

# THE COQUILLE HERALD

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COQUILLE, COOS COUNTY, OREGON, TUESDAY, SEPTEMBER 12, 1916.

PER YEAR \$1.50

## SYNOPSIS OF MANY EVENTS

News of County, State and National Interest Told in Brief, Concise Form

STAMP WAR TAX IS REMOVED

Coos County Warrants Are Again at Par

The price of sugar dropped 75 cents Wednesday, this being a record for a single day's decrease.

Forty gallons of whiskey concealed in milk cans was seized at Portland when the steamer Kilburn docked there Saturday night.

Coos county warrants, which have been going at a discount for several months, have again jumped to par.

Moon & Gidley Wednesday started grading on the site of the new wireless station at Marshfield, which will replace the present station at Cape Blanco.

That much talked of dead line has been established, and after September 29th there will not be any fishing, not even angling, below Doyle's rock.—Gold Beach Reporter.

Isaac Carus, of Portland, and Henry Lloyd, of Marshfield, escaped from the state boys' training school Wednesday and since then have successfully eluded the authorities.

Collector of Customs M. A. Miller, of Portland, has sent out the following: Repeal of stamp law effective midnight September eight. Stamp redeemable of value two dollars or more.

The returns in the Maine election yesterday show that the Republican party gained about 35 per cent over the 1914 vote while the Democrats gained but 7 per cent. The election was a clean sweep for the Republicans.

Extent of the heavy damage to the corn crop because of the dry and hot weather in some parts of the corn-growing belt was disclosed in the September crop report of the Department of Agriculture.

Assistant General Manager J. H. Myers, of the Southern Pacific, has definitely announced that the operating department will take over the Coos Bay line October 1 and extend a through train from Portland.

The steamer Northland arrived at Marshfield last Wednesday to ship the machinery of the Smith pulp mill, which has been sold to a Canadian paper mill. The machinery will be taken to Ocean Falls, and two trips of the Northland will be necessary.

A silo was built in a day on the Hazelwood farm, owned by Christ Naegeli in order to show Clackamas county farmers their construction and general plan. The work was done under the supervision of Professor Barr, of the Oregon Agricultural college.

The announcement that the Roach Timber company would soon resume construction work on the Sutherlin, Coos Bay and Eastern Railroad, and that plans for the first large mill of the company here were now being made, has caused a general feeling of rejoicing among our citizens.—Sutherlin Sun.

County Treasurer T. M. Dimmick has arrived at a plan of dividing the deposit of the \$374,000 from the sale of the Coos county good roads bonds among the different banks of the county according to the size of the institution. Approximately \$58,000 will be deposited in the Coquille banks.

With a view to making a thorough probe of the car shortage on the lines of the Southern Pacific in this state, the public service commission has asked Attorney General Brown to prepare a complaint against the company, and it is expected that it will be served on the S. P. officers in a few days.

In Oregon the federal farm loan board has found the first farmers' loan association already organized and ready to place loans on the property of its members as soon as the new rural credits system is in operation. Living within a radius of 25 miles of Eugene, 12 farmers have listed loan applications aggregating \$36,000.

J. P. DeGesen and several other residents of the Township Line road are circulating petitions to the county court requesting that body to hard surface the road between here and the Curry county line with vitrified brick, recommending that the county make its own brick and do the work of building the highway itself.—Western World.

The mild climate of Western Oregon enables farmers to grow better onions than any other state in the Union and surpassed only by those that come from the Bermudas. Yet while Oregon raises twice as many onions as the state of Iowa, there are two little counties of Massachusetts that grow five times as many as the whole of Oregon.

And Portland still continues to import for her own use.

Coach Joseph A. Pipal, who succeeds "Doc" Stewart as coach of the O. A. C. football team, arrived on the campus the first of this week and has issued a call for candidates for the team to meet on the campus September 12. It is expected that but few of the team players will return, making an excellent opportunity for second team men and freshmen to make the varsity team.

