

THE COQUILLE HERALD

VOL. 35, NO. 14

COQUILLE, COOS COUNTY, OREGON, TUESDAY, DECEMBER 19, 1916.

PER YEAR \$1.50

GOOD OFFER MADE TO COOS COUNTY

The Herald's View of Smith-Powers' Offer of Eighty-Five Thousand Dollars for Nine Miles of Right-of-Way Along Isthmus Slough

The County Court gives notice that the Smith-Powers Logging company has asked for a franchise to construct a standard gauge railroad along the east side of the county road from Bunker Hill to the summit, and that December 30 is the day set for the hearing of objections to the granting of such franchise. As compensation for this franchise, the Smith-Powers Co. offers to deliver gravel anywhere along that line for 50 cents per cubic yard, and it is estimated that this would make a saving for the county of about \$45,000 in the hard surfacing of the road. Further, the Smith-Powers Co. offered to deliver gravel for any other use of the county, any where along the line, at a haulage charge one-half that of the Southern Pacific, no matter what that may be. As the S. P. charge is now \$2.00 per yard, a saving of \$1.00 a yard is offered. A rough estimate of the amount required on the improvement of the road this side of the summit is 40,000 yards, so a saving to the county of \$40,000 more is offered. This means \$85,000 for a right of way for nine miles. In other words, Coos County is offered \$85,000 for something which she has no use for and which she can dispose of without even inconvenience to herself.

The Smith-Powers Co. already has a line from Myrtle Point to the center of its logging operations at Powers and is using the S. P. tracks from Myrtle Point to the Smith mill at Bunker Hill, a suburb of Marshfield. At the time that the line was built from Myrtle Point to Powers there was much talk to the effect that the Smith-Powers people would also build a line of their own from Myrtle Point to the mill. It seemed, however, that a satisfactory deal was made with the S. P. for the use of the existing track on a wheelage basis, which was far better than building a parallel line. Now, it is stated, the contract is nearing its term and no satisfactory understanding with the S. P. has been arrived at. The statement is made that the S. P. wants more for the use of its tracks than enough to cover the interest on another line. Whether the Smith-Powers people expect to really build such a line, or only to acquire the right to do so and use this as a club to prevent the S. P. from bleeding them to death is a question on which every one is entitled to his own opinion.

On the question as to whether such a franchise should be granted the County Court will undoubtedly wish to take such action as will be sanctioned by the majority of the people. There are arguments pro and con. The "con" one had the first innings last week, when our esteemed contemporary devoted something over a column on its front page to elucidation of what it evidently considered to be reasons why the franchise should not be granted. The Herald is liable to devote more space than that here to a plea for fair play for the people whose industrial activity is right now greasing the wheels of every business enterprise in Coos County. It is true that the Southern Pacific is the "big" institution, in comparison with which C. A. Smith and A. H. Powers and their industries cut but very small figure. It is also true that the Herald is the happy recipient of advertising patronage from the railroad company which amounts to as much in a month as the subscriptions of Al Powers and the C. A. Smith Lumber Co. do in a year. Yet will we raise our still small voice in the interests of fair play—for both the Smith-Powers people and for the folks of Coos County in general.

Whether \$85,000 is adequate compensation to the county for what is asked is a question for the county court to decide. We will not argue that, for or against. Supposing that the Smith-Powers people are willing to pay the value of what they ask for, it strikes us that the money, whatever the amount, would be a pick-up which would go a long way toward building some more good roads. As to any damage to the highway, it is hard to see where that comes in. It is asked that the railroad be constructed along the east side of the road. We do not believe that the Smith-Powers people desire, nor that the County Court would allow, the railroad to take up any of the space required for the highway. As we understand it, the railroad would follow the east side of the road all the way to the summit. There an overhead crossing would be made over both the S. P. and the Smith-Powers road, and we believe that it would be just as easy to get over the latter as the former. Whenever anyone says "scenic attractions" in connection with the highway which follows up Isthmus slough it is to laugh. Formerly, when the road wound around the foothills, there was once in a while an attractive little vista of green foliage opened up to the eye of the traveler. Now, however, the road runs across unsightly marshes on fills, and dives through the points of the hills in deep cuts or with heavy grades which preclude any idea of "scenery." The former winding and erratic course up hill and down is reduced to a level chute on railroad grade, and beauty has been entirely sacrificed to utility. There isn't a rod of the road that has any scenic attractions whatever. Further, it is hard to see how two railroads would hurt the view, if there were a "view," any worse than the one which already exists.

