

THE COQUILLE HERALD

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COQUILLE, COOS COUNTY, OREGON, TUESDAY, DECEMBER 26, 1916.

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FAVORABLE TO SMITH-POWERS

Further Data Showing That Proposal is Good One for Coos County

PLENTY OF ROOM FOR BOTH
New Railroad Would Occupy Space Otherwise Wasted

A prolonged session of Roadmaster Murdock and a representative of the Herald on Saturday resulted in the digging up of what appeared to be the fact that the right of way of the Coquille-Marshfield road is 40 feet wide for a distance of a mile and three-quarters from Coakbank slough. This would bring it about to Millington. From there to Southport it is 60 feet, and from there to Summit it is 80 feet. To arrive at this conclusion it was necessary for the road master to go through old records, surveys and maps, and to figure it out from them, but the figures may now be accepted as correct. This disposes of the assertion so confidently made on the streets the other day by a party who said that he had helped set the stakes and knew positively that the right of way on "this side of the Wall place" was only 40 feet wide. Perhaps the gentleman set only half of the stakes and therefore cut the figures in two, for the right of way is 80 feet wide all the way this side of Southport. As will be seen by A. H. Powers' interview in the Times, republished in this issue, the Smith property adjoins the county right of way along the narrow portion, and the Smith-Powers Co. proposes to crowd out upon its own land there. So we need figure on at least 60 feet, and that along a portion of the road which will be practically a bee line. On the portion where curves must occur there is 80 feet to go on. The county has graded and filled to a width of 30 feet along the middle of the right of way, and proposed to make the roadbed 24 feet wide, the central 16 feet to be hard-surfaced. The Court promises to allow no encroachment on the 24-foot roadway. As the Herald understands it, then, the county requires 24 feet of the 60-foot right of way, but we will be liberal and allow ourselves 30 feet. This leaves 30 feet of the right of way which the county does not propose to improve at the taxpayers' expense, for which it has no use whatever except as an exhibit of the "generosity" over which our esteemed contemporary is so inclined to enrage. It is true that the 30 feet to be improved now lies in the middle of the 60 foot strip, leaving only 15 feet on each side. It is not to be supposed that Mr. Powers would want to straddle the roadway to get the room he requires; but he is clearly willing and the County Court will insist, that wherever the railroad would encroach on the improved portion the railroad company must grade and fill enough on the west side of the road to still leave the county's 30 feet intact. If, then, the Smith-Powers people, in their youth and inexperience in the matter of logging railroads, don't know how much room they want, then they can take the Sentinel's estimate of their requirements, which does not run over 30 feet, and still there would be room on the right of way. To move the wagon road to the extreme western edge of the right of way would involve a large amount of new grading, but that would all be up to the Smith-Powers people, so we should worry. This side of Southport where there is a width of 80 feet, there should be no trouble.

Some details not heretofore covered are mentioned in the interview of A. H. Powers, republished from the Times in this issue. They need not be repeated here. Mr. Powers seems to be in error as to the width of the right of way near Bunker Hill, but that is not to be wondered at, considering the inchoate mess in which road matters were found when the present roadmaster took charge of them.

The discussion of the Smith-Powers petition has been fast and furious for the past week, both in and out of the newspapers. This is as it should be, for the proposition is perhaps the most important that has ever come before the people of the county. A decided difference of opinion was manifested on the street. Some had jumped at the instant conclusion that any proposition to give the Smith-Powers people any part of the right of way, under any consideration, for any price, was a thing to be sat upon heavily and distinctly and without consideration. They had the example of one of the city's journalistic luminaries in this and it was not to be wondered at. Still, when we heard the expressions used by one of our heavy taxpayers, who took the occasion to score the county court heavily for spending so much money on the grade of the road in question, we were inclined to wonder what he would say when he would be called upon to pay

his share of the \$85,000 which he would so cavalierly reject. For it is a cinch that the Smith-Powers offer on the gravel required for hard-surfacing the road between here and Marshfield means an actual saving of about that amount. The county must have the gravel, and refusing the saving of \$85,000 means just that much more to be raised by taxation. Other parties, whose first impressions had been evasive to the proposition, were inclined to find out exactly what the Smith-Powers people wanted, and were "open to conviction." Still others had recognized the advantages of the proposal and were enthusiastic in its favor, expressing their faith in the ability of the County Court to safeguard the interests of the public. Some had been impressed by the fact that the proposal meant the expenditure of a million dollars or so in new railroad construction in Coos county, furnishing a competing line between the two portions of the county and an entrance for a possible road to the interior. It seemed, in fact, that opposition among the people would not survive a full discussion of the matter.