The Fates Are Unkind

The Fates have certainly been unkind to Bandon during the past few years. One by one they have dealt us heavy blows. First the fire; then the long slump in the lumber market, causing our mills to shut down; next the loss of the Fifield and the Oakland; then the death of our leading citizen, the late Mr. Kronenberg, whose finances had been a great factor in maintaining our industries; next the longshoremen's strike which again caused a local tie up; and now just as we are recovering from the last calamity comes the loss of the steamer Bandon.

To a community with less confidence in its future, less pluck and perseverance, such a series of disasters would probably mean utter despair. But not here. Surely there must be an end to this streak of ill luck sometime and that end cannot be far off. We will accept it philosophically and despite reverses increase our intensity of purpose to make Bandon the busy commercial and industrial center that its vast resources hold in store.—Western World.

Made Good Buy

A short time ago, J. E. Norton, of the Norton Warehouse, anticipating a rapid rise in the price of flour, owing to the high prices being paid the farmer for his wheat by the millers of the country, contracted for a thousand sacks of flour, the last consignment of which is due on the Patsy today. Even before the flour arrived the advance in price had taken place and now Mr. Norton is giving the consumer the advantage of his foresight by selling this flour at retail for less than the wholesale price. However, Mr. Norton states that when the thousand sacks are gone he will be unable to secure more at the same price and will have to advance his prices here to keep pace with the wholesale price.

Growing Younger Again

M. Kerrigan called at the Herald office Thursday and made such an effective plea to have his age reduced from the 89 years with which we credited him last week that we have concluded to take off ten years and let him stand at 79. That would seem to still entitle him to retire from active service, as he proposes to do when he finds a buyer for his strawberry tract which he is advertising in the Herald.

Report Made to Council On Construction Work

During the past month the Longston Construction company has done work on their street contract amounting to \$4,548.50, according to the report of City Engineer Henderson which was filed at the regular meeting of the council Tuesday night. The report was approved by the council and a warrant authorized for 80 per cent of this amount, to be turned over to the company tomorrow night providing no objections to the work done is filed. The itemized report is as follows:

Laying 4-inch sewers, 572 lineal feet at 30 cents.....	\$ 171.00
Laying 6-inch sewers, 164 feet at 45 cents.....	73.80
10,958 cubic yards of excavation at 35 cents.....	3,835.40
1,105 lineal feet of wooden curbing at 6 cents.....	66.30
Plank roadway, 223 feet at 50 cents.....	111.50
Concrete sidewalks, 2,520 sq. feet at 1 1/2 cents.....	289.84
Total.....	\$4,548.50

The property owners on Henry street will be interviewed by a committee, composed of the Mayor and the chairman of the street committee, in an effort to get their consent to the improvement of that street so that it can be done along with the work on Second street, which is making a very pronounced change in the appearance of that part of town.

The question of filtering the city water also came up for discussion and it was decided that it would not do to allow another summer to pass without a filter being installed, as the supply this summer has not been as good as might be wished.

Many minor matters of business came before the council, such as ordering the improvement of bad places in some of the board walks in the north end of town, the disposal of surplus dirt in the grading of Second street and the like.

## TERMINAL RATES GRANTED BY S.P.

Coos Bay Placed on a Par with Other Terminal Points in Lumber Shipments

MEANS MORE NEW INDUSTRIES

Many Stories of New Plants Are Already Afloat

Word was received at the Bay Friday night that the Southern Pacific had granted terminal rates on lumber from Coos Bay. And it is said, by those who claim to know, that in this short message is contained news of utmost importance to this section of the country.

It means that the Coos Bay country will be put on a par with Portland, Astoria and other terminal points in her shipments of lumber to the Eastern market. Much speculation as to just how great the importance of it is has taken place on the Bay since the message was received, and many stories of finishing plants being built have sprung up. How much of this is true and how much is wild dreaming, prompted by the good news, it is difficult to tell.

