

THE COQUILLE HERALD

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COQUILLE, COOS COUNTY, OREGON, TUESDAY, NOVEMBER 28, 1916.

PER YEAR \$1.50

TO HAVE "BIRTH OF A NATION"

Scenic Theatre Bills Photo-play Version of Dixon's Novel, "The Clansman"

WILL BE SHOWN DECEMBER 8

Symphony Orchestra Accompanies Picture

The announcement that D. W. Griffith's "Birth of a Nation", far the greatest moving picture drama ever conceived or made, is to be shown in Coos county next week is the most important event to date here as to an entertainment of any kind. No such stupendous work has ever been presented to the people here. To compare it with any other moving picture is like comparing the greatest circus to a vaudeville act. That it is to be shown in Coos county now is largely due to the persistent efforts of Robt. Marsden, the enterprising proprietor of the Noble theatre at Marshfield, supplemented by the willingness of the other houses where it is to be shown to forego any profit for themselves for the sake of presenting this superb work to their patrons. It will be shown in Marshfield, North Bend, Coquille and Myrtle Point only, coming here on Friday, Dec. 8th. Two performances will be given, a matinee starting at 2:15, and the evening performance starting at 7:15. The twelve reels occupy nearly three hours. Prices will be 50 cents in the afternoon, children under 13 half price; 75c and \$1.00 in the evening.

Fifteen people travel with this production, including an even piece orchestra which renders special music with the picture, two operators and other attaches. Two of the finest picture machines are carried with portable booths in which to operate them. This magnificent picture has been shown so long in the large cities and so much has been printed about it that nearly all picture fans have some idea of its scope. A number of our people have seen it in San Francisco or Portland, where they have paid practically the same prices now asked here. These will agree with the statement that it is more than a picture and that no entertainment or show of any kind that approaches it has ever been presented to the people of this county. It is the sight of two lifetimes—that of your father and mother, if not directly of your own, and, also, the sight of all sights to be seen today. It is nearly three hours of historic tableaux, nearly three hours of smiles and tears and warm heart throbs and gripping pangs of sadness, a panorama of life and love that preceded the first shot on Sumpter—and then the break—the south declaring for state's rights and secession, the north as one man rallying to the flag—only, both sides, to emerge from it four years later full of hatred and rancor and work against each other more ignominious crimes—that is Griffith's Birth of a Nation.

For many years American dramatists wrote able plays of particular states, cities or localities, ranging from "Alabama" to the "Henrietta" and from "Way Down East" to "The Great Divide." But no one man seemed to grasp the whole spirit and genius of America until David Wark Griffith picked a suggestion for his theme out of Dixon's "The Leopard's Spots" and "The Clansman" and started to develop it. A remarkable thing about Mr. Griffith's plan is that words (except for leaders and titles) did not enter into it. Perhaps words had cramped rather than aided previous fictionists and dramatists. At any rate, he replaced speech with music, and the old-fashioned stage action and scenery by the pictorialized action of thousands of players in the great out-of-doors. In brief, he staged the great battles, struggles and critical events of 1861-'70 under conditions as nearly as possible similar to the original.

The result of Mr. Griffith's efforts is a new and stupendous art for which no adequate name has yet been found. "The Birth of a Nation" combines spectacle, romance, domestic drama, comedy, tragedy, music, and mechanical effects into harmonious ensemble that captivates equally the eye and the ear. In a presentation lasting two hours and 45 minutes, it epitomizes the life of a nation. This is something the old art could never do. The obsolete so-called "stage unities" are thrown to the winds, and Griffith carries the magnificent story from the introduction of African slavery right down through Civil War and Reconstruction days to the final real union of South and North in the bonds of love and peace.

Among the distinguished actors in the cast are Henry B. Walthall, Lillian Gish, Mae Marsh, Hiram Cooper, Mary Alden, Josephine Crowell, Ralph Lewis, Joseph Henabery, Raoul Walsh, Donald Crisp, Howard Gaye, George Siegman,

Walter Long, Elmer Clifton and Robert Herron. Eighteen thousand people, 3000 horses and no less than 5000 scenes went into the making of the big spectacle.

