

The Herald, the old established reliable newspaper of the Coquille Valley in which an "ad" always brings results.

THE COQUILLE HERALD

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VOL. 32, NO. 45

COQUILLE, COOS COUNTY, OREGON, TUESDAY, AUGUST 4, 1914.

PER YEAR \$1.50

CITY DIRECTORY

Fraternal and Benevolent Orders

A. F. & A. M.—Regular meeting of Chadwick Lodge No. 68 A. F. & A. M. at Masonic Hall, every Saturday night in each month on or before the full moon.
D. D. PIERCE, W. M.
R. H. MAST, Secretary.

O. E. S.—Regular meeting of Beulah Chapter No. 6, second and fourth Friday evenings of each month, in Masonic Hall.
MARY A. PIERCE, W. M.
ANNA LAWRENCE, Sec.

I. O. O. F.—Coquille Lodge No. 53, I. O. O. F., meets every Saturday night in Odd Fellows Hall.
C. H. CLEAVES, N. G.
J. S. LAWRENCE, Sec.

MAMIE REBEKAH LODGE, No. 20
I. O. O. F., meets every second and fourth Wednesday nights in Odd Fellows Hall.
EMILY HARRIS, N. G.
ANNE LAWRENCE, Sec.

COQUILLE ENCAMPMENT, No. 25
I. O. O. F., meets the first and third Thursday nights in Odd Fellows Hall.
J. S. BARTON, C. P.
J. S. LAWRENCE, Sec.

KNIGHTS OF PYTHIAS—Lycurgus Lodge No. 72, meets Tuesday nights in W. O. W. Hall.
R. R. WATSON, K. R. S.
O. A. MINTON, C. C.

PYTHIAN SISTERS—Justus Temple No. 35, meets first and third Monday nights in W. O. W. Hall.
MRS. GEORGE DAVIS, M. E. C.
MRS. FRED LINDLAND, K. of R.

RED MEN—Coquille Tribe No. 46, I. O. O. R. M., meets every Friday night in W. O. W. Hall.
J. S. BARTON, Sachem.
A. P. MILLER, C. of R.

M. W. A.—Regular meetings of Beaver Camp No. 10, 8:30 to 10 p. m., W. O. W. Hall, front street, first and third Saturdays in each month.
C. D. HUDSON, Comdant.
L. H. IRVING, Clerk.

R. N. A.—Regular meeting of Laurel Camp No. 2972 at M. W. A. Hall, front street, second and fourth Tuesday nights in each month.
MARY KERN, Oracle.
EDNA KELLEY, Rec.

W. O. W.—Myrtle Camp No. 197, meets every Wednesday at 7:30 p. m., at W. O. W. Hall.
Lee Currie, C. C.
JOHN LENEV, Sec.

EVENINGTIDE CIRCLE No. 214, meets second and fourth Monday nights in W. O. W. Hall.
ORA X. MAURY, G. N.
MARY A. PIERCE, Clerk.

FARMERS UNION—Regular meetings second and fourth Saturdays in each month in W. O. W. Hall.
FRANK BURKHOLDER, Pres.
O. A. MINTON, Sec.

FRATERNAL AID NO. 398, meets the second and fourth Thursdays each month at W. O. W. Hall.
MRS. CHAS. EVLAND, Pres.
MRS. LORA HARRINGTON, Sec.

Educational Organizations and Clubs
COQUILLE EDUCATIONAL LEAGUE—Meets monthly at the High School building during the school year for the purpose of discussing educational topics.
KENA ANDERSON, Pres.
EDNA MINAKO, Sec.

KO KEEL CLUB—A business men's social organization. Hall in Laird's building, second street.
A. J. SHERWOOD, Pres.
FRED SLAUG, Sec.

COMMERCIAL CLUB—L. H. HAZARD, President; C. A. HOWARD, Secretary.

Transportation Facilities
TRAINS—Leave, south bound 9:00 a. m. and 3:00 p. m. North bound 10:40 a. m. and 4:40 p. m.