In speaking of the situation E. E. Johnson, probably one of the best informed men in the lumber industry in the valley stated that the terminal rates undoubtedly would be of great benefit to this section and that it would also mean, in his opinion, the shipping of more finished lumber and less of the rough, which is practically the only lumber product shipped at the present time. This, of course, would create a demand for finishing plants, which will doubtless be established. To just what extent this will be the case it is impossible at this time to tell.

Philip Buehner of the Buehner Lumber company of North Bend, was among those who insisted Coos Bay was entitled to shipping rates on lumber shipments to the east and evidently camped on the trail of the railroad until he obtained a hearing.

The terminal rates, it is reported, will go into effect as soon as the tariffs can be published by the company.

A report also comes from the Bay that a movement will probably be started there soon to secure general terminal rates. It is believed that the granting of terminal rates on lumber is an opening wedge whereby the others can be secured.

Preparedness for the coming year's work at O. A. C. is going forward rapidly and conditions will be more favorable for profitable student activities than ever before. Newly constructed gravel roads and cement walks will link the west quadrangle more closely to the central campus section. New and remodeled buildings, added equipment, campus drinking fountains, new departments, and most of all a group of new instructors.

Hardware Prices Soar

Farmers who are contemplating buying farm implements or any other hardware in the near future will be making a wise move to get what they need now, according to N. C. Medley of the Coquille Hardware company who says that within the past few days they have received notices of advance in prices from nearly all the wholesale houses with which they deal. The extract from a letter from R. M. Wade and company, of Portland, which follows, explains the situation and gives a specific example of how the rise will increase the price of farm machinery:

"Here is the situation: Eastern manufacturers from whom we buy have advanced prices from 10 per cent as high as 33-1-3 per cent, and because of this advance we are compelled to get out a new price list for our No. 34 catalogue, which will go into effect on or before January 1, 1917. Until then our No. 34 price list will govern, excepting all our prices are subject to change without notice.

"To illustrate what this large advance will mean, we call your attention to one staple article. A 14" Steel Beam, Rock Island Turf and Stubble Plow now retails at \$17.35. At the new price this plow will retail for \$21.65 or an advance of \$4.30.

"Kindly bear in mind that these are simply the cold facts and if properly appreciated offer you an excellent merchandising opportunity as until the raise goes into effect we will sell you at present prices until the stock is exhausted, subject to whatever change we may have to make.

"If you put in sufficient stock now to carry you for 1917, you will unquestionably profit largely by it, as will your customers, who by the way are entitled to full information concerning this condition.

"If ever there was a time in the farm implement business when buying now meant a real and substantial sav-

ing to the farmer, it is the present day and date, and it is up to you to drive that fact home.

"R. M. WADE & CO."

This situation is in direct contrast to the prices given out on the 1917 model Ford car which is several dollars cheaper than the 1916 model, while the car has undergone some marked improvements.

Mark V. Weatherford Calls

Mark V. Weatherford, of Albany, Oregon, candidate for Congressman from this district, was in the city Thursday on a visit to this section. Mr. Weatherford is not entirely a stranger here, having had occasion to visit us several times in the course of his law business. He has been making a tour of the southern Oregon counties and has found much encouragement as to his chances of overcoming the normal Republican majority in this district. Mr. Weatherford has the appearance of a thoroughly alive, clean and sound gentleman, in the early prime of life,



MARK V. WEATHERFORD

and it is predicted that he will give our present figure-head a run for his money.

Mr. Weatherford was born and raised in the state of Oregon. He is a graduate of the O. A. C., was a high officer of the regiment there. He is a graduate of the law department of Ann Arbor, Mich., taking the three highest honors possible from this University. He has a very large law practice and is progressive, energetic, and in short he is what is commonly known as a live wire.

If Mr. Weatherford is sent to congress he will represent the district from which he is sent. He has for some years past said that the proper way to develop the coast counties is to improve the harbors and rivers and if sent to congress we know that Mr. Weatherford will be active in this particular and for this district in general. Mr. Weatherford's record and life are open books and the record is invited to look into them.

