

THE COQUILLE HERALD

VOL. 34, NO. 34

COQUILLE, COOS COUNTY, OREGON, TUESDAY, MAY 16, 1916.

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. 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 REBEKAH LODGE No. 20, I. O. O. F., meets every second and fourth Wednesday night in Odd Fellows Hall. PAULINE CUSTER, N. G., ANSIE LAWRENCE, Sec.

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

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

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

W. A. A.—Regular meetings of Beulah Chapter No. 10, 1050 in W. A. A. Hall, Front street, first and third Saturdays in each month. H. B. TOZIER, Consul, F. C. TRUCK, 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 SIMPSON, Oracle, LAURA BRADSON, Rec.

W. O. W.—Myrtle Camp No. 197, meets the first Saturday in every month at 7:30 p. m. in W. O. W. Hall. Lee Currie, C. C. JOHN LENNY, Sec.

EVENINGIDE CIRCLE No. 214, meets second and fourth Monday nights in W. O. W. Hall. ANSIE BECKHOLDER, G. N. MARY A. PIERCE, Clerk.

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

FRATERNAL AID No. 298, meets the second and fourth Thursdays each month at W. O. W. Hall. MRS. CHAS. EYLAND, Pres. MRS. J. W. LENNY, 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. EDNA SKEELER, Pres. EDNA HALLOCKER, Sec.

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

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

Transportation Facilities

TRAINS—Leave, south bound 8:10 a. m., 4:30 p. m. North bound 8:16 a. m. and 4:26 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, 9:20 and 9:50 a. m. and at 1:00, 3:30 and 4:45 p. m.

POSTOFFICE—J. W. Lenny, postmaster. The mails close as follows: Myrtle Point 7:56 a. m., 4:00 p. m. Marshfield 7:56 a. m. and 3:56 p. m. Bandon, way points, 9:00 a. m. Norway and Arago, 1:00 p. m. Eastern mail 7:56 a. m. Eastern mail arrives 4:30 p. m.

City and County Officers

Mayor—A. T. Morrison
Recorder—J. S. Lawrence
Treasurer—R. H. Mast
Engineer—S. E. Henderson
Marshal—John Heckham
Night Marshal—J. A. Jackson
Water Superintendent—S. V. Epperson
Fire Chief—H. O. Anderson
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. McCulloch
Coroner—F. E. Wilson
Health Officer—Dr. Walter Collin
Agriculturist—J. L. Smith

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)

THE BATTLE AGAINST CUT-THROAT MERCHANTS

Congress has been keeping a very tight rein on all matters of legislation, and notwithstanding the excitement and uneasiness growing out of the serious condition of foreign affairs, the members of Congress have been taking care of appropriation bills and routine work just as though there was nothing unusual in the present situation. There continues to be a consistent demand from all parts of the country favoring early action at the present session with reference to the Stephens-Ashurst bill. This measure has frequently been referred to in this correspondence as intended to protect the merchants in the smaller towns against the piratical methods of metropolitan merchandising that have resulted so much to their injury. The trading stamps, coupon, mail order, and cut rate department store establishments have come out in the open and are no longer hiding their identity in attempting to defeat the efforts to 'clean house' at their expense. All of the biggest well known manufacturers and national advertisers, and almost every country storekeeper in America is demanding federal supervision, such as the investigations of the Federal Trade Commission show to be required in the interests of honest dealers. The Bureau of Corporations together with the Department of Commerce reached the same conclusions. A majority of the members of Congress have committed themselves in favor of this legislation. However, there is always "too much politics" in Washington during a presidential campaign year. Particularly for this reason the letters pouring in on the Congressmen, demanding legislation, are having their stimulating effect, and there ought to be more such letters.

HOW LONG SHOULD THIS CONTINUE?

