

THE COQUILLE HERALD

VOL. 34, NO. 6

COQUILLE, COOS COUNTY, OREGON, TUESDAY, OCTOBER 26, 1915.

PER YEAR \$1.50

CITY DIRECTORY

Fraternal and Benevolent Order

A. F. & A. M.—Regular meeting of A. Chadwick Lodge No. 68 A. F. & A. M. at Masonic Hall, every Saturday night in each month on or before the full moon.
L. A. LILLQUIST, 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 LILLQUIST, 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 BEBEKAH 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 the first and third Thursday nights in Odd Fellows Hall.
J. S. BARTON, C. T.
J. S. LAWRENCE, Sec.

KNIGHTS OF PYTHIAS—Lycourgs 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 LINSEAR, K. of R.

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

M. W. A.—Regular meetings of Beaver Camp No. 10, 550 in M. W. A. Hall, Front street, first and third Saturdays in each month.
H. B. TOZIER, Consul.
E. C. TRUE, 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 KEES, Oracle.
LAURA BRANDON, 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 LESKEY, Sec.

EVENING TIDE CIRCLE No. 214, meets second and fourth Monday nights in W. O. W. Hall.
ANNIE BURKHOLDER, 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. EYLAND, Pres.
MRS. LOEA 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.
BESSIE SKEEL, Pres.
EDNA HARKLOCKER, Sec.

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

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

Transportation Facilities

TRAINS—Leave, south bound 8:10 a. m. and 2:40 p. m. North bound 9:20 a. m. and 4:20 p. m.

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

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

POSTOFFICE—A. F. Linsear, postmaster. The mails close as follows: Myrtle Point 7:40 a. m., 5:20, 2:30 p. m. Marshfield 9:06 a. m. and 4:15 p. m. Bandon, 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. Kime, Ned C. Kelley, W. H. Lyons, O. C. Sanford. Regular meetings first and third Mondays each month.

Justice of the Peace—J. J. Stanley
Constable—H. W. Dunham
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. McCallister
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)

PRESIDENT IS TO MARRY.

Woodrow Wilson as a lover, has achieved a splendid success in capturing one of the handsomest and most lovable widows in the National capital. Dame Rumor toyed with the story for a time, but even the newspaper men assembled for a special event at the Press club, gasped with astonishment when the bulletin was posted. The bride-elect is a prominent social leader, owns the great Galt jewelry store that all visitors to Washington have admired, and as "the first lady of the land" has the natural charm to attain eminent popularity like that achieved by Mrs. Roosevelt and Mrs. Cleveland. After the first spasms of surprise Washington decided that "if the President wanted to marry again that it is his own business," and that after all it will be a fine thing for the country and the capital, and consequently, since

anticipated, and there is sure to follow a crash that will carry down many who are now boasting of the great riches they have acquired. If only the speculators were concerned the condition might not be regarded as serious, but there is a fear of general collapse in the market that may seriously affect stable investment values.

STRAW VOTES.

A statement of the National Progressive Union based on the poll of 1200 veterans who attended the recent encampment at Washington, shows that 1029 of the veterans are Republicans and 171 are Democrats. In 1912, 521 of them voted for Taft, 419 for Roosevelt and 260 for Wilson.

"LET THE BUYER BEWARE."

When some of the large merchants of the country adopted the "one price system," it was hailed as a victory for the buyer, who for ages had been accustomed to being trimmed in prices and goods in all sorts of stores. Congressman Kelly of Pennsylvania, declares that the cut price system as operated by many merchants "is a return to the old days when the purchaser was

VISITED COLUMBIA RIVER HIGHWAY

Coos County Editor Tells of Fine Hard Surface Road Now Approaching Completion

We give below some extracts from an account written by Editor McDaniel, of the North Bend Harbor, of his recent trip over the Columbia River Highway, in company with Judge Watson and others, which should be of interest to Coos county people at this time:

The party was composed of Judge James Watson, County Commissioner A. Armstrong, Tom Neilson of Bandon, W. A. Reid and Charles Hall, of Marshfield, A. G. Raab and Edgar McDaniel of North Bend. Others from other places in Oregon were also present and were the guests of the Warren Construction Co., with W. S. Arnold in charge.

