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NEW MOTOR VEHICLE LAWS

The new law governing automobiles throughout the state, doubling license fees, and making several other important changes, became effective last Wednesday, August 1.

Most important from a financial standpoint is the doubling of the licenses of all automobiles. It is estimated that for the first year under this law about \$250,000 will be available for use by the State Highway commission, this being for the payment of interest and redemption of the \$6,000,000 bond issue for good roads throughout the state.

For the first time in Oregon, motor trucks are defined. Slow going vehicles must keep to the right boundary line of the road. Signal must be made by drivers before making a turn on any road.

Complete lists of registrations and transfers are to be furnished law officers and are to be on file with county clerks for public inspection. Dimming of lights is required for safety of road traffic.

The provisions as to the dimming of lights is as follows: When the convenience or safety of the users of any public highway demands, the front lights of every motor vehicle shall be dimmed so as to prevent any glare therefrom, or shall be so directed that the center rays thereof shall strike the ground at a distance not to exceed 75 feet in front of such vehicle, providing that nothing in this subdivision shall be construed to render inoperative the provisions of subdivision B of this section relative to the plain visibility of the lights in the direction in which such vehicle is proceeding.

There are sections providing against any person throwing glass or any other material which might work injury to a car; prohibiting the taking of any part of another's machine and the entering of another's car except by an officer of the law or by the consent of the owner or person lawfully in charge of the car.

Unless accompanied by parent, guardian or owner of car, no person under 15 years of age shall drive a motor vehicle upon any road.

No truck of more than five tons capacity may be driven over any road without first obtaining a written permit from the county court of the county in which operations are to be carried on.

WHO IS TO PAY THE BIG BILL

The ways and means committee, made up of members of the various commercial organizations of the county met at the court house yesterday and held an extended meeting for the purpose of formulating plans for the investigation of the county roadmaster's work in this county. Several hours were spent in discussions and Roadmaster Murdock was called into consultation as to the probable cost of the contemplated investigation with the result that the meeting adjourned at 4:30 and the various members went home prepared to report to their respective organizations that the cost of the proposed move will be in the neighborhood of \$800 and that this sum must be raised and on hand before anything can be done toward arranging for the work.

It will be necessary to secure the services of a competent engineer from somewhere outside the state and this will be a very expensive proceeding as his expenses must be paid as well as a wage equal to perhaps twice his present salary for the short time he will be here. This man must be secured from either Washington or California in order to secure a verdict that will be fully satisfactory to all parties and that his decision will be unquestioned and he must be a man of unquestioned integrity and standing in his profession. This will be insisted upon both by those at the head of the movement and by the court and Roadmaster Murdock.

It was suggested at the meeting that the county court be asked to appropriate \$800 to pay for the investigation but this was voted down, and it is now up to the organizations of the county or to popular subscription to raise the necessary funds to carry it out or it must be dropped. To drop the

YOUR COUNTRY CALLS.

War and Peace Needs for Trained Engineers Doubled.

The most lucrative as well as the most patriotic service young men can perform for the next ten years or more is training and practicing engineering, says J. A. L. Waddell, Consulting Engineer, New York.

Mr. Waddell is well known in Portland business circles, where he was supervising engineer of the great Columbia interstate bridge and also the O. W. R. & N. railway bridge across the Willamette. A summary of his reasons for the statement follows:

More than half of the world will have to be reconstructed after the war. America's railways and bridges will have deteriorated from over use and lack of upkeep.

Their reconstruction is almost wholly the work of engineers.

European engineers are being killed off by the thousands and large numbers of American engineers serving in Europe will be killed or incapacitated for work.

The supply of new engineers in the warring countries has been cut down fully one half by the call to arms, just at the time when it should be doubled.

The demand for technical specialists by munition factories and ship yards has already taken all available men, and will become more insistent as the call increases for more ships, guns, ammunition, aeroplanes, automobiles, and other war supplies.

Lack of trained men will make this country miss the golden opportunity for largest service in the world's reconstruction work.

With an adequate supply of properly trained young assistants the old engineers of the country could do five or even ten times what they are now doing by managing the European engineering work of Europe through their assistants.

Engineering for the next ten years or more will be the most lucrative of all professions.

"It is thus evident," says Mr. Waddell, "that we must manage not only to prevent any falling off in the attendance at our technical schools both during and directly after the war, but also greatly to increase it."