Ordering Factory Starts Work on Autowriters

After more than a week spent in perfecting their machinery, the Oerding Myrtle Wood Factory Saturday started turning out autowriters on a commercial scale. The machinery for manufacturing them, as now operated, has a capacity of about 180 an hour and a sufficient number of finishers will be put to work to keep up with the lathe, provided enough orders are obtained to keep it busy.

Several orders have already been placed with the company and as soon as these are disposed of they will be in a position to take care of any others that may come in.

Now that the schools of the country are all starting, W. W. Williams, inventor of the autewriter and demonstrator for the company, will leave at once on a tour of the state in an effort to place the device in as many schools as possible. He expects to go first to Ashland and to work from there north, taking in all the larger towns in the Rogue River and Willamette valleys. After covering the state it is probable that he will go into Washington and from there to California. The company expects to work most of the western part of the United States while they are perfecting their manufacturing facilities and before attempting to enter the Eastern territory in a general way.

Mr. Williams' plan of procedure will be to demonstrate his invention in the schools of the town which he visits and at the same time place the article with the dealers of the place who handle school supplies.

The members of the company are well pleased with the progress that is being made in getting the article before the people of the country, and are confident of the success of the venture.

Of the many prominent instructors in penmanship who have given the autewriter a trial, not one, states President Norton, has anything but praise for the results obtained, and many of them already consider the autewriter as an indispensable part of their equipment.

It is likely that the development of this industry will provide employment for eight or ten men in the near future.

## CHURCHES MAY FEDERATE SOON

M. E. and M. E. South Meet and Agree Upon Articles of Federation

ORGANIC UNION IS THEIR AIM

Movement Is Not Confined to Local Churches

It is very probable that there will be a federation of the two Methodist churches of Coquille, the Methodist Episcopal and the Methodist Episcopal South, within the near future. Committees from both churches met at the M. E. church South Saturday night and agreed upon the articles of confederation, and if these are approved by the membership of the two churches the amalgamation will have been completed, and the appointment of a pastor will be left to the bishops of the two churches.

The committee from the M. E. church was: Harry L. Varney, Mrs. J. T. Nosler, Mrs. Jas. Richmond, Rev. T. H. Downs and H. O. Auderson. That of the M. E. church South was: E. E. Johnson, M. O. Hawkins, P. E. Drane, Mrs. Frank Leslie and R. S. Knowlton. The first meeting was held Friday night, when many phases of the situation were taken up and discussed by the members of the committees.

An adjourned meeting was called for Saturday night, when an agreement was reached and the articles of confederation were decided upon.

There is a possibility that no action will be taken on the matter this year as the M. E. South Conference, which was held at Corvallis last week, was over and Rev. H. M. Law again assigned to this church before the matter of the federation could be brought before them. The M. E. conference will be held at Lebanon on September 27.

The split in the Methodist Episcopal church which resulted in the formation of the two factions, occurred in 1844 and was over the slave question. The immediate cause at the time, and the action which probably brought on the crisis, was the marriage of a southern bishop, to a woman who was a slaveholder.

At present there is a widespread movement among members of both churches for reunion. The general conferences of each institution have appointed a committee of 25 to draft articles of federation, these to be presented at the next general conference. It is generally understood that these conferences will be held at the same place at the same time and they will make an effort to agree upon the articles prepared by the joint committee.

In the meantime a number of the churches, in various parts of the country have federated.

In Western Oregon the M. E. Church South is not nearly as strong as the M. E. and it is said that the church here is the only one that is self-supporting in this part of the state.

The bishop of the Northwestwestern conference area of the M. E. Church South is Walter R. Lambuth, and that of the M. E. Church is Matt S. Hughes.