The contract which the Warren Construction Co. has and which is now practically completed, is the longest road contract ever awarded to a single company in the United States. There are 45 miles of pavement being regulated by the cost of material, which on the face of conditions at this time, would indicate a higher cost.

This writer has driven over thousands of miles of beautiful roads, some of which were the best money and engineering skill could make, but never before have we enjoyed the privilege extended us last week. The road not only unfolds to the traveler one continuous panorama of scenes, surpassing sights of foreign countries, but is a grade easily ascended and of delightful curvatures. In all cases, every precaution has been taken to keep the road within the required grade and curvature to afford absolute safety to both the motorist and the pedestrian and at the same time give to the motorist a highway second to none in Oregon.

The road is constructed with a view of permanency in every sense the word implies. There are portions of the road which will, it is believed, be subjected to floods during high water, though every effort has been made to locate the highway on lands where danger from this source may not be anticipated. Every precaution has been taken to protect the grade, heavy riprap construction as well as stone masonry being thrown up on the side which is expected to be lashed by overflowing rivers during freshets. In laying the grade, the contractor makes a special effort to build a pavement which will stand under any or all conditions subjected.

Many perplexing and unforeseen problems are met by the contractor, which have put the men in charge to the test to cope with. For instance, the crews of men employed on the Sandy river bottom road were obliged to build the road across a long stretch of quick sand, which was not seen when the road was located but was found when the top soil was taken off. The men were inserting drain tile in the grade every few feet and developed quite a flow of water right from under the road. The crushed rock pavement was placed over this and a permanent roadway was obtained the drainage taking care of the roadbed sufficiently. Other problems have been met in finding hard rock where nothing but dirt was on the surface, requiring great quantities of powder to remove. The company has gone ahead and in spite of these unforeseen difficulties have made rapid progress.

The chief engineer told the party that the Columbia river highway would be cheaply maintained for various reasons, chiefly that it was built in the best possible manner. No pains were spared to make the road the best that could be devised, and keep within reasonable bounds California roads built under the similar conditions must be sprinkled daily which adds enormously to the expense of upkeep and this will not be necessary for two reasons. One is that bitulithic pavement does not need the moisture to protect it while, the highway on the Columbia is so protected from sand and dust that but little will gather on the road.

Much of the highway passes through or alongside of farms, which before the road was built were worth fabulously low prices. Since the road has been completed these lands have increased in value from two to twenty times. Much of the land, we were told, could have been purchased two years ago at \$5 an acre, while today some of the more valuable tracts have been sold at \$1200 an acre. It is a safe estimate to place on all lands back to five miles from the road that the price has increased 100 per cent because of the road. This is an argument which all should consider when computing the cost of building a road through an undeveloped district.

The average cost of the paving, exclusive of grading, is \$1.66 per square yard, or about \$16,000 per mile. This is for the 18 foot road, and based on conditions as they were found in that county. It cannot be implied that a similar road can be constructed for the same figure in Coos county, the difference

ing 1912, 1913, and 1914 with different insecticides, the entomologists of the department have found that calcium arsenate, a new insecticide, gives very promising results in the control of certain insects that do damage by chewing on fruit trees. Among the chewing insects against which the arsenate of calcium proved effective, in laboratory and field tests conducted at Benton Harbor, Mich., are the codling moth, the fall webworm, the tent caterpillar, and the tussock moth. The details of the various experiments are published in Department Bulletin No. 278, "Miscellaneous Insecticide Investigations."

In these tests the effects of arsenate of calcium, both alone and combined with lime-sulphur solution, were tested in comparison with arsenate of lead alone and in combination with lime-sulphur. The arsenate of calcium, as was the arsenate of lead, was used at the rate of 2 pounds to each 50 gallons of water. In all the experiments the arsenate of calcium gave very satisfactory results in killing the larvae without burning the foliage. In a number of cases its killing action was somewhat slower than, but compared favorably with, the arsenate of lead. Since it can be produced more cheaply than the lead arsenate it would appear to have distinct value, although it has not been sufficiently tested to permit recommending it unreservedly for general use. Where arsenate of calcium was combined with lime-sulphur it was, as a rule, even more effective as a poisoning agent than when used alone and did not lessen the value of the latter as a fungicide. When these compounds are combined, the amount of foliage consumed by the larvae is less than where the arsenate of calcium is used alone. In tests in 1914 a commercial arsenate of calcium (paste), arsenic acid 18.82 per cent, with lime-sulphur solution gave very excellent control of the codling moth in comparison with arsenate of lead and with unsprayed plots. Where arsenate of calcium was used 98.79 per cent of the apples were sound; arsenate of lead showed 99.44 per cent of sound apples, while in the unsprayed test plots only 58.71 per cent of the apples were free from damage.

