

THE COQUILLE HERALD

VOL. 33, NO. 34

COQUILLE, COOS COUNTY, OREGON, TUESDAY, MAY 11, 1915.

PER YEAR \$1.50

CITY DIRECTORY

Fraternal and Benevolent Order

A. F. & A. M.—Regular meeting of A. F. & A. M. at Masonic Hall, every Saturday night in each month on or before the full moon. L. A. LILLIEQUIST, 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. EMMA LILLIEQUIST, 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. H. B. MOORE, 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. ELDA ANDERSON, N. G. ANNE LAWRENCE, Sec.

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

K. NIGHTS OF PYTHIAS—Lycourus 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 LINDGAR, K. of R.

RED MEN—Coquille Tribe No. 46, I. 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 Beulah Camp No. 10,550 in M. W. A. Hall, Front street, first and third Saturdays in each month. C. D. HUDSON, Consul. L. H. IYVINE, Clerk.

R. N. A.—Regular meeting of Laurel amp No. 2972 at M. W. A. Hall, Front street, second and fourth Tuesdays in each month. MARY KERN, Oracle. LAURA BRANDON, Sec.

W. O. W.—Myrtle amp No. 197, meets every Wednesday at 7:30 p. m. at W. O. W. Hall. LEE CURRIE, C. C. JOHN LESEVE, Sec.

EVENINGTIME CIRCLE No. 214, meets second and fourth Monday nights in W. O. W. Hall. ANNE BUCKHOLDER, G. N. MARY A. PIERCE, Clerk.

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

F. R. A. T. A. I. D. 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
WOMAN'S Study Club—Meets 2:30 p. m. at city library every second and fourth Monday. HARRIET A. LONGSTON, Pres. FRANCES E. EPPERSON, Sec.

COQUILLE EDUCATIONAL LEAGUE—Meets monthly at the High School Building during the school year for the purpose of discussing educational topics. BEIDIE SKEELS, Pres. EDNA HAWLOCKER, Sec.

K. O. K. CLUB—A business men's social organization. Hall in Laird's building, Second street. L. J. CARY, Pres. W. C. ENDICOTT, Sec.

COMMERCIAL CLUB—Leo J. CARY President; L. H. HAZARD, Secretary.

Transportation Facilities
RAILS—Leave, south bound 8:10 a. m. and 2:40 p. m. North bound 9:20 a. m. and 4:25 p. m.

BOATS—Six boats plying on the Coquille river afford ample accommodation for carrying freight and passengers to Rand and way points. Boats 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 Roseburg via Myrtle Point, carrying the United States mail and passengers.

POSTOFFICE—A. F. Linegar, postmaster. The mails close as follows: Myrtle Point 7:40 a. m. 5:20, 2:35 p. m. Marshfield 9:00 a. m. and 4:15 p. m. Rand, way points, 8:45 a. m. Norway and Arago 12:55 p. m. Eastern mail 5:20 p. m. Eastern mail arrives 7:30 a. m.