H. M. Bylesby Tours the Coos Bay Country

Perhaps the most "distinguished visitor" who has visited the Coos Bay country this year was seen on our streets for a few minutes last Friday, when H. M. Bylesby, of Chicago, spent a short time looking over this small corner of the extended field over which his activities extend. It is hardly necessary to tell who W. H. Bylesby is, for his name is familiar to every one. As president of the H. M. Bylesby Co., the great owners and managers of public utility companies, not only in Oregon but elsewhere, his name is a household word. Not only that, it is about the only one we know of connected with public utilities that is never mentioned with approbrium and inclination toward profanity. In this state the interests of the H. M. Bylesby Co. are held in the name of the Oregon Power Co. The Oregon Power Co. has owned and operated the lighting plants on Coos Bay for some six or eight years. It has owned that of Coquille and Myrtle Point for a shorter period. But if any one has had a legitimate complaint to make as to the service rendered or the rates charged, or in a general way of the dealings of the company with the public, the writer has not been informed thereof.

This is a record of which any corporation, supposing that a corporation had a soul capable of feeling emotion, might well be proud, and on which Mr. Bylesby, being blessed with a soul may congratulate himself. For it is evident that, like most corporations, the H. M. Bylesby Co. takes its policy from its head and that its numberless employees and representatives meet the public, in

the main, with the spirit which emanates from the higher-ups.

In this city, the Oregon Power Co. has dealt fairly and even liberally with the public. Instead of taking over the lighting plant and then sitting tight and squeezing out of its enforced patrons the ultimate dollar for the cheapest service that they would stand for, the first move was to improve the plant, then voluntarily reduce the rates and put on the 24-hour service. The improvement in the service was made so great that we can hardly realize now under what unbearable conditions we were worried along before, when we never knew during the day whether we would use electric lights or candles that evening; when people went to the picture show and paid their admission with the mental reservation that provided for making their way out with matches and finding their way home in the dark.

Under Manager McKenna, the Oregon Power Co. in Coquille has been a friend of the public and leader in the development of the town and has plans under consideration now that will keep their end of it up with the march of events.

In this connection, the visit to the Coos Bay country of H. M. Bylesby may mean a lot more than appears on the surface. It hardly seems probable that a man whose activities extend not only over this country but across the seas in lines of deep-water steamers would spend a day or two in simply looking over a field in which his investments were comparatively insignificant, unless there were something bigger behind the horizon. Mr. Bylesby's visit is in line with the faith that the developments in the Coos Bay country in the next few years will be of a magnitude of which we now have little conception.

Josephine County Fair

The annual Josephine county fair will be held on Tuesday, Wednesday and Thursday, September 19, 20 and 21, at Grants Pass. The fair board and citizens' committees have filled the three days with events of interest, including sports and carnival features, and each evening after the gates at the fair grounds close the streets of the city will be alive with the carnival spirit. There will be dancing every evening, and a mask carnival on the last night.

The entries in the agricultural and stock show will be the largest ever recorded here, and rivalry for the awards will be intense. Buildings for the housing of the exhibits are being erected at the ball park, where the fair will be held.

"Farmer" Smith, known throughout the west for the work he has done in advancing the agricultural interests and especially the corn industry, will deliver two addresses during the fair, and the Utah-Idaho Sugar company have promised to send their expert in beet culture here from Salt Lake to speak upon two days of the fair.

Str. Patsy Establishes Regular Schedule

The gas schooner Patsy, Captain Pending, arrived at the municipal dock Wednesday with a cargo of flour and feed for the Norton warehouse. This is the first ocean-going vessel to come this far up the river since the Ahwameda discontinued her trips some time ago, on account of the difficulty encountered at the Strang shoal.

It is the intention of Capt. Pending to make schedule trips between this port and Portland from now on, if the conditions permit, leaving there Saturday night and arriving here Tuesday. Whether or not this plan is carried out depends upon the amount of freight obtainable and upon the condition of the channel in the river.

Nothing has been done as yet to relieve the difficulty at the Strang shoal, which, it is said, is the only place between here and Bandon where there is not already sufficient water to insure a ship the size of the Patsy safe passage. It is claimed that when the river channel was dredged two years ago the dredge people failed to remove a sunken log at that spot which extends directly across the river and which is blamed for the present trouble. The intention now is to have the bucket dredge, which is at work on the upper river, blow out this log and dredge the channel. The engineer of the dredge has already notified his superiors at Portland of the conditions and it is thought that the work on the Strang shoal will be done at once, after which the dredge will finish its work between here and Myrtle Point.