Under the theory that might makes right, and a misapplication of the doctrine of the "survival of the fittest" the system of merchandising in America has been completely revolutionized within the past quarter century. The metropolitan stores that have sought to maintain the high standards in the quality of merchandise, have been forced to compete with ever increasing unscrupulous methods on the part of stores that "catch the public" by means of "bargain sales," and by an occasional cut rate on standard articles intended to keep the crowd moving along their aisles. By these methods the unprincipled dealers grab off sales and profits that would not be possible were there any laws in the way of supervising dishonest merchandising. The country merchant is the worst sufferer of all, and the ever increasing amount of trade that is logically his, and which goes to mail order houses and sensational department stores in the city, would stay at home if there was some legislation to effectually regulate the price cutters. The trusts and public service corporations have all been before the bar of public opinion, and Congress and the state legislatures have made rules for their government. The present attempt on the part of Congress to permit the manufacturer of nationally advertised merchandise to fix the resale price, is in the logical line of progress, and is intended to save the condition of the manufacturer, protect the newspapers and other periodicals with their advertisers, and to relieve the small merchant who has built up his business in a narrow circle among people who deal with him because they know him to be honest, against that class of merchants and mail order men who have been flaming the public for many years.

PROSPERITY HITS THE NAVY

Secretary Daniels has admitted to a committee of Congress that he

finds it very difficult to get a sufficient number of recruits for the Navy. He says that it would be simply marvelous if the Navy could get as many as 10,000 new men in a year, and to keep up the number of men needed to provide for the loss resulting from 13,000 expirations of enlistment annually, requires a constant effort on the part of the Department. A few years ago the pay of soldiers and sailors in the service of the United States was ridiculously low, but even with financial inducements such as are offered by the Government, the opportunity for more lucrative work outside of the Navy, is responsible for more men seeking private employment. Mr. Daniels has had a great deal of experience in advertising and publicity fields, by reason of the fact that he is the owner of a newspaper. He recently asked Congress for \$25,000 to provide for recruiting stations, and attractive literature has been arranged for display, that it is hoped will induce men to become sailors and marines on dreadnaughts and cruisers.

INDEPENDENCE AND CREDIT

The question of granting independence to the Philippine Islands is commanding serious attention on the part of Congress, and while there are those who are pushing for action, yet the probabilities are that some more resolutions in national political platforms will be required before any definite action is taken by Congress. Rural credit is also up for consideration, but it appears that the big insurance companies, the trust companies and other money lenders are on the job; and they believe the present high rates of interest should not be meddled with. Therefore they are fighting all forms of rural credits, which might result in loans to western farmers at four or five per cent.

BEAUTIFYING THE CAPITAL

Washington is chiefly spoken of as "the parlor of the nation." It has the most extensive park system of any city in the world, and whenever it is attempted to put up an unsightly building within the area that is being improved for public purposes, there is always a large protest. In keeping with the general plan for beautifying Washington is the scheme in which more than 15,000 school children have been enlisted in efforts as gardeners this spring. A plan of a systematic work was carried out a year ago at which time 170,000 packages of seeds were used by the youngsters. Washington has made wonderful progress in the movement, which may well be extended to every city and village in the country. As a result of cooperation on the part of the teachers, youthful gardeners have been educated to work out their individual problems, and the cultivation of flowers has become a keen rivalry among the children.

Great Tractors Will Compete

An unique exhibition is arranged for festival week at Portland for the benefit of the farmers of Oregon. Tractors will demonstrate the latest and most scientific methods of modern farming as a feature of the 1916 Rose Festival at Portland, June 7, 8 and 9. Arrangements are being made to hold the demonstration as near the heart of the city as possible and probably 100 acres will be used for the event. More than a dozen firms will enter equipment. All the latest types of tractors and engines will be shown at work and a parade will precede the contest. The exhibition will take place the morning of June 8, second day of the festival. Special street cars will be provided to carry visitors to and from the demonstration. This will be the first exhibition of the kind ever presented in the Northwest and several firms are having equipment sent to Portland especially for the event. Since the Columbia river highway, to receive its national dedication June 7, presents the highest type of road building in the world, it will also prove of interest to farmers to inspect the highway and note how the gorge of the Columbia was made passible for the first time in history for vehicles of all kinds where the maximum grade does not exceed five per cent through the mountainous region.

