

THE COQUILLE HERALD

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FOR BETTER HIGHWAYS

SOME BOOSTS FOR BETTER ROADS AND THE BIG BOND ISSUE

Many Reasons Why Our Voters Should Support The Movement That Will Pull This Part of Oregon Out of the Mud.

According to the figures which have just been compiled, the cost of engineering to Coos county on the roads improved under the bond issue has been less than the premium of approximately \$12,500, which was received on the sale of the bonds, by more than \$2,000. As all engineering costs were assumed by the State Highway department April 1, 1917, Coos county will be able to spend more actual money than the \$362,000 of bonds voted in actual construction.

Engineering expenses on the bond issue projects up to April 1, 1917, amounted to \$10,150.33, or 2.71 per cent of the total amount available under the bond issue. These expenditures include all charges of whatever nature which could be called either engineering or administrative, including office supplies and expenditures incurred by the County Court in securing rights of way, abstracting deeds, advertising bonds, etc. The individual expenditures for each project have been as follows:

Coquille-Marshfield Road...\$2,537.68
Bandon-Curry County Road...2,116.86
Coquille-Myrtle Point Road...1,556.03
Coquille-Bandon Road...1,819.35
Coos Bay north Road...2,120.41

The above cost covers all of the preliminary surveys on forty-five miles of road and it includes the preparation of maps, profiles and estimates in accordance with the regulations of the Federal government, and the preparation of the specifications for this mileage. It also includes the final locations for twenty-six miles, which are frequently left until the work is under contract.

On his recent visit to Coos county, State Highway Engineer Herbert Nunn advised County Roadmaster R. B. Murdock that he was very anxious to have the contracts for road improvement under Coos county's bond issue let at the earliest possible date. He gave three very pertinent reasons for immediate action:

First, to reduce overhead engineering expense which might be excessive if work were delayed over a long period.

Second, to take advantage of the dry season which will insure better bids.

Third, more proposals will be received and more responsible contractors will bid if the proposals are opened before general work starts all along the Coast.

Roadmaster Murdock has called the attention of the County Court to Engineer Nunn's desire and urged that the Coos Bay north section and the Coquille-Myrtle Point section be advertised as soon as possible. The Coaledo-Coquille section is already being advertised, and the Coquille-Bandon section still requires that considerable right of way be secured before the contract can be let.

If Coos county roads are in shape, there will be a considerable amount of sight-seeing done by the visiting bankers who come to Marshfield June 8th and 9th for the State Bankers' convention. Many of the bankers have expressed a desire to come to Coos Bay by automobile and J. H. Booth,

president of the Douglas County National Bank at Roseburg, has been appointed to report on road conditions. He has called the matter to the attention of the Douglas County Court and if the weather is favorable he expects to arrange to have the Roseburg-Myrtle Point road in shape to serve the visiting bankers.

In case the Six Million Dollar Bond Issue is passed on June 4th, it will be possible for Coos county to assure the bankers that at some later date they can motor to Coos Bay in comfort. If the bonds are not voted, it will not be possible for the State Highway Commission to be as liberal in providing for the improvement of the road from Coos Bay to the outside.

If the Six Million Dollar Bond Issue is voted by the people of Oregon June 4th, there is a prospect of the early improvement, with State and Federal funds, of the road through Curry county and the opening of the road from Coos Bay to the Umpqua.

At a recent meeting of the State Highway Commission with the representatives of the Forest Service, it was agreed that Federal and State funds to the amount of approximately \$100,000 would be available to the improvement of the Curry county road and the Reedsport project. The expenditure of these funds, which it is understood are to be divided equally, will be contingent upon similar expenditures by the counties. Coos county has already provided to meet her share of the appropriation with the funds raised by last year's bond issue.

In case the Six Million Dollar Bond Issue does not carry, it will probably be impossible to divert the State and Federal money into this section as there are other Forest Roads much nearer the centers of population, particularly along the Columbia river, which under the present plan will be taken care of by the State bond issue.