As for any danger from the proximity of the railroad to travelers on the highway, it may be remarked that this is the Year of our Lord, 1916—and will soon be 1917. Probably Mr. Powers would fence the railroad, if some one would ask him to, for the safety of those meditated "pedestrians" unable to stay in the 24 foot road, about whose welfare our esteemed contemporary is so perturbed. As for the farmers' horses, even they are becoming imbued with the spirit of the 20th century, and they will care little for a railroad train after they get used to the whizzing automobiles with which the highway in question will be thronged. In this connection it might be pointed out that the busiest thoroughfare in Coos county, that between Marshfield and North Bend, seems to be safely navigated in spite of the Southern Pacific railroad track which shares the right of way—and we have not had our attention called to any such "damage suits" as those in which the county would be involved in the case of the Smith-Powers line,—it is argued—"which might easily amount in a single year to as much as the Smith-Powers people propose to pay for the proposed right of way for all time to come."

On general principles, the Herald is not in favor of "giving" very much to any corporation, but it seems that the Smith-Powers people are willing to compensate the county. The amount of the reasonable compensation does not enter into this discussion, for it is to be presumed that the County Court will look out for that. It is still to be considered whether another line of railroad connecting this valley with the Bay would be a benefit to the county. There is only one side to that. The whole record of the Southern Pacific shows that competition is the only thing that will keep it on its good behavior. Furthermore, the Herald believes that the Smith-Powers logging road is destined to be part of a line that will tap the Grants Pass, Medford and Ashland country, and might even be part of the transcontinental line for which we hope. It is in line with this thought that the Smith-Powers road should be extended to the Bay and not end at Myrtle Point, to be still completely at the mercy of the S. P.

With the sentimental argument that the S. P. is entitled to protection from all competition from any quarter, and especially in the case that we are talking about; that the Smith-Powers people should be given no right of way paralleling that of the S. P.; that "if the Smith-Powers people want a right of way for a railroad over to the bay, why not propose to buy a half interest in that of the Southern Pacific and then lay another track," we have no patience. Any one can imagine how such a proposition as that last named would be received by the S. P. Why the people of Coos county should be interested in defending and fortifying any existing cinch that the S. P. may have on the Smith-Powers people passes comprehension. The C. A. Smith industries have done more for the growth and development of Coos county in the last few years than any other one thing. Let the wheels of those industries cease to turn and Coos county would be receiving such a blow as it never yet sustained. C. A. Smith did more to make it worth while for any railroad to come in here than anyone else. And he came here asking nothing from the people of Coos county except their good will. A good portion of the population of the county today is eating three meals a day because the Smith mill is running and Al Powers is keeping his logging camps open. On the other hand the S. P. built its road only when it was absolutely obliged to in order to keep someone else out of the field. It has been "asking" with its mit over ever since it loomed above the horizon. It has been given everything it asked for in Marshfield and North Bend. It has the Coos Bay water front tied up in a way that will some day be recognized as an immeasurable evil. Now it asks—or its good friend asks—that its opportunity to milk the county's main industry be not interfered with.

The Sentinel argues that "the Southern Pacific is taxed heavily on its right of way, to aid in improving the wagon road; and after that is done, to sell the improvement out to a competing railroad line would be about as unjust and indefensible a proceeding as we can imagine." Truly, the Sentinel's powers of imagination are painfully limited. Why doesn't it argue that Fred Slagle's automobile line be taxed out of existence; it certainly competes in the carrying of

(Continued on page Two)

Land Classification

As a result of land classification work more than eight million acres were eliminated from the National Forests in the last fiscal year and, in addition, over 1,100 individual tracts within the forests were made available for home-stead entry, according to the annual report of Henry S. Graves, Chief of the Forest Service, which emphasizes the necessarily permanent character of the National Forests, and points out the importance of definitely determining the status of the land which the forests contain.

