

THE COQUILLE HERALD

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COQUILLE, COOS COUNTY, OREGON, TUESDAY, MAY 8, 1917.

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ROAD WEEK WITH THE COUNTY COMMISSIONERS

Many Petitions and Requests for Roads and Bridges Are Made

A delegation from the Powers Commercial Club, consisting of Vice President Geo. P. Stewart, Secretary Hackwood and Messrs. H. E. Coffin, E. J. Loney, L. Cochran, B. F. Matthes, J. T. Ross and W. E. Matthews called on the County Court Thursday morning. Their purpose was to present to the court a petition signed by over 300 residents and taxpayers praying for a wagon bridge between Powers and North Powers. Following is a copy of the petition presented:

To the Honorable County Commissioners of Coos County:

Whereas, from time to time in the past the property owners, residents and citizens of the towns of Powers and North Powers, have petitioned your Honorable Body for the construction of a suitable wagon bridge over the Coquille River, between the said towns of Powers and North Powers, and

Whereas, such petitions and requests and the urgent needs of said locality have been entirely disregarded and ignored, with the exception that the County has defrayed one-third of the cost of a cable foot-bridge spanning said river, the remaining cost being defrayed by private contribution, and

Whereas it is impossible to transport by vehicle, merchandise or commodities of any sort whatsoever between said towns or from the railroad depot in the town of Powers to the town of North Powers except by fording the said Coquille River, and in so doing trespassing upon private property. That said river is impassable to even such primitive methods of transportation for over six months of the year, because of high water. That there are over one hundred families affected by such condition living at the present time in the town of North Powers, and more than fifteen hundred people living in the vicinity of said proposed improvement vitally affected, and

Whereas, by reason of the absence of a wagon bridge at said point great and unusual hardship and expense has been and will be inflicted upon the residents, property owners and merchants of said community.

Now Therefore, We the undersigned, members of Powers Commercial Club, property owners and citizens, in public meeting assembled, do hereby protest against the apparent indifference and disregard of your Honorable Body towards this urgent need of this community, and we respectfully request that immediate action be taken by you to remedy the same, and further

We emphatically protest against the expenditure of county road or bridge funds at any other point or proposed location and especially upon the project known as the Coos City bridge, until some adequate relief is given to remedy the conditions existing here as set forth above.

T. T. Mauzer,
President.
Attest: W. M. Hackwood,
Secretary.

Former Commissioner W. T. De-ment asked for improved roads up the forks from Myrtle Point "as far as salmon run" and a plank road down the west side of the river to Arago.

K. H. Hansen, of Gravel Ford, wanted eight miles of road gravelled

between that place and Myrtle Point.

E. E. Hampton, of Arago, presented the needs of the Arago and Hall's creek roads, where conditions are such that the only way they can get through is to pull down the fences and go through the farmers' fields.

M. T. Clinton, road foreman in that district, said the roads were almost impassable and mentioned various places where the fences had been taken down to go out in the fields.

Jesse Clinton told of two stretches on the Myrtle Point-Arago road which were separated by a piece that was bottomless.

Among the sixty present from Myrtle Point and the surrounding country yesterday, in addition to those mentioned, we note the following names: C. E. Huling, W. M. Weekly, William Stauff, J. D. Carl, L. Strong, O. H. Aasen, David McNair, J. L. Crosby, R. A. Annin, H. A. Schroeder, I. M. Weekly, J. D. Clinton, T. G. Summerlin, E. C. Roberts, E. C. Guerin, E. A. Dodge, J. H. Schroeder, R. M. Parrish, George Mullen, J. H. Radabaugh, W. T. Brady, W. H. Wilby, G. N. Parrish, J. D. Bright, George Kribs, Ole Iverson, Rev. J. F. Vernon, J. D. Bennett, Samuel Miller and G. W. Round.

Judge Watson said that on account of the decisive vote of 137 for to 31 against given by Powers on the road bond issue a year ago they felt very kindly to the people there; but the matter had to be taken under advisement as it was not apparent where the \$12,000 to \$15,000 required to build the bridges asked was to come from. Besides no roads have yet been laid out to connect with such bridges and an expenditure of some hundreds of dollars must be incurred immediately to remove the big slide on the wagon road up the east side of the river near Powers.

Commenting on the petitions and demands of the taxpayers of the upper river Judge Watson stated yesterday that no decision had been reached relative to the Powers bridge, but that as no rights of way for the approaching roads had been secured on either side of the river it would be impractical to consider the construction of a bridge until these items had been taken care of, and that the entire matter was still under advisement by the commissioners.