BOATS—Six boats plying on the Coquille river afford ample accommodation for carrying freight and passengers to Bandon and way points. Boat leave at 7:30, 8:30, 9:20 and 9:50 a. m. and at 1:00, 3:30 and 4:45 p. m.

STAGE—J. L. Laird, proprietor. Departs 5:30 p. m. for Koseburg via Myrtle Point, carrying the United States mail and passengers.

POSTOFFICE—A. F. Linegar, postmaster. The mails close as follows: Myrtle Point 8:40 a. m. and 2:35 p. m.; Marshfield 10:15 a. m. and 4:15 p. m.; Bandon and way points, 7 a. m., Norway and Arago 12:45 p. m.; Eastern mail 4:15 a. m.; Eastern mail arrives 10: p. m.

City and County Officers
Mayor—A. T. Morrison
Recorder—J. S. Lawrence
Treasurer—R. H. Mast
City Attorney—L. A. Liljeqvist
Engineer—P. M. Hall-Lewis
Marshal—A. P. Miller
Night Marshal—Oscar Wickham
Water Superintendent—S. V. Epperson
Fire Chief—W. C. Chase
Commissioner—D. D. Pierce, T. Skeels
C. L. Kime, G. O. Leach, W. H. Lyons, O. C. Sanford. Regular meetings first and third Mondays each month.

Justice of the Peace—J. J. Stanley
Constable—Ned C. Kelley

County Judge—John T. Hall
Commissioners—W. T. Dement, Geo. J. Armstrong
Clerk—James Watson
Sheriff—W. W. Gage
Treasurer—T. M. Dimmock
Assessor—T. J. Thrift
School Supt.—Raymond E. Baker
Surveyor—A. N. Gould
Coroner—F. E. Wilson
Health Officer—Dr. Walter Culin

Societies will get the very best PRINTING at the office of Coquille Herald

FROM THE NATIONAL CAPITAL

Events of Interest Reported For The Herald

(By J. E. Jones)

FOUND, AN HONEST MAN

And he was discovered without the aid of Diogenes' lamp, for he discovered himself. The gentleman is no other than Representative Witherspoon of Mississippi, who returned \$82.20 to the paymaster of the House of Representatives for salary that had been tendered him, with the explanation that he had been away four days. It is estimated that at this time of the year when the House of Representatives is practically marking time, waiting for the Senate to complete its work, that there are over two hundred members of the House absent from the city, and should these gentlemen follow the action of Representative Witherspoon, it would save the government over \$4,000 daily.

DID LIND LAND \$25,000

A few of the Republicans in the House of Representatives in an effort to make some political hay, have been endeavoring to inquire into the details of the mission of John Lind, who was the President's personal representative to Mexico, and they also want to know about his pay. The excuse for the inquisitiveness is furnished by the fact that this is the time for making the annual appropriations for expenditures under the Secretary of State. However, there is no information following from Bryan or the White House. It is a fact that Lind received \$25,000, then the Republicans who made this claim will not have the satisfaction of being able to verify it before the fall elections.

SPRINKLE BORAX ON THEIR TAILS

The United States Department of Agriculture has issued a bulletin stating that as the result of experiments it has been found that a small amount of ordinary borax sprinkled daily on fertilizers, garbage etc. will prevent the breeding of the typhoid or house fly. The "swat the fly" campaign has been carried on in Washington for several years, and the result is that there has been a great diminishing in the quantities of flies. The Department says that the most important thing that can be done is to prevent breeding.

THE "HOOSIERS" KICK

Even the Civil Service Commission with its supposed leaning toward the Democratic party, fails to please Senator Kern and Representative Cullop of Indiana, who have instigated an investigation that is being carried on under the direction of the President to ascertain whether the claims of the "hoosiers" to the effect that the interests of Republicans are being favored in government service is true. All the racket has been stirred up because a small postmastership at Merom, Indiana was filled by the naming of a Republican over the heads of Kern and Cullop.

COUNTING THE BIRDIES

The Capital City is quite proud of the fact that the bird census which has been undertaken by the United States government has shown that a portion of Washington—the Chevy Chase district, is the most thickly populated district for birds in the United States. The average was found to be about seven birds per acre. It may be surprising to learn that timber land supports a much smaller bird population than an equal area of farm land. In the bulletin issued by the bird counters of the government no special reference is made to the golf course of Chevy Chase, although everyone knows that this place is famous for its country clubs, and as the spot where ex President Taft used to take his daily exercise in order that he might keep from weighing half a ton.