Among the papers of the county a similar diversity of opinion prevailed. A clipping from the North Bend Harbor in this issue shows that it is ready to endorse the project if, on investigation, it prove all right. The Coos Bay Times is favorable, and even goes to the length of republishing the Herald's editorial of last week, for which we make our surprised acknowledgments. But Mike's copying of one of our editorials is hopelessly eclipsed, as a spectacle, by the sight of the Record and the Sentinel standing shoulder to shoulder, and all by their lonely on the same side of the question. For it is generally understood that Judge Watson favors the project, and that is sufficient to fix the position of the Record in opposition to it. The Sun is favorable.

A. H. Powers Tells More Right-of-Way Proposition

The Coos Bay Times prints the following article, which gives further expressions from Mr. Powers:

Considerable discussion has been aroused here over the application of the Smith-Powers Logging Company for a franchise along the east side of the Marshfield-Coquille road between Bunker Hill and the Summit. A further examination of the application tends to confirm the original announcement that the construction of the road may mean much more than simply another road between Coos Bay and the Coquille valley.

A. H. Powers, head of the Smith-Powers company, concerning his application to the Coos county court which will pass on the request on December 30th says:

"In case the application is granted, construction is to be started within six months and completed within two years. The road is to be strictly a common carrier, handling all railroad business in addition to the Smith-Powers logging business, making it a railroad and not merely a logging road.

"We desire a franchise along the east side of the road, covering a strip not to exceed sixteen feet in width. The county's right of way between the Summit and Millington is eighty feet wide and from Millington on it is sixty feet wide.

"The county has improved a roadway eighteen feet wide through the center of their right of way so the franchise which we ask does not cover any of the improved portion of the road.

"The portion over which we seek right of way is unimproved, being covered with stumps, or requiring grading or filling which we will do.

"Where our road would run near a level with the county highway, we will construct a hog wire fence with two barbed wires between the two roads and in case our line should be below the grade of the county's improved highway, we will construct a bulkhead along it to prevent caving.

"We will furnish bond or rather guarantees protecting the county against any damage resulting from accidents from the railroad being on the county's right of way.

"From Millington in, our company owns property extending practically the entire distance and if it should be found that the new railroad would crowd the county's right of way, it can be quickly adjusted.

"We do not want or expect the franchise over the county's property without recompensing the county. We offer to give the county the gravel needed along the nine miles of highway for fifty cents per yard, delivered.

"Furthermore we will agree to haul gravel for the county all gravel it may need along the line at one-half the existing rates charged by the Southern Pacific at the present time. I believe that the Southern Pacific freight rate on gravel to Marshfield at the present time is \$25 per car and to Myrtle Point \$18 per car and to Coquille \$20 or \$22 per car.

"If the county will load the gravel at the pit, we will give them free freight rates for the gravel needed to improve the nine miles of roadway alongside the highway over which we ask the franchise.

"We need and desire the franchise

COOS & CURRY CHEESE ASS'N

Will Work on Plan that Has Made Tillamook Product Profitable

OFFICERS ELECTED THURSDAY
Higher Standard and Better Prices the Objects

About twelve men representing different cheese factories of Coos and Curry counties met at the office of County Agent J. L. Smith here Thursday and reorganized the Coos and Curry Cheese Association and elected officers for the coming year. The organization was really perfected last spring but only after the season was so far advanced that it was thought impracticable to put it in operation.

The purpose of the Association is to standardize the product of the cheese factories and to improve the selling facilities. In order to do this the association will employ an inspector whose duty it will be to inspect the cheese of the different factories and brand the product according to the class to which it belongs. They will also have a sales agent and all of the product of the factories belonging to the association will be marketed by him. The by-laws of the association places the maximum cost of inspection and selling at one-fourth cent per pound.

The Association is modeled after the one in Tillamook, which has been instrumental in placing the Tillamook cheese above the product of the other Oregon counties. It is estimated that the factories already in the association have an annual output of over one and one-half million pounds of cheese and several other factories are expected to join in the near future.