Regarding the requests made by Myrtle Point the judge stated that this section, according to assessed valuation, had received far more of the county money in the past few years than any other section, owing partly to the fact that there were more roads proportionate to the valuation. And in addition to this, there will be spent in that district nearly \$25,000 from the General Fund this year, aside from the work petitioned for. In this are included the following items: The Myrtle Point bridge, \$13,000, Gravel Ford bridge, \$5,500, and the Hoffman slough bridge which cost \$1300, which has just been completed.

In addition to these items the judge stated that probably \$1000 or more will be spent this year in graveling the road between Myrtle Point and Arago. All told the Myrtle Point section will receive nearly \$25,000 out of a total of \$70,000 of the general fund besides what will be spent from their own district funds.

In the matter of the Catching creek road the county will spend dollar for

dollar with the district this year in improving that road.

About \$6,000 will be spent this year on the road from Empire to South Slough. This will be permanent work such as grading, straightening out the road and making fills.

The Joe Nay bridge will be taken care of at the earliest possible moment as well as various other matters which came up for consideration.

Regarding the Coquille river bridge at this city the court has ordered \$10,000 a year to be set aside for this purpose for a period of three years, at the expiration of which time the bridge will be built. In the meantime every effort will be made to complete the construction of a trestle roadway to the foothills on the south side of the river, without which a bridge would be useless several months of the year.

Referring to expenditures on roads and bridges during the past few years, the judge stated that about \$7,000 was expended on the Coffee Cup hill above Myrtle Point, that \$3,000 was spent between Myrtle Point and the North Fork bridge in graveling the road, that over \$2,000 was spent in graveling roads within the limits of the city of Myrtle Point and that in the neighborhood of \$3,000 has been spent on the stretch of road this side of Johnson's Mill, all of which has been of more direct benefit to Myrtle Point than to any other town or section.

Against this Coquille has had the advantage of \$6,000 spent on the Marshfield road near Cedar Point, and a share of the benefit from the expenditure of the \$3,000 on the road to Johnson's Mill. Also \$1,000 was spent on right-of-way and constructing the road where it enters the city from Myrtle Point.

This year-Coquille will get practically none of the money from the general fund but will spend only district money on the roads leading into the city.

The rights of way for the approaches and roads to the Myrtle Point bridge have been practically secured and the plans and specifications for this as well as the Gravel Ford and Cunningham bridges will be ready soon.

The court is in an adjourned session today and will meet again to open the bids on the Cunningham unit on the 19th.

The Honor Guard's Dance.

The local Honor Guard has got out posters announcing a benefit dance at Heazlet Hall next Saturday, May 12. The girls have been to some expense in perfecting their organization and have decided on a benefit dance to raise a fund for their treasury. Good music will be had and a royal good time is promised. The patronesses for the occasion will be Mesdames Fred Slagle, J. A. Lamb, M. J. Hartson, Leo J. Cary and G. Earl Low.

Frank Terrace Coming Again.

Chas. Hall, president of the Coos County Good Roads Association, was over from the Bay Wednesday. He says that while in Portland attending the Good Roads meeting last Saturday he made arrangements to have that leading apostle of the good roads gospel, Frank Terrace, and Samuel Hill, address three booster road meetings in Coos county about ten days before the bond election, June 4. Everyone in Coos county knows Mr. Terrace's ability in a campaign of this kind. Mr. Hill has a large collection of road pictures on slides from all parts of the world showing road conditions before and after improvement and he will have these for exhibition at the meetings.

Neither the date nor the place where these meetings will be held can yet be announced.

Death of Mrs. Everett Hatcher.

Mrs. Everett Hatcher died at the home of her parents, Mr. and Mrs. Frank Nelson, of Norway, on Saturday last. The funeral took place at two o'clock Sunday afternoon, Rev. Thomas Barklow conducting the services. A large crowd of sympathizing friends were in attendance. The interment was in Norway cemetery. It was only a little over two years ago that Mr. Hatcher preceded her to the spirit land. She leaves two small children, one nearly eight years old and the other two and a half, now doubly orphaned.

Settle Their Differences.

The differences between O. E. Hill and C. S. Murphy, partners in running a store at Bridge, under the firm name of Hill & Murphy, have been adjusted. There were one or more suits filed in the Circuit court and Jay Montgomery has been running the business for the past two months. Mr. Hill, who has enlisted in the coast artillery at Marshfield, has sold his interest in the business to Mr. Murphy, the stock invoicing \$7,200.