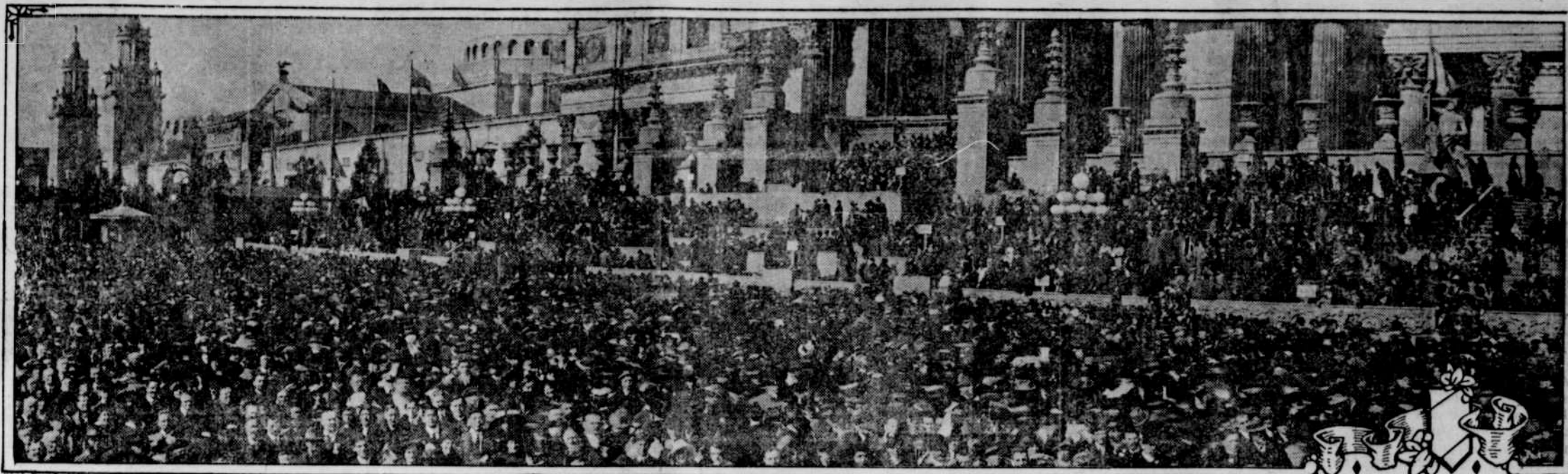
City and County Officers
Mayor—A. T. Morrison
Recorder—J. S. Lawrence
Treasurer—R. H. Mast
Engineer—P. M. Hall-Lewis
Marshal—A. P. Miller
Night Marshal—Oscar Wickham
Water Superintendent—S. V. EPPERSON
Fire Chief—W. C. Chase
Councilmen—Jesse Byers, C. T. Skeels, C. I. King, Ned C. Kelley, W. H. Lyon, O. C. Sanford. Regular meetings first and third Mondays each month.

Justice of the Peace—J. J. Stanley
Constable—Ned C. Kelley
County Judge—James Watson
Commissioners—W. T. Dement, Geo. J. Armstrong
Clerk—Robt. Watson
Sheriff—Alfred Johnson, Jr.
Treasurer—T. M. Dimmick
Assessor—T. J. Thrift
School Supt.—Raymond E. Baker
Surveyor—C. F. McCulloch
Coroner—F. E. Wilson
Health Officer—Dr. Walter Culin

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

Millions Visit World's Great Panama-Pacific International Exposition at San Francisco

ALL RECORDS FOR ATTENDANCE BROKEN BY MARVEL EXPOSITION CITY AT THE GOLDEN GATE.



VAST CROWD GATHERED BEFORE THE HUGE TOWER OF JEWELS. ARE YOU GOING TO VISIT THE HUGE EXPOSITION?

THIS remarkable panoramic photograph shows part of the vast crowd that gathered on the opening day of the Exposition, Saturday, Feb. 20. The crowd was not only the greatest ever brought together in the west, but in vastness it broke all previous exposition attend-

ance records. The grounds were thronged with visitors from every part of the globe, and the big attendance still continues. The opening day crowd was remarkably peaceful, and no arrests were made by the Exposition guards or military during the day, and but one child was lost, and it was returned to its mother within fifteen

minutes. There were no accidents. The photograph above shows, on the left, the Italian towers guarding the entrance to the Court of Palms, next the Palace of Varied Industries and in the center and on the right the huge grand stand built before the Tower of Jewels. Here Secretary of the Interior Franklin K. Lane, acting in behalf of

President Wilson; President Charles C. Moore of the Panama-Pacific International Exposition, Dr. Frederick J. V. Skiff, director in chief, accompanied by the thirty Exposition directors, welcomed the vast throng that assembled in Van Ness avenue and its lateral streets and, headed by Mayor James R. Rolph, Jr., walked on foot through the

streets of the city and into the Exposition grounds through the Scott street entrance to the grand stand. At the time this photograph was taken Lincoln Beachey, aviator, had just appeared above the horizon in his flying machine, and the throng was awaiting Mr. Beachey's approach to circle the huge Tower of Jewels.