Buy a Red Cross Seal

With its request for co-operation in making the 1916 Red Cross Seal sale the most successful in state history and its announcement of "Tuberculosis Sunday," which will be observed either December 3 or 10, the Oregon Association for the Prevention of Tuberculosis brings a record of accomplishment which justifies the original declaration that "every seal sold is a bullet in the war against the Great White Plague."

Efficient organization, low administrative cost and personal service freely given by public spirited citizens have combined to make every dollar contributed toward the work of the Association practically do the work of two.

"Tuberculosis Sunday" furnishes a reason for definitely carrying the now state-wide debate for preventative effort against the disease and adequate care of the stricken into every pulpit and before every church audience of Oregon. It will be made a time, too, for gratitude and thankfulness because of the great economic and humanitarian value of the results obtained.

The Oregon Association for the Prevention of Tuberculosis has commenced a survey of the state, county by county. The surveys in Lane, Clatsop, Jackson, Josephine, and Washington counties have been completed. Results will be announced in detail when the work is done.

The survey has already proven that by its means information never before gathered will be tabulated. The facilities or lack of facilities for the care, treatment and prevention of tuberculosis in each county will be shown. The number of cases will be listed and segregated as to whether they are incipient, moderately advanced or far advanced, and also as to the number of cases reported before the survey and the number reported as a direct result of it. The survey will provide for each county a history of the disease in that county indicating its increase or decrease, how many of the afflicted contracted the trouble within the county and the number that had the disease when they moved into the county. Then it will be shown how tuberculosis is distributed as to cities, towns and rural communities. Cities and towns having city hospitals, clinics and dispensaries, school inspection, and open air rooms will be designated.

The county's care of tuberculous patients in such institutions as jails, and poor farms will be discussed and whether the county has a relief board and what assistance is granted in tuberculosis cases.

The survey is definite and thorough and its value to all health and public officials will be so great that the work has the hearty approval and full cooperation of the Oregon State Board of Health.

The proceeds of this year's sale of Red Cross Seals will be used to carry on the survey and to maintain the preventive work organized by the Association.

Venire for December Term of Court

Deputy Sheriff W. C. Laird was in Marshfield last week summoning jurymen for the December term of court. Judge Coke will hold an adjourned session beginning December 4 when the grand jury will meet. The regular term opens December 11, when the new jurymen will have to assemble.

The venire for the December term is as follows:

O. A. Trowbridge, Bandon merchant; A. R. Clinton, Bandon sealer; J. M. Adams, Bandon farmer; S. D. Clark, Gravel Ford farmer; B. C. Shull, Myrtle Point farmer; E. W. Jones, Myrtle Point farmer; Geo. Brownson, Bridge farmer; Arthur Brown, Dora farmer; C. E. Hanson, Marshfield farmer; R. L. Morris, Rural farmer; C. A. Holverstott, Coquille farmer; K. V. Kruse, North Bend shipbuilder; L. F. Denning, Marshfield clerk; E. G. Robbins, Myrtle Point dairyman; J. Albert Matson, Marshfield merchant; Frank Frame, North Bend clerk; L. E. Osburn, Bandon clerk; Warren Bullards, Bullards carpenter; Mark D. Cutlip, North Bend boatman; Albert Seelig, Marshfield salesman; John Warner, Myrtle Point rancher; A. M. Arnold, Myrtle Point dairyman; Thomas Coke, Marshfield laborer; D. N. McNair, Myrtle Point farmer; A. J. Savage, Marshfield carpenter; S. A. Hoga, Bandon farmer; Jas. A. Conroy, North Bend merchant; Sam Falconer, Coquille farmer; Herbert Adams, Riverton farmer; Chris Riebert, Bandon farmer; Walter McLeod, North Bend real estate broker.

Millinery Sale

The Pythian Sisters will conduct a sale at the White House Milliner Store on Saturday, December 2. This will be a good time to do your Christmas shopping.