KEEP THE ROADS DRAINED

"No permanent road has ever been constructed or ever will be," according to road specialists of the United States Department of Agriculture, who amplify the statement with an appeal for keeping the roads in good repair. The federal officials claim that "the general im-

pression that there are certain types of roads that are permanent is erroneous." It is pointed out that the only things about the roads that may be considered permanent are grading, culverts and bridges, therefore the Washington authorities assert that "the first and last commandment toward road maintenance is to keep the surface well drained."

WHEN WILL CONGRESS ADJOURN

There is serious talk to the effect that the Senate may continue its work almost up to the day of election, and a few people even predict that Congress will be in session until December. With the anti-trust legislation still in the foreground, the fight unsettled as to just who will be the members of the Federal Reserve Board, and the Columbia and Nicaragua treaties promising a splendid row, there is but one conclusion. Either the Administration plan must be cut and these matters passed over to the regular session in December, or the law-makers will be wrangling until late in the fall.

"JOY RIDING" IN GOVERNMENT BOATS

Representative Good of Iowa has been making considerable fuss because Secretary McAdoo took his bride for a little boatripe on one of the revenue cutters. McAdoo is the Administration's head of the revenue service, and it has been the custom of former secretaries to avail themselves of the privilege which he and his bride enjoyed. Good called it "joy riding" at the government expense and the way he went "after" the President's son-in-law made some good copy for the red type papers.

BULL FIGHTING AND BASE BALL

General Funston put a stop to the bull fighting at Vera Cruz and declared that "it does not give the bull a fair chance." Captain Leonard, U. S. N., who has just returned from Vera Cruz, says that on the corner lots the boys are now playing the game of base ball, and there is a feverish anxiety for that game among the Mexicans. Who knows but what the great American game will yet become a national sport and civilizer in Mexico.

THE PEOPLE WHO WORK

Over thirty-three per cent of all the people in the United States who work for a living are engaged in agriculture, forestry and animal husbandry, and considerably more than one-fourth, or 27.9 per cent, are engaged in manufacturing and mechanical industries. It has been determined that 53.3 per cent of the population of the country ten years of age and over are bread winners.

RUMPUSS OVER SECRECY

The rumpus in the Foreign Relations Committee of the Senate continues, and Senator Borah and William Alden Smith are insisting that the Columbia and Nicaragua treaties should be discussed in the open Senate, instead of behind closed doors. Although those treaties contain certain features that are of intense interest to the American people, yet Senator Stone and a few others, are insisting on maintaining the old government policy of secrecy in considering treaties.

THE PRESIDENT'S HEALTH

Considerable speculation surrounds the health of the President, since it has been reported time and time again that he has been obliged to rest from his labors on account of sickness. As a matter of fact, the President is a very well man, but like most men who have spent their lives in studious pursuits, he is subject to frequent slight indispositions which have never been serious.

Limiting Powers of Trust

"The problem for the future is the regulation, not the destruction of the trust," says Dr. Hector Macpherson, of the Oregon Agricultural College. "The question of the statesman who is intelligently solicitous for the welfare of our democracy is not 'Shall large combinations exist?' but rather, 'In what form and under what limitations shall they exist?' We want to get

"Let Us Talk it Over" "So the People May Know"

In his talk here, Capt. Davenny, representative of the Rivers and Harbors Congress, threw a nice bouquet at the government engineers and claimed for them the credit of recommending improvement in the case of harbors which have little existing commerce but have great possibilities. Editor G. A. Bennet, of the Coos Bay News, while speaking highly of the Captain's address at Marshfield, does not agree with him on this point. He says:

We humbly beg to take issue with Capt. Davenny on that statement, at least so far as our limited knowledge extends, which is confined to the Oregon coast. Numerous instances, we are sorry to say, can be cited to prove that certain of the U. S. Engineers acted directly contrary when submitting reports concerning proposed projects for the improvement of Rogue River, Port Orford, Coos Bay, Umpqua, Siuslaw, Alsea, Yaquina, and other river harbors on the Oregon coast. At various times these rivers and harbors have petitioned the government for aid in their development, in the matter of bar improvement, and at various times they have been turned down by members of the Engineer corps, who evidently did not take into consideration the vast and varied resources lying undeveloped tributary to them, but refused to recommend recognition, stating, simply that the present commerce of these ports would not justify the proposed expenditure. Facilities create commerce, all right enough; but when these ports asked for aid in their development, the engineers practically said: "Get your commerce first, and we will aid with the facilities afterwards."

The editor of the News has kept closer tab on the attitude of the engineers toward the improvement of the Coos Bay harbor since its inception than any other living man, and he knows what he is talking about. As a matter of fact, generalities do not cover the case. Government engineers are not all alike, and there is as much difference in the

shapes of their respective heads as is the case with common human beings. It will be remembered that as long ago as the late seventies the engineers recommended a project for the improvement of the Coos Bay bar and the deepening of the channel to a depth of 18 feet. They estimated the cost of the project at something over \$2,000,000. The work was started and before one-third of the estimated cost had been expended more than 18 feet of water was obtained. Work was then stopped, as the desired depth had been secured. The bar remained good, and the commerce of the port increased several fold. Then a greater depth was needed and the people of Coos Bay tried to get a new project adopted. After thorough surveying, examination, investigation and cogitation, the engineers then on deck announced that it was their august opinion it would cost quite a lot of money to give the Coos Bay people what they asked (although not so much as the engineers had recommended 25 years before) and "the commerce of the port would not justify the outlay."

So Colonel Roessler recommended that a bar dredge be tried as an experiment; that wouldn't cost so much. So the improvement of the best harbor on the Oregon coast has been held back because the engineer in charge of this district happened to be a pinhead and under Portland influence. And further than that, the "spirit of the service" has obliged other engineers who knew better to endorse Colonel Roessler's fool idea and back up the dredge project, when they knew that jetties are absolutely necessary to any material improvement of the bar. This is not a muck-raking of the engineer department; it is a cold statement of facts. So Captain Davenny's glowing eulogy of the engineers is not always applicable.

High hunts the eagle—higher hunt we—Bald Head and Bright Eye, what do ye see? I see the dun doe race with the pack! I see the lost child seeking the shack! Ye see truly—but what see I? I see the weak fawn nestle to die! Higher than the eagle flies—float and wheel—turn brothers after me—stoop to the meal.

We spied a hunter, stretched on the sward, he rose not, he stirred not, he spoke no word. Nearer and nearer stooped from the sky—Bald Head and Sharp Claw, bold Bright Eye—three black shadows wheeled we there, till the spotted lizard whisked to his lair. Perched upon a dry limb held we debate—then we thanked the wood gods—thanked them—and ate!

We see the morning e'er it lights the burn—the dark wing, the stark wing, the wheel and turn! Brother to the Eastward, look ye well—thither went the stray calf that lost the bell! Brother to the Westward—wheel and swing—there hunts the cougar hard by the spring! Fate on the upper air—circle and wait—all things come to us soon or late!

Value of Silage Feed And Other Succulence

Oregon Agricultural College, Corvallis, Ore., July—Says Professor R. R. Graves, head of the O. A. C. Dairy department:

"The total digestible nutrients in one ton of corn silage is 326 pounds. In a ton of red clover silage the total is 224 pounds, but the nutritive ratio is 1 to 6.9, while in corn it is 1 to 11. The digestible nutrients in a ton of sugar beets is 224 pounds with a ratio of 1 to 8.5. In rutabagas the total is 186 pounds to the ton, with a ratio the same as sugar beets. The digestible nutrients in a ton of kale are but 139 pounds, while the ratio is very narrow—1 to 2.8. It is also true that the nutrients of apple pomace silage are pretty high, about 216 pounds to the ton. Their nutritive ratio is the widest of any of the common winter succulents, being 1 to 15.3.