"The National Forests," says Mr. Graves, "are gaining in stability through the land classification work. It is important for the general public to know what lands are to be retained permanently by the Government and what lands will be available for agricultural settlement. The whole forest enterprise is based on the assumption of permanence. All the work is conducted with a view to constructive development of the property and its constantly increasing usefulness. Every timber sale is made with a view to future consequences. The work of protection from fire is not only to prevent the destruction of standing timber but to save young growth and encourage the natural reproduction on lands which have been injured by previous abuse. Millions of trees are established each year which will not come to maturity for a very long time. A regulated system of grazing looks to the upbuilding of the forest range, as well as to its present use, and the investment of public funds in extensive improvements is predicated on the permanence of the Government enterprise."

The need for consolidating land ownership where Government and private lands are interlocked is pointed out by Mr. Graves. Congress has, he states, already authorized an exchange of lands on the Florida, the Oregon and the Whitman National Forests. Under the same policy exchanges have been or are being negotiated with South Dakota, Montana, Idaho and Washington for school lands in the National Forests located in those states. The consummation of three of these exchanges now awaits final approval by Congress.

Other measures which will have a far-reaching significance in relation to the permanence of the National Forests, says the report, are the appropriation by Congress at its last session of ten million dollars for the construction of roads within the National Forests in the eastern mountains by purchase. "The appropriation for the construction of roads will permit the opening up of regions heretofore inaccessible, will greatly increase the use of the resources in the Forests, will shorten lines of travel across the States and between communities, will stimulate prospecting and mining in mineral regions as well as community upbuilding. The importance of having public Forests at the headwaters of important streams has been recognized and greatly emphasized through the appropriation of \$3,000,000 for continued purchases of lands begun under the so-called Weeks Law. The work of establishing these Forests has been started under the most favorable auspices, and its discontinuance would have been peculiarly unfortunate. With the new appropriation the purchases may now go forward with a view to blocking out and extending the various units."

Health Insurance

Topic of Debate

In a few days debaters from 67 Oregon high schools will be hard at it. Many teams have been working for weeks on this year's subject, which is: "Resolved that Oregon should adopt a health insurance law embodying the essential features of the Standard Bill of the American Association for Labor Legislation."

The league officers intend that the debates within the districts shall be ended in time to permit final dual debate among winners on February 2. Elimination of schools is very rapid under the district plan of organization. The top two teams will debate for the University of Oregon cup, which carries the league championship, at Villard hall next May. Crook county high school, of Prineville, holds the cup at present. The schedule in the local district follows:

Coos Bay District—F. A. Tiedgen, Marshfield, director.
January 26.—Triangular arrangement (negative travels): Coquille vs. Bandon; Marshfield vs. Coquille; Myrtle Point vs. North Bend; North Bend vs. Marshfield; Bandon vs. Myrtle Point.
Decision on points. It is results, it will be settled by debates later between schools tied.

Club Cafe Changes Hands

In a deal closed last Tuesday, Alan McLeod, superintendent of the county infirmary, purchased the fixtures of the Club Cafe on front street of K. F. Clark, who has been conducting it for the past few months. At the same time Mr. McLeod leased the property to J. D. Avery, who will have charge of the cafe in the future. Mr. McLeod was already the owner of the building in which the Club is located.

PLAN FOR BIG GAME JAN. 1

Local Football Fans Trying to Arrange for Game with Holladay Athletic Club

COQUILLE HAS GOOD LINE-UP

Men Home from College Will Strengthen Team

The football enthusiasts of the city are making an effort to stir up interest enough to make it possible for them to play the team of the Holladay Athletic Club, of Portland, here on New Year's day. A meeting has been called for tonight at the sample room of the Baxter hotel to decide whether or not they will take a chance on covering the expenses of the game which will be rather large. They will also elect officers and make arrangements for practice, if it is decided to go ahead with the affair. The Holladay Athletic Club football team is composed of ex-high school players and the average weight of the team is claimed to be 150; they hold the state championship for this weight. From all reports that can be had of the Portland team they put up some decidedly fine football and should they come in here the game will be without doubt one of the most interesting that have been seen in the county. The Holladay team has played a large number of games this year and have succeeded in winning every one.