This can be done he thinks by urging more young men to go to college and by showing their parents that it is their duty, both to the boys and to their country, to send them; by inducing freshmen with aptitude for technical courses to take them; by having drafted students assigned to some branch of engineering service where they will be more effective and also get experience for future work; and by granting government aid to youths of special ability but insufficient money for college work.

By taking these steps the country will not lose its opportunity to lead the world in activity, effectiveness and wealth.

Mr. Waddell concludes his statement by imploring all youths ready for college to take up some branch of engineering or technology unless unfitted for it, and by entreating parents to induce such youths to choose these subjects for their life work. This for the good not only of the country but of the young men themselves.

Vessels Must Be Licensed.

In conformity with an order of the Secretary of the Navy all vessels of three (3) tons burden or over are required at once to be licensed by the Commandant of the 13th Naval District. Provided, that vessels not under crew or in commission need not be licensed. This license is in addition to all other licenses required heretofore by Masters and Owners of vessels.

All applicants are required to fill out in ink, or typewriting, a form which may be secured at the office of the Licensing Officer, Room 409 Custom House, Portland, Oregon, between the hours of 9:00 A. M. and 4:30 P. M.

Upon being licensed vessels will be assigned an Identification number which will be immediately painted upon the vessel licensed according to the instructions sent out with the license. Any other information in regard to the licensing of vessels may be obtained at the above office.

After the agitation it has received will be an injustice to the roadmaster's office as well as to the court and there should be a way of compelling those who started the agitation to put up the necessary funds so Murdock could be either exonerated or convicted of the charges. It will be rank injustice to both if the matter is allowed to drop without a final decision one way or the other.

THEY DID COME BACK

Raicy and Weidner Voluntarily Return From Their Short "Vacation"

Raicy and Weidner came back voluntarily to their cells Saturday morning and are again steady boarders at the Hotel de Peart. The boys seem to have enjoyed their outing immensely and say they had a fine fishing trip and outing. It was reported that they went as far as Portland while away but conflicting stories are told relative to this point. Especial precautions will be taken that their sojourn at the county bastille will be prolonged to the time of their trial and Sheriff Gage assures us that they will be there when their names are called.

ALL FOREST FIRES UNDER CONTROL

"The four big forest fires in the Coos county section of the state are now under full control," said Fire Warden Crouch in an interview this morning. "The Cow Creek fire, which was the largest and which was really three fires very close together has now been headed and with fourteen men watching it we think we have it safely within bounds. This fire has burned over an area of over 5000 acres and has destroyed upwards of 12,000,000 feet of merchantable timber. Old fires which burned through this section many years ago left small tracts of timber which have been burned by this fire.

"Three other fires which have been burning in the county for the past few days are now under control or entirely extinguished. The two fires on the Middle Fork are burned out and the

Coos River fire is under full control and but one patrolman is now necessary there. Many small fires on ranch and bottom land are now burning on the lower river but these are being carefully watched by the ranchers. The trains are setting small fires every day on the South Fork but I have three patrolmen there who are constantly on the watch to prevent these fires spreading. A brush fire is reported on Halls creek in the Fish-trap section but as there is no timber near it can cause but little damage.

"At the present time I have 22 regular patrolmen in the field and about an equal number of men hired wholly to fight fires but this number will be materially reduced this week as the most of the fires are under control. The Cow creek fire is the only one which has done any material damage so far this season."

COUNTY WORK TO BE CONTINUED

With President Hall in the chair, the Coos County Good Roads Association last Wednesday discussed the question of what action to take in regard to the petition Mr. Powers had presented from the logging companies and mill men of the county requesting the county court to curtail and discontinue road work in order that their industries might be able to get men enough to keep running.

In regard to the road north from Coos Bay, Mr. Christianson stated that of the 65 men now at work on it, there were twenty transients, and all the rest were ranchers and ranchers' sons, who would not go to work in the mills or logging camps if the road work were stopped.

Instead of soldiering at the work as Powers had claimed the men in the road were doing, Christianson said he was doing all he could and so were the rest. They had waited for years for a wagon road up in that country, and now they saw no way to get one except to pitch in and build it themselves.

By the time he had presented his case, Mr. C. had won it, for Al Powers himself declared very emphatically that work on that project ought not to be stopped but must go on in any event.

It was a good deal the same when Mayor Geo. P. Topping, of Bandon, made a plea for the continuance of the contract work on the road from that city south to the Curry county line.

He said that the outlet for the cheese, the ties, the poles and most of the Curry county products was over that road, that a Coos county port was the market place for all these products which they sent to us from Curry in such large amounts over this road, and that they were all the while protesting against the terrible condition of that road and begging or insisting that it should be put in better condition. And among the hardest kickers on this account was the Bandon manager of the Fyfe Wilson Lumber company, which got the largest share of the Curry county business, and whose name was appended to Mr. Powers' petition for stopping road work.