OUR CROPS ARE THE VITAL PART

Oregon Agricultural Defense Day Named by Gov. Withycome

A nation-wide campaign of defense has been planned by the Department of Agriculture since war with Germany was declared, and the agricultural colleges and extension service of every state in the union are preparing to carry out the plans effectively.

In this state a conference between W. J. Kerr, president of O. A. C., and head of the Oregon unit, held a conference with all extension service workers, county agents and assistants, a couple of weeks ago at Corvallis, where the plans for the state campaign to increase the production of food and supplies were fully matured.

The first step is the proclamation by Gov. Withycome naming Saturday, May 12, as "Oregon Agricultural Defense Day." On that date the county agents of Oregon must prepare for holding meetings accessible to every farmer in his county, and every producer is expected to attend. It is a patriotic duty, necessitated by the sparseness of our conditions in the United States and all over the world, and while the government has not gone to the length of compelling compliance with the plans they have outlined, if all producers do not voluntarily comply, more strenuous measures will be taken.

To help arrange these meetings County Agent Smith is appointing a County Council of Defense, the members to have charge of the meetings May 12 in their respective districts. It is intended to hold a meeting in every school house in the county at which every man, who produces food or agricultural products of any kind, is expected to be present. Census blanks will be on hand, to be filled out by the farmers showing what they can produce this year, the acre-

(Continued on fourth page.)

O. & C. LAND GRANT LANDS

Something About the Lands to Be Opened for Settlement in This County.

Now that the United States Supreme Court has decided that the O. & C. lands in this state shall be disposed of according to the terms of the Chamberlain-Ferris act, and those which have not more than 300,000 feet of merchantable timber per acre will be opened for entry as homesteads as soon as the government completes its cruise and provides the necessary regulations, a great many people are anxious to find out all they can about the character of these lands.

The following facts in regard to their desirability are from the report of the cruise made by Dennis McCarthy, which was completed about three years ago, and from the records in the assessor's office:

The total number of acres of the Oregon & California railroad land grant in Coos county is 121,000 and in 1914 this was assessed for \$1,840,591, or at the rate of \$11.92 per acre. Probably the major part of this assessment, however, was on the timber these lands carried rather than on the land themselves.

Mr. McCarthy classified these lands as follows:

Lands suitable for agricultural purposes after the timber and brush are removed, 11,240 acres.

Lands suitable for grazing after the timber is removed, 98,325 acres.

Lands more or less rocky, 19,480.

Figuring this in percentages, we find that the proportion of these lands fit for farming after they have been cleared is only a little over 9 per cent of the total. Presumably the most of this agricultural land is now covered with timber and therefore cannot be opened for settlement until it has been logged off. So it is probable that little if any more than two per cent will be open to entry as homesteads after the government is ready to accept filings on it. This would amount to 2420 acres or only thirty homesteads of 80 acres each—and the total may be even less than that.

When it comes to lands fit for grazing after they are cleared the cruise showed 98,325 acres or almost three quarters of the whole tract. But

rough land recently logged off over which cattle and goats might browse isn't the kind of homesteads any one is seeking; and even then it is probable that nine tenths of these grazing lands, all of which lie east of a line drawn through Gravel Ford, are still covered with timber.

As to the 19,480 acres "more or less rocky," if there is an eighty in it already cleared and that any one could possibly support himself upon, we are greatly mistaken.

In this connection, however, it seems worth while to revert to the Coos Bay Wagon Road grant lands, which will, without doubt, be disposed of under rules similar to those provided for the O. & C. lands, but at a later date.

These lands comprise 69,884 acres running in a broad strip across the county from the Douglas county line to Coos Bay. They were all selected before the railroad lands, while the picking was good and 33,870 acres practically half of them, are fit for agricultural purposes after they have been logged off. A larger proportion of these agricultural lands have been partially cleared than of the O. & C. lands, but what percentage we have no means of knowing. Some of these Wagon Road lands lie on the hills which touch our city on the east and most of the pipe line from Rink creek bringing water to our city reservoir winds through lands of this grant which now bear no timber.

Forty-five per cent more of these Wagon Road lands, or 31,854 acres, will be fit for grazing after the timber is removed, and are presumably of very much the same character as the O. & C. lands coming under the same category, and also to a considerable extent still in timber.

Only 4,160 acres, or less than five per cent of these lands is listed as "rocky."