Since the opening day the Exposition has been crowded with visitors from all parts of the world. Low railroad rates, the sunny skies of California and the opportunity to see the wonderful displays of the forty-two nations that are participating in the Exposition are drawing thousands to the Exposition city at the Golden Gate.

AS THE REPUBLICANS SEE IT

Usual Blunders of Democratic Administration

One of the classic blunders of the present administration is now before the Court of Customs Appeals, and a decision is looked for at an early date.

The Court is expected to interpret the meaning of the provision in the Underwood tariff bill proposing to give a five per cent discount in customs duties on merchandise imported in American vessels. Thus far that clause has failed in its purpose, just as the tariff measure of which it is a part failed to provide adequate revenue. Enacted October 13, 1913, it failed on its first test, and that test applied, too, by the then Attorney General less than thirty days after the bill was signed.

No sooner had the tariff bill been presented to the Secretary of the Treasury for administration than a doubt arose in his mind as to the validity of the five per cent discount provision. He appealed for advice to Attorney General McReynolds, who is now on the Supreme Court bench. The provision was pronounced inoperative.

"The five per cent discount to American vessels cannot be given," is the language of the Attorney General quoted by the Secretary, "without impairing stipulations of existing treaties between the United States and various other powers, and consequently the subsection is inoperative."

Acting on this opinion the Secretary of the Treasury issued an order to customs collectors to make no allowance of discount on duties under this provision.

Importers who had relied on the law appealed to the Board of General Appraisers. Their ruling resulted in further confusion and neither side was satisfied, the case was taken to the Court of Customs Appeals, more than a year after the law had passed.

The Democratic Committee report on the five per cent provision defined it as "a discrimination in favor of American shippers, designed to build up our merchant marine and keep at home millions of dollars now being paid to foreign vessels to carry our products to foreign markets."

Yet, although they fully realized the tremendous importance of this measure which they said involved millions of dollars, they lacked the foresight to consult their own Attorney General as to the possibilities of enacting it into a law. They had a vague idea of what they wanted, adopted a vague method of trying to secure it, and by careless guess work threw the whole matter

into the courts.

Furthermore, even if the principle of discrimination had not been questioned by the Attorney General the provision was so clumsily drafted that three different interpretations have been placed upon it. Counsel for the importers claimed one interpretation, government attorneys claimed another, and the Board of General Appraisers furnished a third different from all.

During the debate in Congress on this provision, Republican members repeatedly warned the Democrats that, quite apart from its policy, its phraseology was meaningless and should be corrected to become effective.

It was so much breath wasted. The majority stubbornly refused to accept either caution, suggestion or amendment. The result has been that this very important clause has thus far proven mere useless verbiage, except to cause litigation and expense to all concerned. About the only purpose it has served is to emphasize the fact that the inefficient methods of Democratic legislation have made it impossible for them to put even their own ideas into effect.

Julius Kruttschnitt Writes Frank R. Walsh

President William Sproule of the Southern Pacific Company recently made public the contents of a letter written to Hon. Frank P. Walsh, Chairman of the U. S. Commission on Industrial Relations, by Julius Kruttschnitt, chairman of the executive committee, in which Mr. Kruttschnitt explains and amplifies his answer to the question as to what could be done to settle labor disputes and maintain industrial peace in the future.