The advantages of the association as outlined by Mr. Smith are that the cheese of the different factories will be brought to a common high standard and the price obtained will advance accordingly. Under the present system he says that buyers come in from the outside and induce the cheese men to compete with each other in the matter of price and in this way cause them to lose many thousands of dollars in the course of a very short time.

Prof. W. A. Barr of the Dairy Extension department of O. A. C. who was here last spring to assist the cheese makers in perfecting their organization was present at the meeting Thursday, in response to a telegram from Mr. Smith. He was of the opinion that it would be possible for the association to secure the assistance of representative of the Dairy Division of the U. S. Department of Agriculture which will be held in the state next spring to aid the men employed by the association in getting the plan fairly under way. This service, says Mr. Smith, will be without expense to the association.

It is understood that the association already has men in view to fill the positions of inspector and sales agent.

The officers elected Thursday were: President, J. D. Carls, of Arago; vice-president, A. W. Coke, of Langlois; secretary-treasurer, A. Christensen. The other members of the board are: L. N. Strong, of Two Mile, and N. W. McDonald, of Broadbent. Each of the officials are creamery men in the localities in which they live.

Why Lumber Has Raised

Last week there was a raise of \$1 per thousand announced by the lumber manufacturers of the Pacific coast on all fir products. Below are given the reasons that are said to be responsible for the advance:

1. That it is costing on an average of \$2 a thousand feet more to produce lumber than this time last year.
2. That car shortage is just in the preliminary stages of traffic paralysis and that the real crisis will not come for several months.
3. That freight embargoes, similar to that recently declared on forest products and other non-perishable freight, are likely to become intermittently epidemic with the transcontinental carriers.
4. That mills are becoming hard pressed for suitable storage space owing to the continued excess of orders and production over shipments.
5. That many mills are operating on reduced schedules and that some have discontinued operations entirely, except as to the conditioning stock intended for "early" delivery.
6. That the retail yards which under ordinary conditions drop out of the market at inventory time continue placing orders regardless of the feelings of the manufacturers, and in absolute defiance of trade precedent.
7. That the railroads, returning to wood construction after unsatisfactory experiments with steel and steel prices, will be in the market for 40,000,000 feet of "car material" in the course of the next few months.
8. That shipbuilding, a decadent Pacific coast industry suddenly rejuvenated by unprecedented ocean freight rates, will absorb not less than 100,000,000 feet of lumber in 1917.

Queen Wasps

The queens are the only wasps which survive the winter, all workers and drones being killed off.

At End of the Good Road

To see what really happens at the end of the good road, a public road specialist of the department recently had observations made in different sections of the country. The observers noted many country-bound teamsters who drove two loaded wagons, hitched one behind the other, to the end of the good road, and then found it necessary to leave one wagon by the roadside to be returned for later, while all the power of their teams was devoted to hauling a single wagon over the unimproved road.

Farmers bound for the market frequently were seen to haul wood and similar products to the beginning of the good road, there dumping them, and returning for the second load. When this arrived, the two loads were consolidated and easily hauled by a single team the remaining distance to market over the improved highway.

In one section of the country where oxen are still used teamsters were observed to bring their loads over the dirt roads with two or three yokes of oxen. When the beginning of the good roads was reached, the teamsters would unhitch the extra animals and finish their journey with a single yoke.

The Second Lyceum Number

The second number of the Lyceum Course consisting of an entertainment by the Lyndon-Gordon Impersonators, will be given at the Seaside on Monday evening, Jan. 1. Those holding season tickets should begin to look them up and get the dust rubbed off preparatory to using them on New Year's night. For those not holding season tickets the admission will be fifty cents, school children thirty-five.

It was Miss Judith Hampton Lyndon and Elsie Mae Gordon who, on being given twenty minutes to show a bunch of Lyceum managers what kind of an entertainment they could give, held that crowd of hardened critics spellbound for over an hour. Tom Hendricks, one of the best of entertainment critics, has written the following "Appreciation" of the Lyndon-Gordons:

"Once in my callow youth I ran with the volunteer fire company to a fire. It was what the boys call 'some fire.' It burnt off the telephone wires, electric light wires, and all the multiplicity of

SYNOPSIS OF MANY EVENTS

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

FARM CROP RECORDS BROKEN
Eugene String Beans Shipped to Mare Island Yard

Oregon's dairy production in 1916 totals \$20,000,000.