JOHNSON GETS BIG CONTRACTS

Closes Deal with Sitka Spruce Company for Aeroplane Material

WILL EMPLOY ABOUT 40 MEN

Capacity of Mill 40 Thousand Feet Daily

E. E. Johnson of the Johnson Lumber company, announces that he has contracts for enough lumber to keep his mill here running at full capacity for the entire year of 1917. Mr. Johnson returned from Portland Sunday night, after a business visit of several days during which time he closed a contract with the Sitka Spruce company, of that place, for a quantity of spruce timber, which it is understood, will be used by some of the European countries for aeroplane construction.

The adaptability of spruce timber to the building of heavier-than-air machines for military purposes has caused a rapid advance in the price of this product and Mr. Johnson states that the price at present ranges from \$40 to \$100 per thousand feet, according to the grade.

Mr. Johnson said that while he was talking to one of the spruce buyers that gentleman told him that he had been informed by an aeroplane builder from the East that the average life of the modern aeroplane was about two weeks. He stated that they had tried

Mining Activities at Bullards

C. K. Cadman, who came into Coos last summer from Berkeley and started investigating the mining possibilities of the county, returned from San Francisco last week, where he had gone to purchase machinery to be installed at Bullards on the property of the Platina Y Oro Mining company, of which he is superintendent. Last summer Mr. Cadman told the Herald that he was certain that the Bullards property was good but that he intended to investigate thoroughly before going ahead.

Speaking of the mining operations at Bullards, the Western World says:

The Platina Y Oro Mining Company is the name of a newly organized corporation which has taken over mining interests near Bullards and is now making preparations to increase the capacity of its machinery from 40 to 200 tons per day. C. K. Cadman, superintendent of the company, returned this week from San Francisco where he purchased additional pumps and conveyors, which will be installed at once, yesterday and he stopped at Salem and filed corporation papers for the Platina Y Oro company, which is a Spanish name indicating the platinum and gold output. San Francisco and San Jose capital is behind the undertaking.

The land upon which the mine is located is described as Lots 1 and 2 and the NE 1/4 of NW 1/4 of Section 33, Twp. 27 S., Range 14 West Willamette Meridian. During the past two months title to the land has been under controversy between Mr. Cadman and associates and Mr. and Mrs. C. B. Zeek of Bandon. Settlement was finally reached outside of court a few days ago and according to Mr. Zeek it was established by the records that the Zeeks owned two-thirds and Cadman and associates one-third of the holdings.

REPORT MADE ON ROAD WORK

Good Roads Association Give Resume of Work Being Done in County

SURVEY OF 73 MILES FINISHED

Work Is Said to Be Thoroughly Done

To the Editor:

The preparations which are being made for highway improvement in Coos county during the coming year, promise to make 1917 the year of greatest progress the county has ever had towards good roads.

The seventy-three miles of road which will be built to permanent line and grade of the proceeds of the bond issue, voted last spring, have all been surveyed, but the work has been done by Engineer Elliott, an expert from the State Highway Department, working under the direction of County Roadmaster R. B. Murdock. All of the outside work is practically complete and the estimates and calculations are being made as rapidly as possible, so that the work may be submitted to contractors for bids at the earliest possible date.

The records show that this survey has been done very thoroughly and a minimum grade of 5 per cent maintained. The fills and cuts have been properly selected and the work will be submitted to the contractors in such a

had had a party working on these roads. Their surveys call for the elimination of sharp curves and reduction of grades to a 5 per cent minimum on the road from Empire to Sunset Bay. Also for the opening of a new road from Sumner to Coos City. The work has also been prepared for the completion of the grading and surfacing with rock of the road from Myrtle Point to Cooper's Bridge on the east fork. It is expected that some other county projects will be ready to submit for contract before spring opens.

With the work progressing as at present, there should be no delay in all the contractors getting an early start next year and with a full summer's work, completing the improvement which has been outlined.