A tentative line-up of the available material here has been made and while some changes may still be made it is probable that in the main, should the game be played, the lineup will be as follows: Earl Leslie, fullback; Keith Leslie and Ray Miller, halves; G. Earl Low, quarter; Bruce Johnson and Harry Oerding, ends; Roy Avery and Les, Donaldson, tackles; "Jocko" Gillam and Clifford Kern, guards, and Tracey Leach, center. Local football fans consider that this line-up will give Coquille as good a team as she has ever had and one which should make a good showing even against a team as fast as the Portland aggregation is reputed to be.

Both Earl and Keith Leslie attracted a good deal of attention in Freshman football at the University of Oregon this year, and are both considered candidates for the varsity team next year. Ray Miller played one year at end on the University of Arizona, besides starring for several seasons in high school football in Coos county. Every other member of the proposed team has had considerable experience at the game and most of them have played together at one time or another. It is no guess work to say that if the teams should meet, the Coquille team, whether they win or not, will put up a very creditable class of football.

The expense of bringing the Portland team in is one of the features of the affair that is receiving the greatest amount of consideration from the local fans. A guarantee of \$175 is asked by the visitors, and this, considering the distance which they have to come is not an excessive sum. Whether this amount can be raised or not will be the main feature in deciding whether or not the game shall be played. As the game is one in which the whole county will be interested, it is thought that it will be safe to count on quite an attendance from the surrounding towns. It is decided to play the game, the team here will not depend entirely upon the gate receipts to cover the expenses.

County Agent Work

The work of a County Agricultural Agent is not confined to answering questions for individual assistance. These are answered as much as possible, but several main lines of work, called projects, are carried on by the agent, which are of great importance to the agriculture of a county.

County Agricultural agent work has now been carried on three years in Coos county. This work is well established over all of the United States, nearly 1200 counties employing agents. 14 are employed in Oregon. The work is under the direction of the Extension Service of the Oregon Agricultural College and the United States Department of Agriculture.

In this county the principal projects given attention have been cow testing, silos and corn ensilage, and improvement of breeding stock. Five cow testing associations were organized the first year and have been in operation ever since. This represents service to over two hundred dairymen, testing about fifty-five hundred cows during the three years. It is hard to estimate in dollars and cents the benefits derived from culling out the unprofitable cows and bringing up the standard of production. One of the most evident needs of the dairymen of this county was more silos

and better silage crops. Of course, some corn was grown for this purpose prior to three years ago, but very little attention had been given to the growing of earlier maturing varieties, such as are now successfully grown here and which produce a much better quality of silage.

The result of the county-wide campaign for more and better corn silage carried on by means of corn growing contests and shows is already apparent in better seed selection and an increase in acreage of at least 100 per cent in the past three years. While the chief object of growing corn in this county is for silage, it is very important to produce seed corn here at home which is acclimated to the peculiar climatic conditions of this section.

The increased acreage of good quality silage corn has resulted in the building of a large number of silos. There are now approximately two hundred and fifty in the county, one-half of which were built within the past three years. A great deal of attention has been given in interesting the farmers in better breeding, especially in the use of pure bred sires. There are now over two hundred pure bred bulls in this county, many of which have been brought in during the past three years. The Jersey Breeders' Association has been organized which will eventually include all dairymen who are especially interested in Jerseys. Members of the Association have already imported several very fine pure bred bulls from Wilamette Valley points, purchasing them on a co-operative plan suggested by the county agent. The object of this Jersey Breeders' Association is to cooperate in the buying and selling of pure bred stock. The plan being to exchange bulls every two years in order to prevent inbreeding. This gives each member the use of several bulls for the price of one. It is expected that a sufficient number of Holstein breeders in the county will be interested enough to make possible the organization of a Holstein Breeders' Association along the lines of the one organized by the Jersey breeders.

In addition to the main lines of work above described, a considerable number of field demonstrations with different crops and varieties have been conducted. 150 tons of lime were secured and distributed to fifty-five farmers at five dollars per ton, which is less than one-half the usual price. This supply of lime was not discovered in time to produce more than partial results this season, but its effects will be more apparent next year. Demonstrations with alfalfa show that it can be successfully grown on certain types of soil if the ground is properly prepared, limed and the seed inoculated. Suitable varieties will be recommended and inoculating bacteria, for alfalfa, peas, clovers and vetch may be secured through the county agent.