The following will be found to be a convenient way of making homemade arsenate of calcium: Stone lime (90 per cent CaO) 55 pounds; sodium arsenate, fused (dry powdered) 65 per cent As₂O₅, 100 pounds; water, 26 gallons.

Place the stone lime in a wooden container and add a small amount of water, just enough to start slaking. When slaking is well under way, pour in the sodium arsenate which should have first been dissolved in hot water. Keep stirring until the lime is thoroughly slaked. Sufficient water should be added from time to time to prevent burning.

The resulting arsenate of calcium should contain about 18 per cent of arsenic acid. In making this compound it will of course be necessary to know approximately the calcium and arsenic acid content of the materials employed and to vary the formula accordingly. The by-product is largely sodium hydroxide, which should be decanted if the insecticide is to be used on tender foliage.—Weekly News Letter of U. S. Dept. of Agriculture.

Coos County Sheriff On Oregon Blue Law

Coquille, Ore., Oct. 20, 1915.

To the Public:

I have received several communications within the past week or two on the Sunday closing law. In answer to the same, I will submit the following:

In the first place, this law was passed in 1865. That was fifty years ago, and times and conditions have changed materially within that space of time. At the time the bill was passed and made a law, a drug store was nothing more than a prescription counter and filled prescriptions only; a bakery only made bread and pastries; and a meat market sold fresh meats. Since then, drug stores have branched

STATE INDUSTRIAL REVIEW

Compiled by State Bureau of Industries and Statistics

The Marshfield Record of Oct. 8 contains four pages of views of the work being done by the S. P. Co. on their new line to Coos Bay, including a view of the new \$1,500,000 bridge across the bay. These are the best photographs yet published and give the world the first graphic picture of the immense work being done in that section by the railroad.

Revival of railroad activity in Oregon is the surest indication of returning prosperity. Eugene is to have a factory for the manufacture of all kinds of wooden handles. A \$200,000 timber sale in Coos county to a Minneapolis syndicate is reported by Frederick A. Kribs. Jitney drivers in Portland reduce fares to 6 for a quarter on the theory that "the street car company cannot meet the cut inside a year and a half."

Powers is to have a new bank. Toledo—Geo. W. Moore Lumber Co. resumes operation on 10-hour day. According to reports Newport offers \$100,000 bonus to the P. & W. C. R. R. Nav. Co. as inducement for early construction. Eugene—Booth-Kelly Lumber Co. has let contract for logging between 8,000,000 and 10,000,000 feet of timber.

Wool growers are receiving from 22 to 25c for fall clip. Molalla Electric Co. will furnish Butteville with electric lights. Amity has disposed of \$15,000 bonds to build a water system. The record of deaths of pedestrians and automobile parties on railroad crossings is appalling. It is impossible for a railroad company to always protect a person against their own foolishness. Stop, look and listen when you come to a railroad crossing.

L. C. Hockett, of Newport, has been canning herring the same as sardines and salmon with satisfactory results. Florence has sold \$10,000 bonds for city water system. J. H. Newman is developing sales territory for Siuslaw salmon, out of Eugene.

Florence expects to have a fruit cannery next year. Only 19 miles of rails remain to be laid before Coos Bay is connected with the main line of the S. P. Corvallis is planning on a Carnegie library. J. R. Job, of Venetia, has started a box factory and mill. Klamath Falls—New mill of 50,000 feet capacity being erected near Modoc Point.

out and sell articles too numerous to mention. Now, the law does not specify any one commodity, but simply mentions stores. The same applies to bakeries and also to meat markets, and most bakeries and markets carry groceries and still they are licensed to run. How about your ice plants and garages that were unknown fifty years ago? If you close any one that is not exempt, we will have to close them all.