GOOD ROADS MEETINGS HELP BOND ISSUE CHANCES MUCH

Frank Terrace, of Washington, Proves a Whole Team and Then Some—Good Roads Notes and Essays

That the prospects for the good roads bonding proposition have materially brightened in the last week or so is not to be denied, and that this is due very largely indeed to the work of Frank Terrace is beyond question. No one who was at the court house Thursday evening and heard Mr. Terrace's address will doubt either statement. Mr. Terrace is a natural orator, without polish of appearance and without flowers of language—a plain farmer in fact—yet from the time he arose to address the meeting until the time he sat down he held his audience spellbound. He talked facts and sense, told his experience at his home in Washington, in his conversion to a belief in good roads and in the building of good roads. He told what had been done there and of the immense benefit to the farmers and of their enthusiastic approval.

Speaking from the standpoint of the farmer, Mr. Terrace made an address particularly well adapted to bring the light into the minds of the class in

Coos county who have been inclined to think that the good roads movement is mainly in the interest of the non-dwelling owner of an automobile. Going over the county and speaking to the very people whose opposition is feared and who might easily vote the bond down, and speaking to them from the standpoint of their own class and with such evident sincerity, Mr. Terrace's work is bound to have its effect. He is in no sense a "paid orator." He is in the work for the love of it and he receives no compensation further than his traveling expenses.

The Good Roads Association has been doing excellent campaign work, and all the newspapers of the county with the exception of the Myrtle Point Enterprise, have been rendering every assistance in their power. Myrtle Point seems very apathetic about the movement from which it would receive so much benefit, and the Enterprise naturally reflects the sentiments of its patrons.

Good Roads Notes

The highest tax in Coos county is the mud tax. Everybody pays for it. A vote for bonds will be a vote to cut down the mud tax.

The most prosperous farmers in Coos county are those who live on the water ways which form their roads to market. "Good roads" have made them prosperous. The improvement of the roads by a bond issue will make other sections to prosper.

The longest stretch of year-around road in Coos county runs from Coquille into the Fairview section. Right there the farmers are prosperous and have money to loan. If the road bonds are voted and more good roads are built and more farmers are prosperous then we will surely know why the Fairview farmers have been so successful.

Last year 15,000 automobiles toured into Humboldt county, California, from outside its limits. Make your own estimate (maybe \$10, and maybe \$50) as to the amount each party spent and you will realize that these tourists contributed largely to the wealth and prosperity of Humboldt. With better roads Coos county will attract tourists to a greater extent. Many of them will remain or return to assist in the development of our resources. That is an important benefit.

Let every man who thinks he is against bonding Coos county for roads just quietly figure out his assessed valuation. Maybe he forgets that he pays no taxes. He should worry about the rich man and the corporations and the timber owners; if they are willing to pay taxes to build good roads for him, he certainly ought to take the trouble to vote for them. The big tax payers realize that road improvements will increase the value of their property. The cost of putting the main roads on permanent line and grade is trifling when distributed over a period of years by means of a bond issue.

Good Roads Essay

By William Oerding, 8th grade, Coquille.

How shall we get good roads and get them now?

First of all it is the nowness. This is the question before the people of Coos county and a serious one also.

We all know that good roads are a help to any community, but bad roads are an extravagance and have a bad effect upon the business, social and moral life of the community.

Bad roads are of far greater importance as contributing factors in the uplifting of the country, village and the small town.

Good, broad, smooth, hard-surfaced roads lead to prosperity and plenty. Good roads also result in the large attendance of brighter children going to the better schools.

It also abolishes idleness and helps in a way for the betterment of every condition of life.

When we say good roads we mean the best roads, roads that will last forever and upon which you can haul all that your wagon will hold.

It is known through the history of other countries that thrifty, energetic and prosperous people have come and settled towns that before them were nothing but small villages or towns.

The same will apply to Coos county if the "Bond Issue" is passed which is to be submitted to the voters.