It was here, too, that Mr. Powers declared with intensity of conviction that there ought to be no stoppage but that work should be kept up on that road, over which he said four times as much tonnage was hauled as over any other highway in the county.

This is largely a Powers' story because Mr. Powers was the spokesman for all the lumber firms and corporations that were asking the county court to ease up on the road projects and let them have more workers. So it is the place here, to go on

and tell how Mr. Powers declared that the work ought not to stop in the Coquille-Marshfield road which was closed while it was under way. Of course, he said, it didn't carry tonnage like the Bandon-South road, and there was a railroad to take the traffic and travel between towns, but still it should be finished. At the same time he thought work on it might be curtailed and the time for its completion extended.

In answer to the objection by Judge Watson that it must be completed as soon as possible in order to secure the state aid and the paving provided for by the six million road bond bill, Powers had fortified himself with a letter from two of the state highway commissioners. Smith and Benson both united in promising that if the grading of this road was not completed this year or next year, it should still be surfaced by the state bond fund money.

(Just here it occurs to the reporter to remark that Powers and the commissioners have missed the main point in relation to this improvement. The law states that as soon as twenty miles or more of the Marshfield-Myrtle Point road is put on line and grade the state shall pave it. But much depends on that "as soon." More projects by long shot are provided for in this bill than the six millions are going to cover, and if we wait two or three years to prepare the road for paving, in spite of the law and in spite of the promises of the commissioners, there will be nothing doing if that fund has already been spent.)

Mr. Powers, however, had it in hand for two or three road projects. Coming down on the train that morning he had counted forty men at work on the Coquille-Myrtle Point road, which was a good road to travel at all seasons, and he was also sure that he could call by name lots of men working on this and other road projects in the county who had formerly worked for him in the lumber camps.

The Newport project on the Coquille-Marshfield road, where a long fill is being made across a stretch of bottom to replace an old bridge, didn't have a redeeming feature for him. Neither did he look with any favor on the construction of the Coos City-Summer road where dirt is to be moved at 31 cents a yard. In fact Powers has been fighting the Coos City bridge and road proposition all along the line, whenever he could get a whack at it.

Of course, Mr. Powers' words carried a good deal of weight. Much of the material needed for ship building in this war emergency comes from his camps and the associated mills and to compel them to shut down would be a calamity from the national point of view, as well as for Coos

CURRY WAS INCLUDED.

Coast Road Improvement Will Soon Begin in Curry.

Recently the various highway projects in Oregon on which national money would be used were formulated and sent to the Secretary of Agriculture for approval by our state highway commission, under the provisions of the Shackleford bill. The list as approved was published. The Curry county project was not specifically mentioned in the list of approvals, and it was feared that it had been left out. To clear up the uncertainty Judge Wood wrote to the State Highway commission, and S. Benson took the matter up with the head of the Forestry Department at Portland.

Monday evening Judge Wood received a copy of the reply sent to Mr. Benson, which is to the effect that the Curry project has been approved and that preliminary work of survey and location will begin as soon as arrangements can be made. The first work to be taken up and completed will be that portion between Hubbard's creek and Corbin. When this is completed other portions of the route will be considered.

There will be \$55,000 available for this work, \$5000 to survey the route and the balance for its construction.

This will be good news not only to residents of Curry but to all people who use the coast highway, which is fast becoming a popular route of travel for those who would avoid the heat of the interior valleys in summer and at the same time have a trip replete with fine ocean views, cooling breezes, the best of camping and fishing spots, which go to make touring most enjoyable.—Gold Beach Reporter.

county where the Smith-Powers lumber industries pay \$80,000 in taxes a year (and have never been delinquent even though for years they have had to borrow the money to make the payments) and where they provide a payroll of \$100,000 a month.

But his demands that the road work should be shut down had been so modified as he went along that it is hardly necessary to detail the arguments made by Messrs. Tonney, of Myrtle Point, Topping, of Bandon, and others on the other side of the question.

When it came to an expression by the meeting on the question, the first motion was made by Mr. Tonney that the road work should not be discontinued; but after considerable discussion the motion was superseded by another by Mr. Topping that no action be taken on this question until the committee to be appointed to investigate the engineering and the financing of the county road bond work had made its report.