In this letter, written under the date of April 14, Mr. Kruttschnitt suggests that the usefulness of the Newlands Act—providing mediation, arbitration and conciliation in controversies between certain employers and employees—could be greatly increased if it were made to apply to all railway employees engaged in the interstate business of the employer, instead of employees engaged in train service or train operation only; and, furthermore, that the Board of Mediation and Conciliation should be co-ordinated with or subordinated to the Interstate Commerce Commission so that the same authority responsible for increasing expenses of the carriers should at the same time incur a corresponding responsibility for providing revenue to meet the expenditures. He cites the Canadian Industrial Disputes Investigation Act, which has worked well because it makes an appeal to a mediation board compulsory and enjoins strikes

(Continued on Page 2)

THINGS SEEN AT POWERS

Railroad Trip to the New Metropolis of Southern Coos an Interesting One for the Sight-Seeer

If "See America First" is a good motto for Americans who contemplate visiting Europe, then "See Powers First" ought to be a good one for Coos county people who want some place to go. A trip over the line from Myrtle Point to Powers, built by the Smith-Powers people ostensibly for a logging road, is most interesting to one who has never visited that part of the county.

Leaving Myrtle Point, the line runs through the broad and fertile valleys of the Coquille, than which no prettier dairy country lies out of door. Perhaps from the strictly artistic standpoint this may not be true, for there are no picturesque vine-covered cottages, nor are there any rambling stone fences encumbering the ground, furnishing a breeding place for romance and rats. But the valley is wide and level, the land, except where newly plowed, is green with the freshly growing grass, the river and small streams leading into it are fringed with a growth of bushes verdant with the spring foliage, and the hills on either side are also clothed with the tints of spring. Later in the season, perhaps, it will be a case of "russet brown are the verdant hills," but now they are good to the eye.

A view here impressed one anew with the fact that this beautiful valley is destined to some day support a population many times larger than the present. Perhaps half of the tillable valley land between Myrtle Point and Warner is cleared; the rest is in the wild state. Of that which is cleared even the layman can see that none is being worked to its capacity. The farms are large and the homes are far apart. With intensified farming twice as many families could make a good living on the land which is now in a sense under cultivation, and without going in for intensification very strenuously, either.

There is one matter on which the people of this part of the valley ought to be most highly complimented, and that is on the appearances of their roads. As observed from the train, the road skirting the eastern edge of the valley is laid out with real engineering skill, winding along on a nearly level grade, well graded, well drained and coated with a thickness of gravel that makes it a real winter road. Even after a week or ten days of rainy weather which put all the dirt roads of the county into a bad condition, this road looked dry and smooth wherever seen, and it is evident that the road money of

those districts has not been "wasted" and that the people are getting the benefit of proper road construction. It is said that the gravel used there is hard and that after lying on the road a year it cements together and makes a solid road bed. In this it seems that the people of the south fork have the advantage of any other part of the county.

Above Warner the valley bottom land comes to an end and the river runs through a canyon. The railroad climbs to a higher level and is graded along the shoulder of the hills. One considerable area of level land is passed, and this is a bench high above the river, where the soil looks rich and fertile. The hills present a far different appearance from those nearer the coast. They are more precipitous and rocky, the timber is scrubby and scattering, and there are large areas of bald hills. Even after the region where logging had been done is reached the timber looks very scattering, and an old Coos Bay logger would not have given a second thought to all the timber in sight. It is evident that the substitution of the donkey for the ox, and the rail for the skid road has revolutionized the lumbering business since the days when only heavy timber within a mile of water was considered available.

The heavy steel with which the road is being relaid has not yet reached Powers, and the big engine does not yet go to that point, smaller engines bring lighter trains to a point several miles this side, where the long trains are made up for the trip to the mills at Marshfield.

At Powers, the valley, or rather the table land, opens out and a broad and level area is spread on both sides of the river. On the west side and on what was the Wagner ranch will be the center of the industrial activities of the Smith Powers Logging Co., and it is said that enough timber is available from this point to last for 50 years. Here the company will put in five side tracks half a mile in length, and their shops etc. will be located here. The business development of the new place has been mainly confined to this side of the river, pending the opening of the town site on the eastern side. Several business houses have opened up, including W. A. Darling's shop where he carries several lines besides his meat business. The "residence section" is hard to find, consisting, so far as visible, mainly of some small shacks, tents and half-tents here and there, the logging camps of

the vicinity not being in sight.