If it is passed it will bring good roads in a way which has been proved satisfactory in other states and communities.

help to everyone as it will improve the town and everywhere else along which they go.

Coos county has all the opportunities and useful information in a way which it can be used to everyone's advantage.

I also think as all reap benefits from good roads all should bear the costs and share the benefits in a bond issue.

Hard-surfaced roads can only be obtained through the best use of adapted road machinery, and the highest engineering skill.

These roads should be built as rapidly as traffic benefits and where the highest order of need exists.

Rapidly increasing transportation and tourists' use of roads is subjecting them to destructive wear so it is economical to construct more nearly perfect, permanent and costlier types that can be used for the heavier traffic.

Also the public roads are the farmers' line of transportation for everything they buy and sell.

Every pound of produce he sells must be hauled over the roads from the farm to the market place.

A farmer should figure out his freight rates from his front gate, not from his railway station.

Building highways on borrowed capital insures immediate benefits, instead of by installments as would be the case under the "pay as you go" plan.

By building now it is possible to anticipate by many years advantages resulting from cash taxes.

By the construction of a system now, under a bond issue, this county can save money, because this method results in cheapening the cost and insures better results and better methods of construction.

If the improvements are undertaken on a large scale the cost of the various units are decreased.

Instead of building four or five miles annually with the small amount of tax available, you should build say thirty miles by means of a bond issue; the cost of a large undertaking would be much cheaper. It is always cheaper to buy or build by the wholesale than by retail.

One of the reasons for this is that no reliable contractor will undertake to bid on the smaller job because he can't afford to buy the necessary machinery.

When only a few miles of road are built annually from cash taxes, the work is often done with crude machinery and by men who know nothing about scientific road building.

On the other hand a county can well afford to employ good men, and also a scientific road builder to superintend the building of the highways when a comprehensive scheme has been adopted to improve all the main roads by means of a "bond issue." Competent supervision is the secret of the whole matter if they are built by one who knows and if they are properly maintained when built they will increase in excellence with age.

The amount annually expended in Coos county for repairing and making the roads suitable for travel is seventy-thousand dollars—this makes the roads suitable for travel only a few months out of the year.

The objection is often made that "bond issues" place too much burden upon the taxpayer. Thus it will be seen that a two-mill tax will entail only a small burden upon the taxpayer even if he has to pay it, but as a matter of fact the enhanced value and increased citizenship in nearly all cases have been sufficient to pay the interest.



William Farnum in "The Soldier's Oath—Scenic Tomorrow

"A Soldier's Oath" Thrills and Entrances

Few of the so-called war dramas of the present day possess as wide an appeal as "A Soldier's Oath," a William Fox production in which William Farnum is starred. This remarkable play which has been invested with unusual realism and in which real French and German soldiers were used, was written by Daniel Roosevelt and directed by Oscar C. Apfel. "A Soldier's Oath" graphically depicts the horrors of war, but it surpasses other war dramas in that the continuity of the story has not been marred by a too liberal use of long, tiresome battle scenes.

Pierre Duval, a private in the French army, is called to the colors and goes into action with his regiment. Following the first engagement, which takes place but a short distance from his own home, Pierre finds the Count de Morave dying on the field of battle. The Count entrusts Pierre with jewels and papers and asks him to transmit them to the young Viscount Raoul de Reyntiens, their owner.

Pierre slips from camp at night, goes to his home and hides the heirlooms in a strong box which already contains a necklace given to his wife, Margot, by the Duke and the Duchess D'Auberg. Lazare, a war correspondent who has followed Pierre, later enters the house,

murders Pierre's wife, and steals the entire contents of the secret hiding place. Pierre, on his return to camp, is halted before D'Auberg, accused of murdering his own wife and sentenced to life imprisonment.

Mavis, Pierre's infant daughter, deprived of both her father and mother, is taken into the Duke D'Auberg's family, who are unaware of her identity. Years elapse. Mavis, blossoming into young womanhood, falls in love with the penniless, young Viscount de Reyntiens. Lazare, who by means of the stolen papers and jewels is masquerading as the Count de Morave, falls in love with Mavis and presents her some of the jewels including Margot's necklace.