Several months in the year children in many Coos county school districts use the Southern Pacific tracks as a thoroughfare. The \$6,000,000 State road bonds will provide money to pave the road from Marshfield to Myrtle Point. There are five schools on this road and if the children are given the paved road instead of the choice between mud and the railroad they will be removed from the danger of passing log trains.

The esthetic value of roads well built and clean is sometimes reluctantly conceded or in some cases denied by individuals. It may be noticed, however, that along improved roads there is a tendency of farmers to improve the appearance of their homes and farm buildings. The presence of good roads seems in many cases to stimulate latent self respect into practical expression.

There is no wonder that a bog of well-nigh impassible mud before one's door should react unfavorably upon the entire family. The improved road not only has an esthetic value in itself but it is potent in awakening the dwellers along its borders to a sense of esthetic values in farm buildings and home surroundings.

DOUGLAS IS TO IMPROVE

TWO MILES MORE WILL BE PUT IN YEAR ROUND SHAPE SOON

Survey Is Completed and Court Will No Doubt Order Work Begun at Next Meeting---Planking Will Be Used for Surface.

County Surveyor M. B. Germond arrived in the city yesterday evening after completing a survey of the first two miles of highway through the Coquille canyon, on the Roseburg-Myrtle Point road. He will immediately set to work in preparing his plans and specifications and expects to have them ready for the next term of the county court.

His survey starts from the end of the new planking in Camas valley and follows the course of the Coquille river for a trifle more than two miles. Surveyed on a line following closely the banks of the river the road makes long sweeping curves with the water on one side and the massive trees of one of the finest forests on the Pacific coast on the other, making one of the most scenic roads to be found in the county.

Mr. Germond has planned a road which will be inexpensive in construction considering the nature of the country through which the thoroughfare is built, one which will cost but little for upkeep and which can be traveled at all times of the year at a grade of less than two per cent for the entire distance. The route is considered remarkable for this one feature, as previously the road has reached as high as twenty-five per cent, while only a slight deviation from the present course brings it to grounds over which a vehicle can travel with practically no noticeable difference in the grade of the bed. On one stretch

about 1200 feet in length there is absolutely no change in levels, although the surrounding country is very rough. The road winds a good deal, but on curves easily negotiated and which adds rather than detracts from the beauty of the highway.

The road is to be planked for the entire two miles according to present plans, and although no estimate has been announced or prepared in any way it is the belief that the cost will be between twelve and fifteen thousand dollars for the entire improvement. It is very probable that the county court will pass an order at its next session authorizing a contract for the work and that grading will be begun within a few weeks.

With a two-mile improvement by the county, only six miles remain between Douglas and Coos counties, a stretch of almost impassible road which prevents the linking of two of the most productive sections of the state. The county, however, is without means to make the entire improvement, under present conditions, but in the event that the county bond issue is approved by the people at the June election \$50,000 will be appropriated to complete this improvement in a permanent manner, making a highway which will be open all the year round. With state aid it will probably be hard surfaced for the greater part of the distance and Roseburg will have an outlet for auto truck travel throughout the seasons.

—Roseburg News.

COMMENCEMENT WEEK

THE THREE PROGRAMS OF THE HIGH SCHOOL COMMENCEMENT WEEK WILL BE THE SIXTH ANNUAL DECLAMATORY CONTEST, THE BACCALAUREATE SERVICE AND THE FINAL COMMENCEMENT EXERCISES.

The first of these exercises will probably be held on the evening of Thursday, May 24. As heretofore, the contest will be in three sections with a gold medal as the prize for the winner of each. In the first section, Merle Landeth and Travis Tyrrell will represent the fifth grade, and Kathleen Siler and Clarabel Peart will represent the sixth grade. In the second section, the seventh grade will be represented by Kenneth Stanning and Chester Howard, while Beryl Woodruff will speak for the eighth grade. The high school speakers will be Marvel Skeels, Leanna Curry, Ruby MacDonnell, Katie Price and Nellie Johnson. It is possible that others may enter later. The music for this program will be furnished by the high school orchestra, the girls' glee club and by pupils of the fourth grade.