The State Highway Commission has set aside \$5,000 to be applied to the survey of the Roseburg-Myrtle Point road, and also allotted \$4000 to assist the counties in a survey between Eugene and Coos Bay, via the Siuslaw and Gardiner.

The Good Roads Association and Coos county officials were assured by the State Highway Commission that further aid would be forthcoming to assist Coos county in connection with the bond projects. The present indications are that the Highway Commission will not make any apportionments of the funds for next year until after the legislature convenes in January.

COOS COUNTY GOOD ROADS ASSOCIATION

American Lumber to Re-build Europe

"Europe will need a billion dollars' worth of lumber the first year after the war," asserted Dr. Edward Ewing Pratt, chief of the Bureau of Foreign and Domestic Commerce, in a recent address read before the Forest Industry Conference, in Portland. "There will not only be an opportunity to sell lumber, there will be a duty that should not be shirked."

"If the war should end in December, when is hardly likely, and lumber imports into Europe should in the meantime show no increase, there will be at the close of 1916 an estimated deficit in the normal European lumber supplies of some \$400,000,000. This is entirely outside of the great additional needs of lumber due to the actual destruction of the war. No one knows at present the amount of lumber that will be needed by France, Belgium, Poland and other countries which have suffered directly from the war, to replace ruined buildings, railroads, bridges, etc. There can be no doubt that this amount will run into large figures and that hundreds of millions' worth of general purpose lumber will be called for as soon as the great European struggle is ended."

"It has been estimated in Europe that at least \$400,000,000 worth of lumber will be needed for this purpose, and the \$500,000,000 deficit in the normal demand. This seems to indicate that a total of \$900,000,000 worth of lumber over and above the usual demand of \$530,000,000 will have to be applied to Europe by the lumber-producing countries. Allowance must also be made for curtailment of consumption due to enforced economy; 380,000,000 would seem ample for these purposes. So it seems likely that in the year following the war there will be a demand for a billion dollars' worth of lumber in Europe."

"This huge demand for lumber will, I believe, be largely for general purpose lumber for temporary construction and rebuilding, wood paving blocks, rough construction timbers of all kinds, railway ties, car lumber, etc. There will no doubt be a continued and increased demand for the finer grades of American lumber, particularly hardwoods, for undoubtedly the stocks of lumber in Europe have been exhausted, as have the stocks of many other lines of manufactured goods."

"It is easy to anticipate what countries will compete for the privilege of supplying this lumber. We cannot expect to do all the business. We shall be lucky if we are able to do even a major part of the business. In the year 1913 we shipped more wood products than any other country in the world, amounting to a total of \$115,000,000 worth in all. In the same year Russia shipped \$88,000,000 worth, Sweden \$84,000,000, Austria-Hungary \$65,000,000, Canada \$50,000,000, Finland \$47,000,000, Germany \$25,000,000, Norway \$24,000,000, Romania, \$5,000,000. The total European exportation, therefore, amounted to \$392,000,000 and the combined Canadian and American exportations amounted to \$165,000,000, making a total from these, the chief lumber exporting countries of the world, of approximately \$550,000,000."

Ducks Plentiful on Bay

Game Warden Thomas was over from North Bend one day last week looking after business on this side and he reported that ducks were very plentiful on the Bay. Every day that Mr. Thomas is out he makes a census of the game he finds. Those that he took on the Bay just a year ago comparing them day by day, show that there are from five to seven times as many birds this year as last. It is also reported that the ducks are numerous around Bandon. Local hunters, however, report too little water in the marsh across the river and very few ducks.

SYNOPSIS OF MANY EVENTS

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

TRAPPING SEASON OPENS

Car Shortage Situation Is Improving

The Willamette-Pacific will expend \$50,000 on terminals at Eugene.

A new industry for Oregon with factory at Portland is the Pan Pan Chewing Gum Co., capitalized at \$25,000.

In the offshore lumber trade, Washington and Oregon tidewater mills shipped 34,212,787 feet of lumber during the month of October.