On the eastern side is the town-site of Powers, recently opened by the Smith-Powers Co. Here a depot has been built and a dozen or so of small cabins strung along the track for workmen. Aside from these there are no residences in sight. This is speaking from the condition on Sunday May 2nd, and at that time the Lockhart Parsons Drug Co. were occupying their building, still unpainted; a large two-story building not yet completed bore the sign of "Gagnon's Restaurant" and was evidently prepared to feed the excursionists who had invaded the place; and two other business buildings had been started. Several more were in contemplation, and it is evident that the town of Powers is in for rapid growth.

Perhaps the most impressive feature about the new town is the utter absence of any disposition on the part of the Smith-Powers people to "hog things." While they are in a position to open company stores and commissaries and oblige their employees to trade with them, they are leaving all commercial lines open to any one who wishes to engage in them, selling the lots and leaving everything open and free for all. This will result in the building of a real town at Powers, and those who want to be able to say that they were "at Powers when the town started" will have to hurry up. In any case the trip to the new town site is an interesting one and well worth taking.

A Coming Treat

The general impression is that the coming of Sofie Hammer, who is scheduled to appear here in song recital on May 12th under the auspices of the Library Association means a real treat for the lovers of vocal music. The press notices from Seattle and other coast points where she has appeared, one of which appeared on the first page of last issue, indicate that her singing is calculated to please not only the cultivated musician but the popular taste as well. All agree that her personality is charming, as can well be believed after seeing her portrait, and she seems to have taken her hearers by storm wherever she has appeared. A large sale of tickets is reported from Marshfield, even this far in advance of her coming, and the Herald predicts that the Coquille people who do not get their seats in advance run the chance of finding "standing room only" left for their accommodation.

McMinnville telephone company asks Public Utility Commission to raise rates and fix tolls. The system is swamped with free service on mutual exchanges.

STATE INDUSTRIAL REVIEW

Compiled by State Bureau of Industries and Statistics

North Plains will erect a \$4500 school house.

St. Johns drydock is to be equipped with wings.

Florence will vote on \$10,000 on street bond issue.

Cottage Grove creamery paid out \$15,000 last year.

Albers Bros., Portland, will add two stories to dock.

Oregon City—large addition will be built to high school.

Pendleton will issue \$40,000 more bonds on its water system.

Itney traffic Eugene to Springfield killed by license ordinance.

Oregon City—Work rebuilding locks and canal to begin at once.

Eugene merchants all sign up to handle product of local broom factory.

Oregon City finally adopts bituminous type of paving for Front Street.

May 10, Moon-Williams sawmill, Grants Pass, starts cutting 35,000 per day.

Portland Gas and Coke Co. will expend \$100,000 on East side improvements.

Willamette Valley Southern to be extended from Mt. Angel to Salem this summer.

Klamath Manufacturing Co. gets 12,000,000 feet lumber and box shoo order.

Interstate Commerce Commission authorizes S. P. Co. to operate Pacific Mail steamers.

Garden Home fight for a 5-cent fare to Portland still going on. Fare now 30c except to commuters.

Riverside and Juntura are rapidly growing towns on the extension of the O. W. R. & N. into Harney county.

Portland Railway Light & Power Co. will sell \$1,250,000 preferred stock to make some necessary improvements.

Owing to unlicensed jitney competition Salem street car service must be reduced or one-man car service put on.

Dorenbecher Manufacturing Co., Portland, adds \$50,000 building. This firm estimates production for 1915 at \$1,000,000.

Baker—Initiative petitions for \$50,000 bond issue to extend electric lighting plant found defective and no election will be held.

Willamette locks and canal at Oregon City transferred to U. S. Government April 26 and check for \$375,000 paid over to President Griffith of Portland Railway, Light & Power Co.