Seven exhibits of farm and dairy products were gathered and arranged during the past season by the County Agricultural Agent as follows: At Marshfield and Coquille, during the Railroad Jubilee; Special dairy products exhibit at the County Fair; first prize County Exhibit for Coast District at the State Fair; three Corn Shows at Marshfield, Myrtle Point and Coquille, respectively.

Besides the matters previously mentioned, a large amount of personal advisory work was handled in all sections of the county. In a county like this, it is, of course, a physical impossibility for one man to attend properly to all of the calls for advice or assistance. Visits in answer to individual calls must often be postponed until the agent has occasion to visit that section while carrying on his main lines of work.

The farmers of the county should remember that community problems are their problems and that much more can be accomplished by community effort than by each one pulling in a different direction. It is a part of the county agent's work to advise, organize and encourage, to help along all problems of rural communities. Let us pull together for better and more profitable agriculture in Coos County during the coming year.

The projects which will be given attention in 1917, in addition to the continuation of those of the past season, are: drainage, potato crop improvement and the organization of a cheese association for the purpose of standardizing and marketing the cheese output. Considerable work has already been done toward affecting this organization and it is hoped that it will be completed and in operation early in 1917.

Card of Thanks

We wish to extend our heartfelt thanks to the many kind friends who aided us so unselfishly in our recent bereavement.

MR. AND MRS. WM. FOOTE.

Oregon, California & Eastern Ry. will receive \$300,000 bond issue from Klamath Falls besides \$75,000 in terminal grounds; Burns gives \$100,000, Lakeview \$20,000, Bend \$25,000, Prineville \$100,000, Bonanza will grade seven miles and land owners give 200 miles right of way. Mr. Strahorn announces that actual construction work will start in 30 days.

NO FURTHER ALLOTMENT OF FUNDS

Five Thousand is the Limit of Assistance to Be Received by Coos County from State Road Funds until Meeting of the 1917 Legislature

Further than the appropriation of \$5,000, which was made by the State Highway Commission for the Coos Bay Highway, between Roseburg and Myrtle Point, it is probable that nothing definite will be given out in the way of an allotment of funds to Coos county until after the coming session of the Legislature.

In connection with this, the following letter, addressed to the State Highway Commission, and the answer made by it, through the State Engineer are of interest:

State Highway Commission, Salem, Oregon.
Gentlemen:—
The writer notices that considerable apprehension is felt in different sections of the State as to the ability of the State to match the Federal funds for roads, dollar for dollar, before June 30, 1917, thus insuring this aid to Oregon. I wish to call your attention to the ample ability of Coos county to match the entire amount available this next year. This apprehension is possibly felt in the localities where they are hoping for government aid, and where definite and material efforts have not been made to help themselves.

This section is proud of its record and ability to help itself.
Much interest is manifest in our section in connection with the relations of the State and our county. Representative commercial bodies are desirous of meeting with your Honorable Commission with the idea of discussing the road program and the aid that you propose for our county.

It is the writer's understanding that definite allotments of the state road funds are not being made. Soon after the first of the year at your convenience, and in order to promote a better understanding we deem it an honor to be permitted to have the representatives of our County Court and commercial bodies discuss with you the location and other matters in connection with the allotment of funds. We are assuming it would not be convenient or desirable to cover this matter at your next regular meeting.

Thanking you in behalf of our Association and this section for your many considerations, I remain

Very truly yours,
CHARLES HALL, President.
Salem, Oregon.

Mr. Charles Hall, President, Coos County Good Roads Ass'n, Marshfield, Oregon.

Dear Sir:—
Replying to your favor of November 21, the Commission in all likelihood will not take any steps to allot 1917 funds for state highway work until after the 1917 Legislature has met and the status of highway matters fully established. At that time, your committee and all officials interested will be notified in sufficient time to have a delegation present.

Yours respectfully,
JOHN H. LEWIS,
State Engineer.