Rich strike in Ben Harrison mine at Granite, Sampter district, shows \$1 a pound ore.

About 216,037 canaries, 7,080 partridges, 15,841 pheasants, 5,345 miscellaneous game birds, and 25,747 non-game birds were imported in 1914 under Federal permit.

During 1915 the total road and bridge expenditures in the United States amounted to about \$282,000,000, of which probably not over \$15,000,000 represented the value of the statute and convict labor.

Changes in the demurrage and reciprocal demurrage rules in Oregon as applying to interstate freight in carload lots have been decided upon by the Public Service Commission to become effective January 1, 1917.

Service of copies of the new order have been received.

"California Favorite," awarded the grand steer championship of the International Livestock exposition at Chicago, was sold at auction to a Detroit packing firm for \$1950. The price per pound was \$1.75. The steer was raised by the University of California and the proceeds of the sale will go to the agricultural department of the institution.

All records for the value of the country's important farm crops were exceeded this year despite the smaller size of the crops. Their value was placed at \$7,641,609,000 today by the department of agriculture in its final estimates of the year. That is \$1,750,000,000 more than the same crops were worth last year. Higher prices, due partly to reduced production and partly to the demands for American food from the warring nations of Europe, were responsible for the vast increase in value.

Lumber is higher. Mills throughout the Pacific Northwest report a general advance of \$1 a thousand feet on practically all fir items. That the top has not yet been reached seems to be the opinion of leaders in the trade. The "high cost of lumbering" is the reason behind the advance and it has been accelerated incidentally by the car shortage, freight embargoes, curtailed production and an anticipated continuation of unsolicited demand. The higher prices are applied principally to lumber sold secondarily.

The second carload of canned string beans in a big order from the government for use in the navy is being prepared for shipment at the canneries of the Eugene Fruit Growers' association at Eugene and Junction City. The car will contain 1000 cases of the canned goods, one of the largest carloads ever shipped out by the association. The beans are consigned to Mare Island yard, from which point they are distributed to the different vessels of the navy on this coast. The association recently shipped a carload of canned goods to Portland and one will go out today on the Middle West—Eugene Register.

Lumber Business in Oregon Shows Increase

Salem, Ore.—Capital to the amount of \$23,619,902 is invested in the plants and equipment of the various timber industries of Oregon, according to figures compiled by State Labor Commissioner O. P. Hoff. This is exclusive of working capital and timber holdings, and includes only the buildings, machinery and other equipment that is actually used in putting timber and the articles manufactured therefrom on the market. Two years ago the total investment was \$19,242,119.

These industries give employment to 22,984 persons, and the annual payroll totals \$14,317,135. The preceding year 22,984 persons were engaged, and there was paid in salaries the sum of \$13,493,031.

Wages on the whole, finds Mr. Hoff, both for skilled and unskilled workers, show an increase during the last six months and give indications of going higher. For the preceding year and a half they averaged about what they did for the previous two-year period.

All reports received show that there is an undoubted reawakening of business in the timber industries, gradual, it is true, but of a nature that holds out rich promise for the future. The demand for men is steadily growing, and inducements in the form of wage

Change Game Law

A number of important changes in the state game laws were proposed by the State Fish and Game Commission. Principal among them are:

To reduce the length of the deer season 15 days, making it run from August 15 to October 15. It now runs from August 15 to October 31.

To reduce the bag limit from three deer to two deer and to protect yearling bucks as well as all females. The present law does not protect yearlings, or "spikes," as they are called by hunters.

To make the season on migratory birds coincide with the season under the Federal law. This probably would delay the opening of the season until October 1. It now opens September 1.

To increase the license fee for both fishing and hunting to \$1.50 and to require women to pay for both. The present fee is \$1 and women are exempt from paying fishing licenses.

Several minor changes also have been suggested. They, together with the more important ones enumerated, will be submitted to the forthcoming session of the Legislature for enactment into law.—Times.