The State Board of Health after analysis of city water supply on Coos Bay states: "Bacteriologically these waters are very good."

Sir Hiram Maxim, inventor of the automatic system of firearms, died at his home in London, Eng., Friday. He was 76 years old.

Several carloads of Tillamook cheese are being shipped to the East this week. This is the first time in the history of the Oregon industry that cheese has been sent from here to the Eastern states.

Combined wheat crops this year of 14 of the world's grain growing countries are estimated at 72.4 per cent of last year's production in a cablegram received from the International Institute of Agriculture at Rome.

J. B. Dyer, Ass't Gen. Mgr. of the Southern Pacific returning from a month's absence brings cheering reports of the car shortage situation and says that the first lot of new cars recently ordered by the S. P. Co. is now beginning to arrive. The cars will be distributed among shippers throughout the southern Pacific territory, and Oregon will get its share. Business throughout the Pacific Coast is improving, says Mr. Dyer.

Numerous trappers in various sections of the county are starting in on their winter's work, as the open season for trapping mink, otter, fisher, marten and muskrat in Oregon is from November 1 to February 25. There is no open season for beaver. License of \$1 is required of all persons over 18 years of age to trap on land not their own. Trappers must make annual reports of number of animals caught and receipts for the said reports.

New Law Hurts Cattlemen

Many shipments of well fed beef cattle mature for the market have been shipped from Coos county since the railroad was completed but there will be many more leave this locality before January on account of the passing of the new law which prohibits livestock running at large in the county.

The law will not allow the use of the free ranges nor even the rough unfenced land owned by the cattlemen as fencing is out of the question. There is therefore nothing else for the ranchers to do but sell their stock. Julius Larson brought down 25 head of stock, some of which was not yet matured for the market. Many others will do the same thing.

L. P. Brenstetter of Coquille has a large herd of cattle grazing on the Russ bottom lands which were partly cleared and is starting to move the stock. The cattle are said to be in fine shape. Some very fine beef steers were brought from the Mackley estate company at Rogas river and shipped out on the railroad. Several buyers have been picking up stock through the county and shipping out.—Harbor.

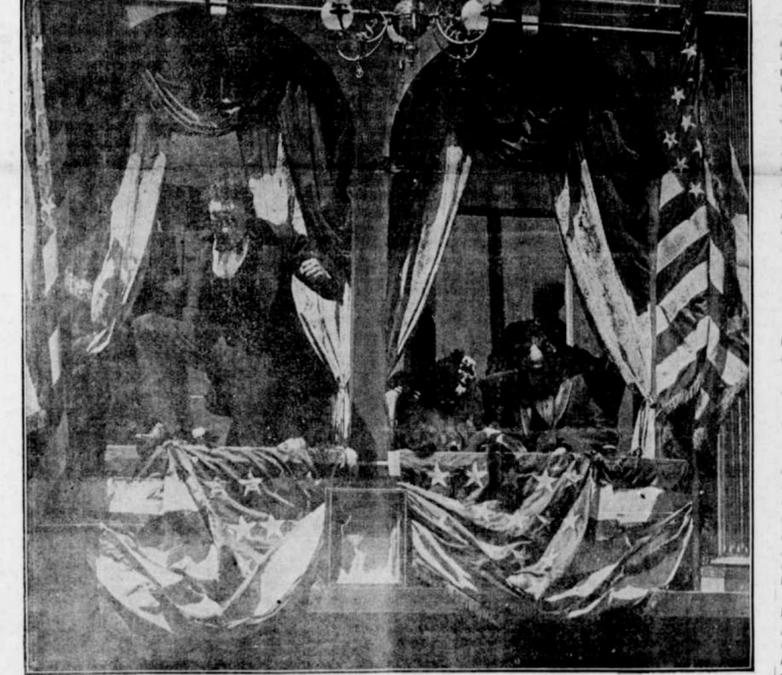
Ford Turns Over

J. H. Henderson, of Coquille, County Surveyor McCulloch, of Coquille, and three others had a close call in an auto accident near the stove mill on the North Bend road last night. Their auto ran off the plank roadway and turned over, pinning four of the party underneath the car off the railroad track.