Many home-hungry people no doubt have their eye on these public lands in Coos county, which Uncle Sam has now reclaimed to dispose of them in accordance with the terms of the original grant at \$2.50 an acre after the timber has been sold. But in view of the facts we have stated and the entire uncertainty as to how long the purchasers to whom the government will eventually sell the timber on them, will get through logging them off,—and also the certainty that when logged off, they will not be fit for cultivation until a vast amount of labor has been expended in clearing them—the Sentinel would frankly advise such people to hunt some other good job while they are waiting.

As to the conditions which prevail in the O. & C. lands in the other western Oregon counties, the Sentinel is not fully informed, but they must certainly be in a large measure the same as in Coos county.

Unless the reader of these lines has had some experience in clearing logged off lands for the plow, and has some money to put into that work, he ought not to try to get a home on this \$2.50 an acre land.

Stick to the Agreement.

There has been a tendency on the part of a few lately to disregard the closing agreement to which they signed their names a few weeks ago. If one business man keeps open all the rest in the same line of business will do likewise and thus render the agreement null and void. The members of the Military Reserve resent this unpatriotic action and have been quite free in expressing their opinions of those who do not keep their word.

The company has been making good progress and deserves the support of all loyal citizens. But if some of the stores and shops remain open between 7 and 8 p. m. on Monday, Wednesday and Friday, it will mean that a number of the members must attend to business and drop out of the company.

Levi Snyder, Kihiyam Captain.

Captain Levi Snyder, of Portland, arrived in Bandon Sunday evening to take charge of the bar tug Kihiyam for the Port of Bandon. Because of the fact that there were several vessels due to sail Sunday night Mr. Snyder answered a hurry-up call and the steamer Telegraph was held at Coquille until after the arrival of the train from Portland so that he could reach here in time. Mr. Snyder is not a stranger here having previous to 12 years ago been master of the local tow boat service. He is well acquainted with the local bar and the people here are fortunate in being able to secure his services.—Bandon World.

Capt. Snyder is a son-in-law of J. F. Schroeder, of this city.

Marriage Licenses.

May 1—Thomas Despot and Gertrude A. Kromminger.

May 2—Ernest L. Warner and Della Adora Burch.

May 2—Roy Wyant and Ruby L. Rundle.

May 3—Peter Bentson and Rose Moran.

May 4—Warren Leslie Johnson and Alice Ansey, both of Coaledo.

THREE MEET DEATH IN GAS BOAT ACCIDENT

Woman and Two Little Girls Are Drowned in River Near Myrtle Point

A boat accident, in which three persons lost their lives, occurred just below the mouth of the North Fork yesterday afternoon. Chauncey Carpenter, of Bandon, with his wife and baby and his two sisters, aged 5 and 7, were enroute to the circus in the gasoline launch Superior and had nearly reached their destination. Just opposite the Lee Ray place the boat struck the submerged end of the jetty and turned turtle. Chauncey swam ashore with the baby but before he could return the boat with the other passengers had disappeared.

Word was immediately phoned to Myrtle Point and Tom Guerin gathered a crowd and rushed to the scene of the accident in his car but up to a late hour last evening no trace of the bodies had been found. Grappling irons were sent up from this city and it is hoped the bodies will be recovered.

C. C. Carpenter, father of the two girls, passed through town last evening on his way to the scene. It will be remembered by some of our readers that Chauncey Carpenter was the young man who swam ashore from the wrecked schooner Randolph,

when she went on the rocks at Bandon a couple of years ago. He is an expert swimmer and had his wife and sisters been able to keep afloat he would no doubt have been able to rescue the entire party.

At the point of the accident the current is very swift, caused by the high water and the two jetties and it is thought that this boiling current threw the boat out of her course and onto the jetty. The Superior was owned by "Colonel" Drane and has been operated by Carpenter for several months. He has been through this part of the river several times and only some unexpected shift of the current could have caused the disaster.

H. A. Young this morning secured members of the Commercial Club and proceeded to the scene of the accident and will aid in the search for the bodies of the victims.

Up to the time of going to press none of the three bodies had been recovered. The search has now extended down the river as far as Norway but with an augmented force the river will be thoroughly dragged from the scene of the accident down to that point again.

BEANS ARE VERY PROLIFIC.

Important Vegetable Is Highly Valued as Food, Fresh or Canned.

Beans are the most concentrated food grown, yield well, and are in demand at high prices that are going higher. Grow all that can be harvested and cared for properly. They will grow on white lands—well drained—on sticky land, red hill land, gray land and river bottoms. Lady Washingtons are good, and Mexican tree beans on mellow soils. Red Mexicans are good on most soils.