Facts Disproves Claims

Following is some information obtained from the annual report of the Commission of Navigation which goes a long way toward disproving the claims of the parties who would have us believe that the LaFollette Seaman's law has killed the hopes of the United States for a merchant marine:

Washington, Dec. 8.—Merchant ships built in the United States in the first eleven months of the year more than doubled in tonnage the whole of last year's output. The Bureau of Navigation announced today that 1115 vessels had been turned out, with a gross tonnage of 521,711. All but forty-nine were for the American flag.

Domestic Wooden vessels numbered 936, with a tonnage of 127,276, and steel, 130, with 361,170 tonnage. The Atlantic and Gulf trade took 546 vessels, the Pacific trade 263, the Great Lakes 114 and Western rivers 143.

There now are building, and under contract, vessels with aggregate tonnage of 1,200,000, the largest total in the country's history.

THE PAINT WAS FOR THE NOSE

Ninety-Six Quarts Caught in Disguise and Trying to Sneak into Town

E. A. BECKETT UNDER ARREST
Distressing Drouth Suddenly Afflicts Local People

E. A. Beckett was arrested this morning by Deputy Sheriff Laird and taken before Justice of the Peace J. J. Stanley, on a charge of unlawfully receiving intoxicating liquors. After the preliminary hearing the trial was set for Saturday to be held before Judge Stanley. L. A. Liljeqvist appeared for the State and Walter Sinclair for Mr. Beckett.

Saturday night City Marshal S. V. Epperson took charge of 96 quarts of whiskey, which had been unloaded from the steamer Telegraph and which Mr. Beckett was preparing to take to his home. The booze was designated on the bill of lading as paint and varnish from the W. P. Fuller Company, of Portland, and was consigned to C. W. Davis. As far as is known there is nobody of that name living in this vicinity. The consignment consisted of four cases of Cedar Frook and four cases of Old Taylor whiskey. What will be done with the liquor has not been determined.

It is reported that after the whiskey had been taken charge of by the officers, Mr. Beckett admitted that it belonged to him and said that he was going to take it home.

Mr. Epperson says that he had been out hunting and as he was returning he saw men loading something into a car at the dock and became suspicious. He investigated and found Mr. Beckett with what was apparently a case of paint but which upon examination proved to be whiskey. Mr. Epperson sent a S. O. S. call up town and Sheriff Laird and Night Marshal J. A. Jackson came to his assistance. They phoned to Bandon and received the information that there had been two cases, similar in size to the one seized, loaded on the Telegraph here. A search revealed the other case, which had been concealed under a pile of empty fish boxes on the platform under the high wharf.

How near the officers came to losing at least part of the second case is shown by the circle of holes bored in the box as it was found. Mr. Epperson thinks that the case was discovered by some one while the officers were up town phoning to Bandon and had they not come back about when they did the party would have succeeded in getting into the box and taking part of the booze.

The reason that the arrest was not made at the time of seizing the liquor was that Marshal Epperson was not positive that he would be within his rights in doing so. After allowing Mr. Beckett his freedom it was necessary to obtain a warrant for his arrest. The following day being Sunday and Monday being also a holiday it was impossible to get a warrant until this morning.

Mr. Beckett was released this morning without bail.

Concert Takes Well

The free concert given by the Coosian Band was well attended and was appreciated by everyone present. The concert was held in the Seaside Theatre instead of the Masonic hall as advertised and the house was full including the standing room. The Coosian quartet, which was down for a couple of numbers failed to show up, but otherwise the program was carried out according to schedule. The following program was rendered:

Garland Entree March... K. L. King.
Coosian Band
Visions of Madrid (Spanish Serenade)... G. E. Holmes.
Coosian Band
Misericordia... Verdi.
Duet for Coronet and Baritone
Overture—Grand Medley Soprano... Dalby.
Shadow Man... J. S. Fearis.
High School Girls' Glee Club
Address... Prof. C. A. Howard.
Nearest and Dearest, Luigi Caraciolo
High School Girls' Glee Club
March—National Emblem... Bagley.
Arabian Nights Oriental Intermezzo... K. L. King.
Imogene... Clay Smith.
Duet for Trombones
Selection—Martha, Flotow Barnhouse Coosian Band
America... Coosian Band.

You are invited to attend the dance given by the Coosian Band Saturday evening, December 30. The Band needs your support and you need the Band.

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