further help from the U. S. treasury. It will soon be so that the community that will do nothing for itself will get no help from Uncle Sam, nor will it deserve to get any. The bugaboo of increased taxes is a bugaboo and nothing else. The additional taxes will be offset many times over by the increased value of the property, which will result from the proper expenditure of the money, and every resident of the valley will share in the benefits flowing from the improvement of the river and the consequent decrease in freight rates. The only person who can reasonably vote against the port is the non-resident owner who expects to hold his land for speculative purposes until the country has been developed by the energy of others and then to sell it at a big profit. He naturally wants taxes kept at the lowest notch, so that he can carry his property at the least expense, but even he should be able to see that the improvement of the river will enhance the selling price of his lots or acreage. In any case,

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the voters of this valley are under no obligations to sacrifice their own interests for the benefit of these fellows, and that is exactly what they will be doing if they defeat the port proposition. There is one more class who might reasonably oppose the port, and they are the owners of tracts of timber within its limits which will be eventually sawed on Coos Bay and shipped from there. They have no interest in the improvement of the river. But does the resident of the valley wish to shield them at his own expense? If the port fails to carry, it will simply mean that the Coquille people are behind the times. There is one more point on which objection may be made, and that is that the personnel of the first commission may not be satisfactory to the majority of the people, but that is a matter that adjusts itself at the first election and before any great harm can be done. In fact, the arguments against the port are so flimsy that it hardly seems open to doubt that the proposition will carry by a handsome majority and that Coquille will take its place in the list of the progressive live communities of the Coast.

STILL PESSIMISTIC (Coos Bay News)

Now that the S. P., according to their purchase of the Terminal Railway steam franchise, with the sanction of the voters of Marshfield, have secured the waterfront road on the west side of the bay, the next move on the program will be watched for with interest. The east side of the bay is still open. Of course they are going to build the bridge between Sand Point and North Bend, because Millis and other

prominent officials of that corporation said so. But then the bridge is going to be expensive, and it's also going to cost a good deal to protect the track along North Slough leading to Sand Point from drifting sand, and there will be dredging to be done constantly in the vicinity of the bridge piers, and a tug will be necessary to help vessels through the draw when the northwester blows in the good old summer time and the southeaster in winter. The expense of maintenance will be a factor, all right, all right. It may be possible, notwithstanding the numerous promises of the prominent officials in question, that the S. P. will build their line up the east side of the bay, crossing Isthmus slough near the Smith mill, as was their original intention; in which event the Terminal line will afford shipping facilities for North Bend. Should they come up the east side of the bay—taking into consideration that they have secured the waterfront road on the west side—they would certainly have a lead-pipe cinch on the railroad situation, and that kind of a cinch is much more agreeable to their taste than a cinch in a common-user clause would be.

Myrtle Point Painters

Mrs. C. H. Southmayd spent part of last week with her son's family on the South Fork, returning home Sunday. The stork again visited the home of Mr. and Mrs. Bert Davenport on Catching creek, on Friday a. m., leaving a ten pound daughter. Mrs. Taylor, the photographer's wife was taken quite sick one night

last week and was removed to the "White Cross" hospital where she is getting much better.

Max Dement and family came in from their ranch near Rural on Wednesday last, en route for Port Orford to attend the Agate Carnival. They were joined by Miss Ouman from Coquille, and drove down in their own conveyance. Mr. Ed. Carter, wife and son also motored down.

Mrs. Peoples and three children from Coquille visited for a week with Mr. and Mrs. C. E. Broadbent, going back last Thursday. On Wednesday several of the ladies and their children united in giving a picnic in Mrs. Peoples' honor. A very pleasant day was passed by them at the Will Lundy ranch, south-west of town.

Owen Rackliff took a party down to Port Orford for the carnival in his buzz wagon.

The friends of Mrs. E. N. Smith, formerly Miss Maud Deyco, who lived here several years, were surprised and pained to learn of her sudden death on Saturday, the 16th at Bandon. She went to the bath room to take a bath and being gone longer than seemed right, investigation showed the lady in the tub unconscious. She was immediately removed but never regained consciousness. Death from heart-failure resulting in a short time. For several years she, with her husband and two children, a girl of nine and a boy about seven, have resided at Riverside, California, coming up to Bandon to spend their summers, as Mr. Smith has large business interests there. Mrs. Smith was the daughter of Mr. and Mrs. L. L. Deyco, and besides her husband, two children, father and mother, she also leaves two brothers and two sisters to mourn her loss. Her remains were laid to rest at Bandon Sunday afternoon.

Asphalt Road

F. P. Norton, the Marshfield road supervisor, who is laying the first rock and asphalt road in the county, at the Bunker Hill vicinity on the road to Coquille, expects to have the work completed some time this week. The new style roadway is being constructed in several deep cuts where water bothers the highway in the wet months, and is a substantial road. There is first a heavy layer of rock, rolled down by a steam roller, afterwards two inches of finer rock, and finished with asphalt. There is altogether, about half a mile of this road, and Mr. Norton believes it will prove the best road in Coos county.

SUNDAY SERVICES IN COQUILLE CHURCHES

PRESBYTERIAN CHURCH.
Services Sunday at 11 a. m. and 7:30 p. m.
Sunday School at 10 a. m.
Frank H. Adams, Pastor.

M. E. Church
Sunday school at 10 a. m.
Preaching at 11 a. m. and 8 p. m.
Prayer meeting Thursdays at 8 p. m. C. H. BRYAN, Pastor.

Christian Science Society
Corner Third and Hall streets.
Services at 11 a. m. next Sunday.
Subject lesson sermon, "Mind."
Wednesday evening meeting 8:00.

M. E. Church South
Services next Sunday as usual Sunday school at 10 a. m.
Epworth League at 6:45 p. m.
You are invited to be present.
C. H. CLAVES, Pastor.

ST. JAMES EPISCOPAL
Services first and third Sundays of each month. Sunday school every Sunday at 10 a. m.
You are heartily welcome.
September 20, 1913. 11:00 a. m. 1:00 p. m.

CHURCH OF CHRIST.
Sunday school at 10 a. m.
Christian Endeavor at 7:00 p. m.
Preaching at 11:00 a. m.
You are cordially invited to all these services.
T. B. McDonald, Minister

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Church Notice

On Sunday, Aug. 24th, the undersigned, Pastor of the Evangelical Lutheran church and formerly stationed at Norway, will conduct two services at the Norway grove (near depot.) The forenoon service will begin at 10:30 o'clock, and the afternoon service at 1:45 o'clock. All are welcome.
Bring your lunch, for a picnic dinner, with you.
F. ZEHES, Pastor



Leave your call with Big Ben, he'll call you on the dot at any time you say.
And if you roll over and try "just-one-more-nap," he'll repeat his call 30 seconds later and keep on calling until you're wide awake.

Big Ben stands 7 inches tall—He's heavy, massive, handsome. He's got a great, big dial you can easily read in the dim morning light, a sunny deep toned voice you'll hear distinctly on your sleepiest mornings.
I've placed him in the window. Look at him whenever you go by.
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