E. E. Weekly, of Bridge, one of the most consistent good road boosters in Coos county, was in Marshfield Saturday and had some very interesting things to say in regard to the road situation, particularly referring to the Myrtle Point-Roseburg road. Mr. Weekly has finished his contract with Douglas county for grading and

Subscribe Stock for Boat

A meeting was held at Bandon Thursday to take action on the proposal of Portland wholesalers and jobbers to cooperate with Coquille valley people to build a vessel for the Portland-Coquille run, says the Times. Mayor George Topping presided as chairman of the meeting. There was a good turnout and over \$2,000 in stock subscriptions were pledged. It is expected to get a few thousand more at Bandon and also to have Coquille business men take a few thousand dollars worth of stock. Chas. Hall of Marshfield was present as representative of Secretary Dobson of the Trade Extension Bureau of the Portland Chamber of Commerce. He explained that Portland stood ready to build the ship, providing sufficient Bandon and Coquille business men would take enough stock to guarantee their business support after the vessel is put on the run.

It was pointed out that the vessel could be built at the old shipyards in Bandon, thereby reviving that industry and furnishing a good payroll during construction and probably opening the field for building other vessels. Geo. W. Moore was present and subscribed for \$500 worth of stock. Mr. Moore also stated that he would guarantee to furnish the lumber to build the vessel for \$1 per thousand less than Kruse & Banks are paying for material for the vessels they are building.

It is also pointed out that Mr. Hall, a Portland man who recently took over the Riverton mines, will soon have

planking two miles of the highway in this end of Camas valley and the upper part of the canyon. This leaves only eight miles to be graded and surfaced to make an all-year road available between Roseburg and the Coos county line. It is probable that a large proportion of this work will be completed next year, if the present plans of the Douglas county court are carried out.

The Camas valley road district, a few weeks ago, voted another special tax of ten mills, which will net \$7,000, and this will be spent, together with \$7,000 from the Douglas County general fund, on the extension of the present grading and planking.

This assures \$14,000 to be spent on this extension next year, and there is also about six or seven thousand dollars of back taxes which can be applied in this district. Mr. Weekly also stated that the State Highway Commission had promised Douglas County \$5,000 in this work, so that there seems to be an assured fund of about \$25,000.

The Douglas County Court has agreed to make a survey of the grading of this last eight miles, and it will be done under the supervision of the State Highway Commission, so that additional state funds may be applied to the work. Mr. Weekly estimates that it will take about \$50,000 to complete the eight miles of grading and planking in Douglas county.

Ex-Congressman Binger Hermann, of Roseburg, is taking a very particular interest in the improvement of the Coos Bay Highway, and the prospects are that within a year or so the Douglas county end will be available all the year. The Roseburg people are more interested in this project than ever before, having been awakened by the efforts of some Coos county people to get a road out by way of the Estuslaw and Eugene.

There still remains between four or five miles of the Myrtle Point-Roseburg road in Coos county, which has to be graded. It is expected that funds will be provided for this work by the state, in fulfillment of its promise to the Coos County Court and Good Roads Association, an appropriation for survey work of \$5,000 already having been made.

Mr. Weekly, who has been building roads in Coos county for more than ten years, is just finishing up a contract on the Big Creek and Rock Creek-Myrtle Point roads out from Bridge. He says that in all the grading he has done in this county, working under various surveyors, he has never worked on a job where the road had been better laid out. While Mr. Weekly says this is not the cheapest road, he has ever built, the fills and cuts are very evenly balanced and he does not believe it would have been possible to get more road for the dollar than is being secured in this particular project.

Basing his judgment on his present contract, which is being done under the direction of Roadmaster R. B. Murdock, Mr. Weekly was rather sanguine of the prospects for an economic expenditure of the proceeds of the road bond issue.

Coos County Good Roads Association.

Talks on Journalism

Journalism is not altogether a profession, and the universities have no right to give a young man a purely literary and professional training to grapple with the problems of the newspaper world, according to Eric W. Allen, dean of the School of Journalism of the University of Oregon, who gave the presidential address at the opening session of the Western Association of Teachers of Journalism which began its annual two-day convention at the University of Montana, Friday. Besides being a professor, Mr. Allen maintained that Journalism is, on the one hand, a business, and on the other, an opportunity for public service. The road to the highest places in the newspaper world is barred, he maintained, to the man whose training and experience is limited to only one or two of the three phases of the work, and he reported that the last ten years have demonstrated that the schools of journalism can fill a definite need by providing a three sided preparation which it has been difficult for a young man to get in the old way in the newspaper office itself.