The Baccalaureate service will be held in the Methodist church South. The following is the order of service: Organ Voluntary, Genevieve C. Chase, Hymn, "Coronation"...Congregation, Invocation...Rev. H. M. Law, Anthem...High School Girls' Chorus, Scripture Reading, Rev. T. H. Downs, Anthem...High School Quintet, June Willey, Ada Downs, Gladys Noster, Marvel Skeels, Charles Willey, Sermon...John L. Gary, The Doxology...Congregation, Benediction...Rev. T. H. Downs.

The final Commencement Exercises at the Masonic Hall on Tuesday evening, May 29, will be as follows: Music...Girls' Glee Club, Invocation...Rev. T. H. Dow, Vocal Solo...Miss Mabel Bay, Address...Dr. John Straub, Dean of Liberal Arts, U. of O. Music...Girls' Glee Club, Presentation of Class, Supt. C. A. Howard, Presentation of Diplomas, W. L. Kistner, chairman of the Board of Education, Music...Girls' Glee Club.

Circuit Court Notes

Several cases were cleared from the court docket Saturday in Judge Coke's court and one more was wiped from the records yesterday. Those handled last week were: State vs. Fred Feiger, State vs. Fred Gross, Sargent vs. Cousins, Shuster vs. Cornwall, and State vs. McLay.

The last named resulted in acquittal for the defendant. The case of Sargent vs. Cousins, a suit for damages for \$2,000 for personal injuries to Miss Sargent resulting from a collision of two wagons in one of which she was riding, resulted in a verdict for the defendant.

After deliberating something less than eleven minutes, the total time they were absent from the court room, the jury in the case of the state versus Fred Gross and Fred Feiger, of Bandon, for breaking the game laws, brought in a verdict against Feiger but in favor of Gross. The case was tried in the circuit court here Saturday. Sentence was passed on Feiger yesterday morning and it was the judgment of the court that defendant Feiger pay a fine of \$50 and the costs of the case and serve 60 days in jail. If the fine and costs are paid the jail sentence will be suspended.

Shuster won in his suit against Cornwall et al in the circuit court Friday obtaining a verdict for the full amount of his claim, \$120, for the loss of a suit case on the Gardiner stage. The verdict designated J. P. Christie as the particular defendant against whom the judgment should rest, finding for the other defendants.

Court House Notes

Sheriff Gage, through his deputies, Saturday turned over to County Treasurer Dimmick the sum of \$203,535.28 in cash, checks and post office money orders. This sum comprises the delinquent taxes for the years 1911, 1912, 1913, 1914 and 1915 and a part of the 1916 taxes collected prior to April 5. A further turn-over of \$33,957.74, which cleans the sheriff's office of collected taxes was made yesterday. This makes

the grand total for the tax office for April \$237,493.02, and the grand total for the 1916 taxes \$319,761.48.

On Saturday of this week the bids will be opened on two of the Coos county road bond projects, the unit on the Coquille-Marshfield road between Coaledo and Cedra Point, and the Bandon-Curry county line road. Inquiry at the offices of the roadmaster and county clerk elicited the information that neither of these projects is receiving the attention from the contractors which their importance would seem to merit. However, it is hoped that there will be a goodly representation of the contractors present when the bids are opened.

The arguments in the Kinney foreclosure cases involving about 2000 lots at the Bay were made before Judge Skipworth Thursday afternoon. He announced positively that he would hand down a final decision during the month of May. He allowed John D. Goss, attorney for Frank B. Waite, ten days more in which to submit a brief on one phase of it.