No chance to plant beans should be overlooked, as all kinds of early maturing beans will probably be in demand at high prices next fall. On very warm soils, beans may be planted as late as June 5, but on ordinary soils the planting should be completed by May 25.

They may be used in many forms and contain high percentage of heat calories. This vegetable will stand much abuse and, like most plants, will give abundant returns for good care and cultivation.

The stringless (str.) bean bears in abundance and is easy to can. One of the best varieties is Burpee's Stringless Greenpod.

For successful pickings three plantings should be made in the season. The first planting should be made at this time, the second one, three or four weeks later, and the third about the first of July, which will give fresh pickings about September 1 to 10. Kentucky Wonder is a good late variety, and Dickenson's Yount bears pods of unusual length in great abundance.

The Oregon Pole Lima is one of the best acclimated butter or lima beans, is very hardy and makes a good growth even in the coolest summers. The beans cook nicely and are of fine flavor. It is recommended to those who want a good winter lima.

Beans planted for canning purposes and for picking green will respond well to applications of manure to the soil, and to applications of nitrate of soda in order that the yield may be

LOCAL MEN GET CONTRACTS

E. G. Perham and Hagquist & Bjorkquist Are Lowest Bidders.

E. G. Perham was awarded the contract for the construction of the Coal-edo-Cedar Point unit of the Marshfield-Myrtle Point road and Hagquist & Bjorkquist were the successful bidders on the Bandon-County Line unit at the Saturday session of the County court. Both parties submitted unit bids and the clerk informs the writer that it would take a day and two pages of the Herald to give the gist of the bids. But two bids were submitted on the first unit and only three contractors entered the contest for the last named project.

The various bids submitted on the two projects are as follows: On the Marshfield road, Perham bid \$80,030.50 and the Elliott Contracting Company, of Portland, bid \$87,772.50. On the Bandon-county line road the Elliott Contracting Company bid \$65,191.00, D. P. Plymale and Elbert Dyer, of Bandon, bid \$54,470.26 and Hagquist & Bjorkquist bid \$49,665.10. On both projects Grant Smith & Company, of Portland, placed bids on a commission basis, they to receive 10 per cent on the actual cost of the work, but these bids were not considered by the court.

prolonged and the quality of the beans maintained. Also it is desirable and important that the vines have plenty of moisture, otherwise, the beans will not be so brittle and tender. Either a good soil mulch should be kept or there should be one or two irrigations during the warm parts of the summer.

Nitrate of soda should be used sparingly and care should be used that the crystals do not come in contact with the leaves or stems of the beans. One or two applications of 75 to 100 pounds per acre each will be valuable as a stimulant for increasing the yield and is not expensive. It should be hoed in alongside of the rows.—A. G. Bouquet, Head of Vegetable Gardening, O. A. C.

United States Dreadnought Michigan

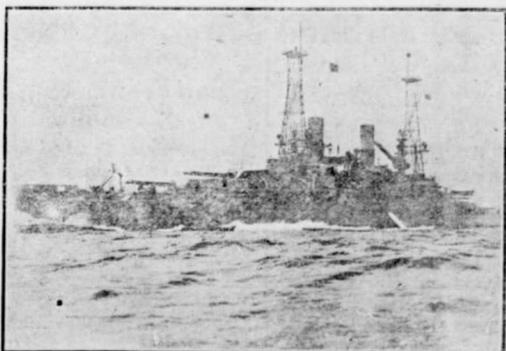


Photo by American Press Association.

The Michigan is a 16,000 ton battleship, 450 feet long. She carries eight twelve-inch guns and a complement of 869 officers and men.

United States Super-Dreadnought Utah

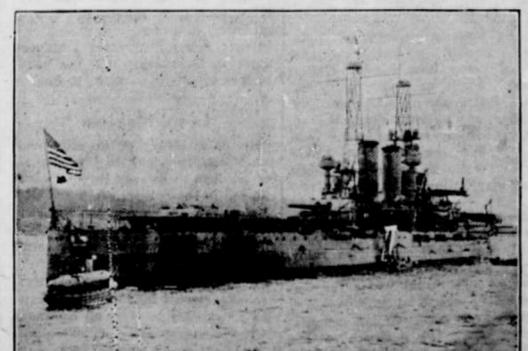


Photo by American Press Association.

The Utah is a 21,825 ton warship, 521.5 feet long. Her main batteries consist of ten twelve-inch guns, and she has a crew of 1,014 officers and men.