Mr. McCulloch was thrown clear of the car and was not hurt. However, he strained himself in trying to lift the Ford off the others. He was unsuccessful until a jitney came along and help was obtained, and the four men were then released. None of them were hurt.

Emory stated that the damage to the car would total about \$200. He said that Henderson and his friends rental the car about an hour and a half before the accident and said they were going to North Bend.—Times.

OLD NEWSPAPERS—Cheap at the Herald office.



Assassination of Lincoln—The scene in Ford's Theater, reproduced with utmost accuracy of detail in THE BIRTH OF A NATION

all kinds of metal and wood and that spruce was the best adapted for the parts that can be made of wood. The short life of the machine is not due to the strain from actual flying; but is most often caused by alighting, when the machine is very likely to be wrenched.

The timber which has been purchased by Mr. Johnson to fill the spruce orders is among some of the best in Coos county and is located at Beaver Slough and on the Crane holdings farther down the river. The lumber will be shipped from here both by water and by rail.

The Johnson mill when running at full capacity employs about forty men and has a capacity of 40,000 feet daily. Mr. Johnson says that he expects to run steadily from now on, and that he expects to go back to the ten-hour day in the near future. It has been a long time since Mr. Johnson has had any assurance that he could keep his mill in operation for any prolonged length of time and the closing of contracts for a year's cut means a great deal to the people who depend upon the mill for employment as well as to the owner.

The Southern Pacific, according to Mr. Johnson, have new rates ready for publication which gives the Coos Bay Country the same freight rates on lumber to California as those enjoyed by Portland and Willamette valley points. These rates are a direct result of water competition.

Shipbuilding is a natural industry for Pacific Coast ports and freight car building a good interior industry.

Subsequently the Zeeks leased their part of the ground to the company and development on a large scale will now begin. Several years ago the land was patented to C. B. Zeek, M. J. Zeek and Adam Pershaker. It lies near the old Pioneer and Lane mines and has undergone much development in the past.

Mr. Cadman states that the company during the past year has sunk over 150 test holes and the chemists and assayers under George H. Bradford, an expert in his line, reported the ore rich in the two metals being sought. Upon his reports the company felt safe in making the investments in the purchase of the machinery and the hiring of a large number of men to work the property.

According to Mr. Cadman the geological survey of the property made by the University of California shows that it is a terminal moraine, deposited there during the glacial period. Beach combers for many years have thought that the gold found in the sand on the beach has come from the sea, but the geological surveyors state that it came from these deposits from seven to ten miles back from the coast.

He says that these deposits of gold and platinum have been found all the way from Coos Head to Gold Beach. Both timber and coal exist at the spot where the company is working.

Shipbuilding is a natural industry for Pacific Coast ports and freight car building a good interior industry.

way that the county should get very close bids on the work. This thorough preparation of estimates will result in more than one bid for the money than if the contractors were not advised exactly what they would have to do. They will be relieved of the necessity of making allowance in their bids for uncertainties. The survey has been costing the county from \$100 to \$140 per mile, which figures compare very favorably with the engineering costs in other parts of the country; in fact, anywhere outside the prairie states where there are no grades or curves.

The specifications for the road from Bandon to the Curry county line are almost ready and will be advertised early next month. It is expected the contract can be let before the first of the year and work started immediately. The remainder of the work on the Coquille-Marshfield road will be in shape to submit for bids in January and it is expected that all the balance of the work to be taken care of for the bond issue, including the Coquille-Myrtle Point, Coquille-Bandon roads, and the work north of Coos Bay, will be ready to contract by March, which will be about as soon as work can be begun.

It is also expected that the county will pave the county road through Hunter Hill addition, and that work will be prepared so that it can be done next summer.

The surveying for the other road work, which will be done with county funds next year, is going forward and Engineer Fred Haines of Marshfield

Have you paid the Printer?