"The corn and clover silage contain the greatest percentage of dry matter, while kale and some of the roots contain 90 per cent water. One ton of corn silage contains as much digestible nutrients as a ton and a half of sugar beets, 1.8 tons of rutabagas or carrots, and 2.3 tons of kale."

rid of the evils of the trust and preserve the economies of consolidation. One way to accomplish this is for the state, by virtue of its police power, to compel publicity, regulate prices, and control the treatment of workmen. Another method is for the masses to take over the control of industry and commerce, and distribute the profits among the many, which have heretofore been distributed among the few. We have many illustrations of the latter method in European history, and a few cases in America that are right to the point, one of the best of which is the successful struggle of the graingrowers of the Middle West with the elevator trust."

Trespass notices printed on cloth and worded in keeping with law, for sale at the Herald office.

the narrow escape Mr. Baker's family had. There wagon was not far from the one which went over the brink, and had the wagon not crumpled it would have crashed into the Baker rig and all would have gone over the bank and the people been killed. The wagon belonging to Baker was less than 15 feet from where the other one jumped the road.

Chant of the Buzzards

(Ben H. Lampman, Gold Hill News)

We see the morning e'er it lights the burn—the dark wing, the stark wing, the wheel and turn—we see the morning e'er it fires the hill, we see the cougar crouch to his kill; we see the salmon flash in the foam, we see the lost shoot straying from home! Swinging on the upper air, specks against the sky—Bald Head and Sharp Claw, bold Bright Eye!

Fate on the upper air—circle and wait—all things come to us soon or late; all things mark we, wheeling high—we see the toru buck lie down to die. Brother to the Westward!—Mark! O mark!—Under the tangle what lies dark? Specks against the red dawn wheel and turn—death smote the she-bear here on the burl!

We spied a hunter, stretched on the sward, he rose not, he stirred not, he spoke no word. Nearer and nearer stooped from the sky—Bald Head and Sharp Claw, bold Bright Eye—three black shadows wheeled we there, till the spotted lizard whisked to his lair. Perched upon a dry limb held we debate—then we thanked the wood gods—thanked them—and ate!

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Dislodging the Dandelion

Dandelions that escaped spudding out last spring when the lawn was cleaned up may be set back and killed by one or more applications of a good herbicide, following the recommendations of the Botany and Plant Pathology department, Oregon Agricultural College. Kerose, applied to the crown or center roots, is one of the treatments recommended. A small tablespoonful of salt applied in the morning of a hot day when the soil is dry is said to kill dandelions, although this may have to be repeated one or more times. Sulphate of ammonia is another detrimental substance. Sulphate of iron is the most generally endorsed chemical plant killer, and may be applied as a dry salt to the center of the rosette. It is most often made up into a spray by dissolving about two pounds of the sulphate in one gallon of water. This kills young plants and injures the older ones, which are killed only by repeated applications. It should not be applied for several days either before or after the lawn is mowed, since it may kill very young leaves of the lawn plants. It discolors the lawn, walks, clothing, etc., but does the lawn no permanent injury, according to the manufacturers of iron sulphate.

Conceded Fitness

"This 'Gates Ajar' design is a handsome one," said the tobacconist man. "It is just what I want," said the widow. "He never shut a door in all our married life without being told."—Indianapolis Journal.

Labor Commissioner Hoff decided that the bridge crew on the Grants Pass railroad could not be employed over eight hours. The men got \$3.20 a day and overtime, but were stopped by Hoff claiming it was public work and that an emergency existed. The time was cut to eight hours.