The Patsy has a capacity of about 150 tons and according to Port Commissioner J. E. Norton it is capable of handling all of the present business between here and Portland.

On her present trip the Patsy loaded nothing from here for the return trip; but those interested hope that when her schedule becomes known some return freight will become available.

Power of Fashion.

"Science states that girls are getting taller year by year."

"What if girls get so tall that men can't walk with them?"

"Fashion will introduce some kind of a band."—Puck.

## SHALL COUNTY SETTLE TAXES

Frank B. Waite's Attorney Presents Argument for Compromise

FIGHT IS OVER KINNEY TAXES

Judge Hammond Advises a Compromise

To The Editor:—There has been considerable discussion, first and last, about the so-called "Kinney Tax Cases;" but I find that very few people know anything about the real situation. As the question involved is one of public interest and importance, it ought to be better understood.

As these cases are now on trial in the circuit court, in suits wherein the county seeks to foreclose Tax Certificates issued by the county for delinquent taxes, I shall not attempt to discuss any of the questions involved in those suits—such as the legality of the tax, etc.—but shall confine myself to a statement of the admitted facts, and my conclusions as to what good business sense demands, in order to serve the best interests of the county.

"It is a condition and not a theory that confronts us." The condition is this: There is about \$80,000.00, by the county's figures, charged up against these "Kinney Properties" as taxes, penalties, interest and costs, of which amount about one-half is the original taxes. If the cases go on the costs will increase until the cost will be, probably, \$120,000.00, or about three times the original tax. The lands against which these taxes are assessed are all wild and unimproved, sand hills and ranches, covered with brush and stumps and, for the most part, divided into lots and blocks—about 3,000 parcels in all. It has practically no value except for speculative purposes.

There is no present demand or market for it. The claims of the county against this property are in the shape of a series of Tax Certificates—which are the same as mortgages—commencing with the year 1907. The county has commenced to foreclose its mortgage for the years 1907-8-9, and is preparing to foreclose for later years. The case for 1907 and 8 is on trial, the case for 1909 is ready for trial and the case for 1910 is being prepared for trial. The costs of foreclosure thus far, as entered on the county books, is \$2231.81 for 1907 and \$5012.30 for 1908. The costs for 1909 have not yet been entered. The net tax for 1907 and 8 is \$3283.82 and \$3,552.42 respectively. It thus appears that the costs of foreclosure is about the same as the net tax, and, as only the cost of publishing the summons has been entered at this time and all the costs of the trial are yet to be entered, it is safe to say that the costs of foreclosure will amount to more than the net tax. In other words, the county is spending dollar for dollar in an effort to collect these taxes. In order to justify so great an expenditure of the county funds there ought to be a reasonable prospect that the county will get its money back; but if you will read this article carefully I will prove to you that the county is bound to lose every dollar of this money, as well as nearly all of its taxes. I will show you that the county is playing a game where there is no chance to win, and the same policy pursued long enough, will bankrupt the county. Let us take the first case first.

The net tax claimed against this property for the year 1907 is \$3280.92, the penalty and interest \$233.56, the costs of foreclosure to date, \$2231.81, making a total of \$10,746.19. Now let us suppose that this tax case proceeds to final judgment and that the county gets judgment for every cent that it claims. What next? The clerk then gives a copy of the judgment to the sheriff and he posts notices of sale for ten days and at the end of that time sells all of the property, either to some bidder or to the county itself. There will be no bidders and the county will have to bid in the property itself, for the following reasons: In the first place the property is not offered to the highest bidder, as under the old law, but is offered to the person who will pay all the taxes, penalties, interest and costs assessed against the property from the year 1907 to date, (which amount in the aggregate to more than \$80,000.00), and take in exchange for such payment the smallest proportion of the property sold. This is the law. No one wants to invest so much money in a tax title to that kind of property. Possibly a few lots might be sold to persons who wanted them for some special purpose, if it were not for the fact that the law also provides that all

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