County Judge Watson yesterday received from the state engineer's office the requirement of specifications for the road bed for hard surfacing by the state under the bond issue. The specifications are for a dirt grade 24 feet in width on all fills and 26 feet in width on all cuts. The county is also required to make all necessary drainage culverts and ditches in a manner satisfactory to the state engineer's office.

In the Probate Court yesterday the order appointing James Waltermeir administrator over the estate of John

Waltermeir, deceased, was signed by Judge Watson. The estate consists of \$1270 personal property and \$1,000 in real estate.

County Treasurer Dimmick last week received his receipt from the state treasurer for \$29,276.05, this being the first half of the county's remittance for state taxes for this year.

Lee Goodman became one of the assessor's office crew the first of last week, working on the new tax rolls for next year's use.

Marriage Licenses

April 28—Joseph J. Morris and Mildred Grace Sneed.
April 28—Ivan Vaumund and May Cogdill.
April 28—John Owre and Perl R. Ballinger.

City Improvements

At an informal meeting of the city council last evening the plans of City Engineer Kellogg for the bulkheads on the First street improvement were gone over and approved. The inspection was followed by a discussion as to the advisability of this work being done by the city with the result that this course was determined upon. This will include cedar bulkheads on both sides of the street where it becomes necessary owing to heavy fills.

Engineer Kellogg also submitted plans for the Hall street bridge which were inspected and approved by the council.

BUSINESS COLLEGE READY

Furniture and Fixtures in Place Tomorrow

F. B. Anderson announced in an interview this morning that all the furniture and fixtures of the business college will arrive and be in place by tomorrow (Wednesday) evening. The chairs and tables are now in place and the typewriters will arrive today and will soon be unboxed and in place. Arrangements have been made with Knowlton's Drug Store and Fuhrman's Pharmacy whereby all texts and supplies will be carried constantly in stock.

Sixty pupils have already enrolled and it is hoped this number will be swelled to one hundred. Accommodations have already been made for this number and more can easily be arranged for on short notice.

The faculty of the school for the present will consist of F. B. Anderson, H. O. Anderson and Mrs. N. B.

Good Roads Pointers

(This information is furnished by the publicity bureau of the Legislative Good Roads Committee, 310-311 Selling Building, Portland, Oregon.)

County money now spent on main

United States Super-Dreadnought Arkansas

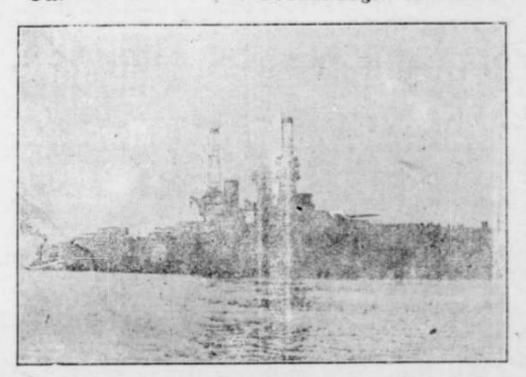


Photo by American Press Association. The Arkansas is a 23,000 ton vessel, 562 feet long. She carries twelve twelve-inch guns, and it takes 1,043 officers and men to run her.

United States Dreadnought Delaware

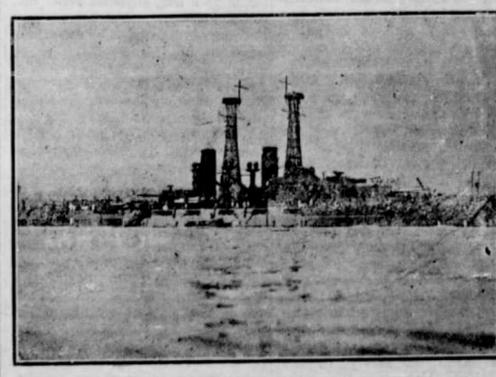


Photo by American Press Association. The battleship Delaware displaces 20,000 tons, and she is 551.5 feet long. She carries ten twelve-inch guns in her main batteries and is manned by 927 officers and men.