Wagon Goes Over Grade At Sugar Loaf Mountain

A Bridge correspondent of the Evening Record gives the following account of the accident whereby Murphy & Hill lost a wagon load of freight over the Sugar Loaf grade: On Sugar Loaf mountain, there is a steep grade where the road skirts the precipice which hangs over the river 150 feet below, almost perpendicularly, and in the middle of the road are smooth boulders, where horses, in the event of falling down, cannot get a footing very well, and a load cannot be started again if it stops. The Murphy freighting outfit came to this spot last Saturday with 3000 pounds of merchandise enroute to Bridge, and R. Endicott was driving. Everything had gone fine until the smooth boulders were reached, when one horse lost its footing. Mr. Endicott set his brake and tried to get the horse up, fearing the animal would not be able to arise without struggling over the precipice. However, he succeeded in getting the horse up. It is impossible to start a load with two horses on the spot, and it was up to Mr. Endicott to back his load down the pitch or wait until somebody came along and helped him out with a pull. Shortly W. S. Baker who was going south with his family of six and a wagon, came along and essayed to help Mr. Endicott out of his trouble. Leaving his wagon and the family at the bottom of the hill, he managed to get his team past the Hill and Murphy wagon and was about to hitch on for the pull when the brake on the Hill & Murphy wagon let loose and the wagon started backward down the hill, gaining fast and it was beyond control as soon as it started. Luckily, the team had been detached. When the wagon had gone about 20 feet, it crumpled, and then the outfit went over the bank to the rocks in the river-bed. The wagon and groceries were a mass of scrap and of little value. The wonder of it all is considered

STATE INDUSTRIAL REVIEW

Compiled by State Bureau of Industries and Statistics

Free factory sites are being offered on Coos Bay.

Sherwood gets a new bank and hotel building.

Granite Hill mine in Josephine county is to be opened.

Union Oil Co. builds a \$10,000 storage plant at Eugene.

Bids are being taken for a \$110,000 high school at Eugene.

The Hudson Gold Dredging Co. will construct another dredge for Sumpter gold placer mines.

Nehalem has voted bonds to purchase the present water plant.

A \$10,000 creamery will be erected at Alvalore on Fern Ridge.

A San Francisco firm will erect a brick block on 6th st. Portland.

Fruit packing commenced August 1st in the Rogue River district.

Grants Pass box factory is to be reopened after lying idle for years.

A motor road will be built from Mapleton to the beach at Florence.

A streetcar line is to be built from Baker into the Eagle valley.

Clatsop county has 700 men employed on the Columbia Highway.

A Federal Court and Postoffice building will be erected at Medford.

Eugene Fruitgrowers Association will manufacture Loganberry juice.

Congress gave \$150,000 for fish hatching stations on Oregon waters.

Grants Pass has paid out on the Crescent City railroad to date \$83,318.

The Vesuvius mines in the Bohemia district are getting out much ore.

The old Long Placer mine near Cottage Grove is to be worked for gold.

Booth-Kelly Co. is erecting a large fire-proof drykilo at Springfield.

The 100,000 gallon reservoir of the Bend Water Co. is nearly completed.

The Clackamas Gas Co. passes up Milwaukee and will supply Oswego.

The S. P. Cc. bridge payrolls on Willamette Pacific will be \$35,000 per month.

Hood River has voted \$75,000 road bonds and dedicated an open-air theatre.

The Fremont hotel recently destroyed by fire at Salem will be rebuilt of brick to cost \$20,000.

Representatives of the Oregon-California Electric of Medford have been at Riddles to install service.

Eugene Iron Works has taken a contract to manufacture 500 of the Harden Sanitary Drinking Fountains.

The Greenback mine in Douglas county has been sold to a Mexican syndicate and will be operated on a large scale.

A schooner arrived at Marshfield loaded with skins, tusks and oil of sea lions, a new industry on the Oregon coast.

A test case has been brought in Marion county on twelve grounds to test the constitutionality of the Blue Sky Law.

The bridge across the river at Salem has been condemned and the two counties and the city will erect a \$200,000 structure.

W. R. Scott, general manager of 6500 miles of the S. P. system on the Pacific coast, says railroad earnings will soon be on the upgrade.

The Coast Bridge Co. of Portland got the bridge at Yamhill for one dollar less than the Portland Bridge Co., its closest competitor, \$4,499.

A. B. Hammond of San Francisco says that ships costing \$1000 a day to operate will soon be sailing from Astoria and a railroad will be built down the coast.

Portland meat inspection ordinance has been taken into the courts on the ground that it discriminates against all small packers in favor of the meat trust.

The Interurban Telephone Co. asks to be allowed to raise rates 25 cents per month on account of increased expense caused by minimum wage and eight hour law for women.