Though nominally it was a Good Roads Association meeting we have been reporting, it was really a sort of composite affair. Those present were Charles Hall, of Marshfield, president of the County Good Roads Association; A. H. Powers, representing the Powers Commercial Club as well as the lumber interest, also as a vice president of Good Roads Association; Peter Loggie, who carries on half a dozen or more different lines of business at North Bend; Edgar McDaniels, of the Coos Bay Harbor, of the same city; J. E. Norton, president of the Coquille Commercial Club, and the Sentinel man; Judge Colvig, of San Francisco, representing the S. P. railroad; Geo. T. Tonney, of the Myrtle Point Commercial Club; Mayor Geo. P. Topping and Editor L. D. Felsheim, of the Western World, representing the New Era Club of Bandon; A. N. Christianson, of the North of the Bay section; Jack Conlogue, of the logging camp down the river that bears his name, and Mr. Davidson, of Bandon.

Wednesday afternoon the men who attended the Good Roads Association meeting in the morning made the same talks over again to the court, with slight variations. One of these was the strong indorsement or approval that A. H. Powers gave Roadmaster Murdock. He emphatically stated that he is the right man in the right place.

A full report of the talks made was taken by the court stenographer, Mrs. Scott.

After listening to everything the visitors had to say both for and against continuing the road work in this county, the court went on record to the following effect:

No new projects will be undertaken this year; the wages now paid for work on the roads will not be increased; there will be no change in the work now being done on force account; no more time will be given the contractors on the projects now under

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WHAT WILL IT COST YOU

"When you hand a new boy a nickel for a morning newspaper," says R. J. Clancy, Assistant to General Manager of the Southern Pacific, "you have spent almost twice as much as the railroad receives for transporting a delicious canteloupe and a sun-kissed orange from the fields and groves of California to the breakfast tables of New York."

"It costs more to send a letter through the mails from New York to San Francisco than to ship a \$5 Dunlap, Knox or Stetson hat the same distance by freight."

"At some factory in the East that pair of shoes you are wearing, and which doubled in price, was loaded into a car and hauled 3000 miles to the Pacific Coast for one-third of your barber would charge you for a shave."

"That suit of clothes you have on was hauled in freight trains one-eighth of the distance around the world at a total cost of about 19 cents."

"If living in San Francisco, Oakland or any other Bay points, you would have to eat four Petaluma eggs every day for two months before the cost of transportation thereof would equal the price of a two cent postage stamp."

"A pound of live beef from Nevada is hauled more than 300 miles to San Francisco over a mountain range a mile and a-half high, and lowered a mile and a half to sea level for about one-third of a cent."

"In view of these facts do you wonder that, burdened by increased wages, increased taxes, increased cost of capital, and increases of from 100 to 500 per cent in the cost of fuel oil, material and supplies, the railroads sought relief through the medium of a 15 per cent increase in rates?"

"And did you ever stop to compute or consider how much such increase would amount to? Well, on a \$35 suit of clothes, \$5 hat, \$8 pair of shoes, 30 dozen eggs, and 7 pounds of live beef, shipped respectively from New York, Petaluma and Wabaska to San Francisco, the total 15 per cent increase would amount to less than the cost of one trip in a jitney or street car from the Civic Center to the Ferry Building in San Francisco or in other words, less than 5 cents."

SAY EXPENSE TOO GREAT

In order to get the matter before the meeting C. A. Howard moved that it was the sense of the Coquille Commercial Club that a committeeman should be appointed to participate in the investigation of the roadmaster's office and the expenditure of road funds.

L. H. Hazard said that personally he was not favorable to an investigation because he was convinced that there was nothing to the talk which is being indulged in of waste and extravagance in road expenditures. He said that a big majority didn't know what they were talking about nor whether the work was costing too much or not. If the expense of an investigation could be borne by the people who wanted it, let them go ahead; but he objected to its being borne by a few.

Jack Lamb remarked that if this investigation was made and everything found as satisfactory as those present thought was the case, there was nothing to prevent an investigation every three months as long as the road work continues.

Everyone was agreed that a thorough investigation of all road matters would be the best thing possible for all concerned—the roadmaster's office, the county court and the people—but they were opposed to the Commercial Club's standing for a \$50 to \$300 bill for the expense of making it.

M. O. Hawkins told of the afternoon meeting of the county court at which Judge Watson said the court would welcome a complete and thorough investigation of road affairs, but not a garbled and incomplete travesty for the sole purpose of "getting" somebody. Another point made by the judge was that \$6,000,000 was not going to pave all the roads in the state and that if Coos county was not ready to pave, the money would pro-

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