Pierre, in the meanwhile, because of his heroism in saving his fellow prisoners from death by fire, has been liberated. He obtains employment with the priest who is tutor to young de Reyntiens. When Mavis visits de Reyntiens refuse to tell her that her foster parents refuse to let her marry him, Pierre sees Margot's necklace which Mavis is wearing. He learns from whom she obtained the necklace and thus locates Lazare.

Mavis ultimately marries the young Viscount, and the direst of retribution overtakes Lazare.

Advantages of Bonding County for Good Roads

(By Bessie Christensen, Ten Mile.)

We, the people of Coos county, are now confronted with one of the biggest questions before the American people. No, it is not the preparedness question or the "getting of Villa," but summed up in a few words, it is: Are we going to continue existing as the pioneers of fifty years ago, or are we going to step forward and take our place in line with the other counties? No, we are not up in line but we are far, far behind. And what is keeping us back? We have a beautiful country, offering every opportunity in all lines from raising berries up to cattle ranching upon a large scale. We have as fine a harbor as there is upon the coast giving us a splendid market for all of our products. Also, at last we have a railroad connecting us with the outside world. With all this we are still held back by one thing and that is, our substitute for roads.

We are soon, however, going to have the opportunity to remedy this sad deficiency. On the nineteenth of May we are going to either take advantage of an opportunity, which will give us some roads, or vote upon ourselves the doom to remain isolated from the rest of the civilized world until we just naturally forget that we are living and fall off the map.

There are knockers everywhere knocking everything and so, of course, you naturally find them knocking the bond issue. But any time you meet Mr. Knocker, just put it down that he belongs to one of three tribes. Then listen to him awhile and decide which reservation to put him upon. The chances are that he is a "moss back" who has used pack horses or made a pack horse out of himself for the past fifty years, and now he says, "Oh, I've got over these here roads when there wasn't even a trail; if these people had lived when I did they wouldn't cry about roads." Or, maybe he is one of the more fortunate who has a road running past his place constructed with every other taxpayers' money. So now he says he is satisfied with what we have. Why shouldn't he be? But how about the rest of the people who built his road for him? The last group is composed of the men who sincerely believe that this bonding will bring down a burden upon them, under which they will not be able to stand, in the form of higher tax. We realize that our taxes are almost beyond our reach now but if we can get some roads instead of absolutely throwing away our money upon these thirty-five and forty per cent grades, we can then get our products to market and get some money

STATE INDUSTRIAL REVIEW

Compiled by State Bureau of Industries and Statistics

Marshfield.—St. Paul parties buy 65,000,000 feet of timber, paying over \$100,000.

Albany—\$8,000 addition planned for Madison school this summer.

Roseburg—Contract let for public building to cost \$83,745

The Dalles—Two elevators to be built in Wasco county, one 100,000 and one 50,000 bushel capacity.

Oregon City—Hawley paper mill increases wages 10 per cent.

Grants Pass to have new sawmill 50,000 feet capacity.

The worst piece of road on Pacific Highway, near Comstock, to be rocked.

Klamath Falls—Pelican Bay Lumber company begins 20-hour day and adds fifty men.

After a hot campaign for a municipal lighting plant, Silverton decided against the proposition by a vote of 288 to 47.

St. Helens Quarry Co. resumes operations with about 25 men.

Monmouth preparing to pave three blocks on main street.

Myrtle Point planning to pave 25 blocks.

Sutherlin—Food Products company adding machinery to double capacity of plant.

Culver—Two story brick and several residences building and saw mill contemplated.

Oregon City—Contemplated work on new reservoir to cost about \$35,000.

Coos and Curry Telephone Co. and Coquille Valley Telephone Co. combine under one name, giving better service and ask Public Service Commission for increase in rates.

Motor Ship Construction company of California will establish wooden ship yard in Portland.

Dallas—Big cement rock quarry now working near here, producing 400 yards a week.

(Continued on page 2)