

OFFICIAL PROGRAM OF THE COOS BAY RAILROAD JUBILEE

The following is the program for the Coos Bay Railroad Jubilee August 24, 25, 26, as far as it has been arranged up to date. There will be some additional attractions arranged and some slight changes may be made:

Thursday, August 24—North Bend Day

- 9:30 a. m. Concert by Kaiser's Concert Band.
- 10:00 a. m. Water sports witnessed from North Bend water front, high dive, boat races, swimming races, battle royal and board riding. Battle royal between Marshfield and North Bend firemen.
- 10:30 a. m. Arrival of Portland Chamber of Commerce special with Rosarians and Portland Journal special, followed by stunts by Rosarians and music by Rosarian band.
- Noon. Intermission for lunch.
- 12:30 p. m. Arrival of special from Eugene with Radiators and drum corps.
- 2:00 p. m. Marriage of Mr. Eugene Lane and Miss Coos Bay on Virginia Avenue. Bride and groom will be put on float and headed by Eugene drum corps will lead parade which will be in four sections and will pass under Welcome Arch. Following parade, Radiators of Eugene will give stunts.
- 8:00 p. m. At Simpson Park exercises when Park will be presented to City and dedicated. Music by band.
- 9:00 p. m. Out of door dance on Sherman Avenue between California and Virginia.

Friday, August 25—Coos County Day

- The following are the places which can be visited:
- BANDON BY THE SEA—Train leaves Marshfield at 7:30 a. m. Band concert, picnic and visit to Ocean Beach.
 - POWERS, the World's Greatest Logging Center.—Train leaves Marshfield at 8:00 a. m. Trip to logging camps and dinner.
 - MYRTLE POINT, the Dairying Center—Picnic and automobile ride.
 - COQUILLE, the County Seat—Picnic and automobile ride.
 - COOS RIVER, the Land of Milk and Honey—South Fork to Hatchery and Goodwills. Dancing, swimming and fishing. Boats will leave Marshfield at 8:00 a. m.
 - COOS RIVER, North Fork.—Trip to Allegany and Golden and Silver Falls. Boats will leave at 8:00 a. m.
 - LAKE SIDE, Beautiful Ten Mile Lakes.—Fishing, boating and swimming. Train leaves at 10:30 a. m.
 - CHARLESTON BAY, on the Pacific Ocean—Boat and automobile service all morning. Free seafood dinner, games, dancing, band concert, life saving exhibitions.
 - MUSSEL REEF—Elks' Reunion.
 - SUNSET BAY—Swimming and dancing.

Saturday, August 26—Marshfield Day

- 9:30 a. m. Band Concerts. Rosarians, Cherrians and Coos Bay Band.
- 10:00 a. m. Arrival of Loggers' Special Exhibition.
- 10:30 a. m. Grand Industrial Parade. Industrial and Automobile Floats, Fraternal Orders, Marching Clubs, Civic Floats, Children's Section.
- 11:00 a. m. Exhibition, Salem Cherrians.
- 11:15 a. m. Radiators, Eugene.
- 11:30 a. m. Exhibition, Portland Rosarians.
- 1:00 p. m. Boxing contest, championship, Coos and Lane Counties.
- 1:30 p. m. Shingle weaving and log felling contests.
- 2:00 p. m. Water Sports. Canoe racing, Tug of War, Orange Scramble, Surf Board Riding, Greased Pole, Free for All, Championship Log Rolling Contest, Handicap Speed Boat Races.
- 3:15 p. m. Band Concert on the Bay, Kaiser's Coos Bay band.
- 3:30 p. m. Horse Racing, Fair Grounds, \$1,000 in prizes. Admission 50 cents.
- 4:00 p. m. Dancing Open Air Jubilee Platform.
- 5:00 p. m. Automobile Races, Fair Grounds, Admission 50 cents.
- 7:00 p. m. Band Concert, United Band, 150 pieces.
- 7:30 p. m. Jubilee Parade.
- 8:00 p. m. Open air dance and awarding of prizes for parades—Second and Anderson Streets.
- 8:30 p. m. Grand Illuminated Launch Parade and Finale.