To some people fruit and ice cream are as essential as meat is to others, so why discriminate and deprive one of the food that they would rather have, than another? Also, fruit and ice cream are as perishable as raw meats, so why protect some and deprive others of selling their wares?

In my estimation, I think we should have laws that will place us all on an equal basis, and if we are going to close the different places of business on Sunday, give everyone an equal show. If cigars and tobacco are under the ban, state so, or any other commodity, but don't make it so broad that the people don't understand the laws. Make it plain enough so that all the people may know.

Yours for law enforcement and a square deal to all.
ALFRED JOHNSON, Jr.,
Sheriff of Coos County, Ore.

WILLARD FIGHTS CROWDS WHEREVER HE GOES.



Photos by American Press Association. Champion Jess Willard is always greeted by mobs every time he appears on the street. Here he is seen arriving in New York after fight; also in a clinch with Johnson, which gives you an idea of Jess' huge proportions.

the Washingtonians were not asked to give their consent, they have nevertheless decided to gratuitously offer the same in a hearty manner.

OUR NEW BATTLE CRUISERS

In case of war with a foreign country the fleets of the United States navy would be compelled to put to sea and fight its enemy, since there will be no hiding in secret places, as has been the case with European navies. This fact has no doubt been largely responsible for the announcement that President Wilson's program will include a request to Congress for the construction of a battle cruiser superior in speed and power to anything now afloat. Preliminary designs for this class of vessel has been prepared, and the Administration plans for a battle cruiser that will make thirty-five knots speed. This is equivalent to a fraction over forty land miles. The fastest battle cruiser thus far built by any of the powers is designed for not more than thirty knots. Consequently, the American battle cruiser will be able to sail rings around any foreign vessel of similar type now in commission. The cost of such a ship will be approximately eighteen million dollars.

THE PANAMA CANAL.

There is considerable consternation owing to the slides in the Panama Canal, and naturally a condition that has already tied up one hundred boats at the entrance of the big waterway is very serious. However, in Washington where the entire circumstances are appreciated there is not any alarm. The builders of the canal have tried to make it plain that the slides will occur for a number of years, until the hills that were cut apart adjust themselves to the new order of things.

THE RIOT OF SPECULATION.

The federal government has become alarmed over the runaway market that has grown out of war speculations. A sudden break is

forced to make the rounds of the stores, compare the goods and prices, and then, after finding the articles desired, haggle with the merchant until a price was agreed upon between them—that meant that the chances were all in favor of the consumer being cheated."

There are 18 complete plants in use on the entire job, and are located at intervals of two or three miles, either of the plants are larger than the one used here. There are 32 10-ton steam rollers in use and hundreds of dump wagons, scrapers, etc. The equipment consists of the assembled plants of the company and which have been in use in other cities of the state and in Washington. The entire equipment is stock supplies of the company, so some idea can be gained of the capacity of that concern and its preparedness for handling contracts.

The committee from Coos Bay had the pleasure of seeing for themselves the process of building the road. The gentlemen as a whole, we believe, were of the opinion that a road to be permanent must of necessity be built on a concrete base. The committee was convinced, we believe, that the crushed rock base properly rolled and covered with the bitulithic is the equal of any concrete base constructed road in the world. The committee were given an opportunity to cut out a square of pavement and the selecting of the spot was left to the committee. After working fifteen minutes, a section of pavement a foot square was taken out and it was found to be of perfect mixture and required thickness, and after being given a test by the supervising engineer, was found to comply with the specifications.

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PRICE MAINTENANCE.

There is no movement before Congress that more vitally affects the small communities of the country than the efforts being made by manufacturers of well known articles of merchandise that the public calls for by name, to secure the passage of a bill that will enable them to fix regular re-sale prices and thereby prevent price cutting by large city retail organizations like mail order houses and sensational department stores. The better class of stores use standard goods that are made by reputable manufacturers who pay decent wages to their workmen. That is the situation in the cities, and when applied to the small town the mail order house finds its choicest market for inferior goods through its processes of doing business. Most of these mail order houses do not sell standard articles of merchandise but

(Continued on Page Four)

Insectider for Orchards

As a result of extensive tests dur-