- Coos County Products Exhibit—Front Street.
- General Information Bureau—Front and Commercial Streets.
- Ladies' Rest Room, General Rest Room—Broadway near Central.
- Baptist Ladies' Rest Room—North Front Street.
- Elks' Rest Room and Information Booth—Market and Front Streets.
- Odd Fellows' and Rebekahs' Rest Room—North Front Street.

**Spend Coos County Day Seeing
Coquille, the Best Part of Coos.**

EXCELLENT YIELD STRAWBERRIES

**K. F. Clark Gathers 7000
Boxes from One-Half Acre
Net \$80 per Thousand**

PORTLAND CANNERYMAN HERE

**To Test Mr. Clark's Berries
for Canning Purposes**

Seven thousand boxes of strawberries from one-half acre is the yield realized by K. F. Clark, from his place in the north end of town, and the season is not yet ended. Last year, he states, he was still getting some berries late in October, and the plants have borne fruit as late as Christmas. On the berries picked this year Mr. Clark estimates that, above all expenses, he cleared a profit of \$80 per thousand boxes, or \$560 on the one-half acre.

Mr. Clark says that he has successfully overcome the difficulty sometimes encountered by berry growers in this section, which is finding a berry that will stand shipping. In his opinion the solution lies in the selection of the variety. After trying various kinds of plants Mr. Clark has centered his energies on the Magom berry, as the one best adapted to the conditions here. This variety, he says, has the necessary firmness for shipping purposes. The vines which yielded so well for Mr. Clark this season have been in bearing three years.

Mr. Clark is by no means the only grower here who has found the berry industry profitable, and there are a number of places within a mile of town where berries are grown on a much larger scale and at a profit that rivals that of Mr. Clark. M. Kerrigan, another grower whose property lies within the city limits, has marketed as high as \$700 worth of berries from a single half acre of land, where especial care was given to the preparation of the ground and to cultivation. On the land producing these berries Mr. Kerrigan put one and one-fourth barrels of lime and fourteen loads of sand.

That the prospects of the Coquille valley as a berry raising section are bright is the firm belief of Mr. Clark and this belief is backed by the experience of the various growers of this section and by the faith put in the Coquille berry by J. H. Jacobs, a representative of the Del Monte Canning Co., of Portland, who was in the valley a short time ago making investigations for his company of local conditions with the view of purchasing the Myrtle Point cannery. Mr. Clark has shipped, at Mr. Jacobs' request, two crates of berries to the Del Monte people that they may satisfy themselves of the canning qualities of the fruit. A year ago Mr. Jacobs was here and on going home reported the wonderful berries he had found, but failed to impress his employers with the truth of his claims. Now Mr. Jacobs proposes to show them. The results of this test may influence the canning company in making their decision regarding the cannery.

Where the Coquille valley berry excels those of Hood River and the Willamette is in their color. The Del Monte people have a cold canning process which retains the natural color and the deep red of the berries here make them more desirable than those of lighter color.

Mr. Jacobs is satisfied in his own mind that these berries, besides being rich in color, have the necessary amount of acid for canning purposes. Should the tests that are being made uphold this, it is evident that the Coquille valley is capable of a development along this line that will rival any of the berry districts of the state.

Mr. Clark has also experimented with the Loganberry and says that conditions here are as well adapted to this crop as any place he knows of.

Long Roads

Perhaps the longest roads without a turn, ever built, are the highways that are to be constructed by the aid of Uncle Sam. Ever since the progressive policy of Government began to popularize some eight or ten years ago, there have been constant efforts to secure a Federal program by which Government money might be used in the building of roads throughout the country. As the result of recent legislation in Congress, millions of dollars will be made available for road improvements. Alexander Hamilton succeeded in creating a financial system for the United States Government that has weathered the storms of generations. He also tried, without success, to secure national aid for the building of public highways. President Jefferson made efforts in the same direction, and many of his successors in each and every generation have made similar attempts. The plea has always been made in the interest of the farmers, but undoubtedly the real reason for the success of the present legislation can be traced to the fact that more than two million automobiles are now owned and driven by residents of the United States—a great many of whom are not farmers.—J. E. Jones.

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