

RED CROSS WORK THE SCENIC ROAD

Coquille Ladies Are Getting Busy Knitting for Our Boys in the Field.

Miss Clare Sherwood, chairman of the Coquille Red Cross Auxiliary, is in receipt of the following letter from Mrs. Carrie M. Corey, of Marshfield, the head of the county organization:

My dear Miss Sherwood: You no doubt have read of the urgent needs in France for knitted goods. The American Red Cross is asking each state for so many sets of knitted articles. Each set consists of one pair of wristlets, one pair of socks, one sleeveless sweater, one scarf. Coos and Curry counties have been asked to knit 250 of these sets by October.

Will you please find out the number of women that can knit and give us an idea of the number of sets your community can make. The yarn and full instructions for knitting will be furnished you. The person doing the work does not have to be a member of the Red Cross. The need is so great all who can possibly help will be asked to do so.

Please let us know as soon as possible how many sets we can count on from your community. The sewing is to go right on. The knitting can be done at home.

There was a meeting of Committees No. 4 and 7, Material and Co-operation, in the Laird rooms last Tuesday evening, at which it was decided to devote every afternoon next week to knitting. Coquille and vicinity is expected to furnish fifty knitted sets consisting of sweater, socks, muffler and wristlets by October 1st.

This is a rush order. These garments are urgently needed before cold weather and every lady who can possibly do so must help in this work. We cannot fail to do our share when the comfort and health of our boys in the trenches is at stake.

Every afternoon next week there will be experienced knitters at the Laird rooms ready to help all who are willing to learn to knit, and they request every lady who can do so to please bring knitting needles of any size and description and odd bits of yarn for practice work. The regular material furnished by the Red Cross association will arrive later.

Whether you are a member of the organization or not, whether you can knit or not, by all means attend these meetings.

Will the ladies in the rural districts please join us in this work as teachers or pupils, any afternoon at any hour. Or if you can't spare the time to stay and work, perhaps you can loan your knitting needles to others. It is almost impossible to obtain the needles just now, but both needles and yarn will be furnished the auxiliary as soon as possible and in the meantime there are many who are anxious to learn to knit. Will every lady try to do her "bit" in this most urgent appeal from our government? The time is very short and we must get busy at once if we accomplish what is expected of us.

Deer Pasture on Beans.

We hear frequent complaints about deer pasturing in bean patches now; and last Sunday afternoon while taking a ride with J. L. Smith we scared up a young buck in the very act over in the Fat Elk district. He watched from the edge of the woods for quite a while for us to go on to resume his interrupted repast, but when we started toward him even without a gun he bounded over a log with all the facile grace of his kind and disappeared in the dense copse.

Poles Are All Delivered.

Manager McKenna informs us this morning that steady progress is being made on the new high power line to Marshfield. The work of distributing the poles as far as Henryville will be finished this afternoon, and that will complete that job. The poles are now set for three miles from Coquille, a mile beyond Cedar Point, and the work of stringing the wires is not very much behind. It is expected that the line will be in working order by October first.

Will Cut More Spruce.

John Aasen, of Coquille, was here yesterday trying to arrange to buy some of the equipment and donkey engines of the Gray Logging Co., which recently closed its camp on South Coos River. If he gets it, he will probably open another logging camp in the Boutin timber near Beaver Slough, having arranged for more spruce acreage there.—Coos Bay Times.

B. E. Rodell suffered a crushed cartilage in the knee joint Wednesday morning at the ferry when he was hit by the cable. Dr. Hamilton attended to the injured limb.

State Commissioners Say the Coast Highway Will Be a Most Wonderful One.

From the Oregonian. Enthusiastic over the possibilities of developing a world-surpassing scenic road along the coast was expressed by S. Benson, chairman of the State Highway Commission, and John B. Yeon, roadmaster for Multnomah County, who returned to Portland yesterday after a week's motor trip through the southwestern part of the state on which they were accompanied most of the distance by Governor Withycombe, State Highway Commissioner Adams and Amos Benson.

Both Mr. Benson, Sr., and Mr. Yeon are convinced that the coast road, as well as the mountain routes from Grants Pass to Crescent City, Cal., and from Roseburg to Coos Bay will, when completed along standard lines, be instrumental in attracting many motor tourists to Oregon. They point out, too, that each of these roads is of tremendous economic importance, being needed to the full development of these communities.

They feel that the coast road from Coos Bay to the California line will be of scenic rather than commercial significance and, therefore, it must wait until the opportune time for completion.

Over and above all else they believe that the Pacific Highway and other main trunk roads must have first consideration and the coast and scenic roads secondary consideration.

"After the scenic road down the coast from Coos Bay to Crescent City is finished, I do not believe anything in the world will surpass it," said Chairman Benson yesterday. "From an economic standpoint this road would not be of great importance, the Curry county district being less important, industrially, than its sister county on the north, Coos. Because of the fact that the proposed coast road is to be of scenic rather than commercial significance, the more important trunk roads, such as the Pacific highway route, should receive consideration ahead of it."

"I do not want to be understood as meaning that the proposed coast road will not be built, as it most certainly will be, but it is to be done gradually and in such a way as not to interfere with the more important work."

"The road from Grants Pass to Crescent City is to be a most important commercial highway, as is evidenced by the large amount of travel which is already going that way. But the state should not, and will not, spend its money on that route until it is properly located."

"This matter is entirely up to the counties through which the road runs, Josephine County, Oregon, and Del Norte County, California, and these two counties have not thus far come together on a right of way. When they agree to meet on a new location and put their plans forward definitely the state then probably will be in a position to do its share."

"The road from Coos Bay to Roseburg over the Myrtle Point-Camas Valley route is in fairly good shape, except about 20 miles over the mountains. The traffic over this road has been heavy and it has been cut up rather badly. The state will do some work on this road in the near future and will also lay some hard-surface along the newly completed grades between Marshfield and Coquille. This road from Coos Bay to Roseburg is highly important, from a commercial standpoint."

If anything, Mr. Yeon is even more enthusiastic than Mr. Benson over the scenic possibilities of road development in the district covered by the road authorities on the recent trip.

"Improvement of the Coast route from Coos Bay south will be one of the greatest assets Oregon could possibly possess," said Mr. Yeon yesterday. "Furthermore, I think the completion of this road along standard lines will come quicker than people now realize due to the demand and the recognized opportunity to make a ten-strike along scenic lines."

"Once the Pacific Highway is completed on a proper line and connected with a wonderful Coast road, including the stretch from Coos Bay to Crescent City, the Pacific Coast will have a 1500-mile highway from Seattle through Washington and Oregon to Los Angeles that will challenge the whole world for an equal. This route will embrace all varieties of climate, some of the finest scenery outdoors, and will pass through a country of tremendous natural resources and beauty."

"The completion of these roads will, I predict, make Portland as important from a tourist standpoint in the summer as Los Angeles is in the winter time. Good roads offer the key to the great treasure store of tourists. We have the greatest scenery in the world. All we need is standardized roads to pull the tourists from all directions. At the present time we

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SOUTHERN PACIFIC LINES

are losing them from both directions because Oregon roads are poorer than the roads of California and Washington.

"Some of the road from Grants Pass to Crescent City is exceedingly narrow and in places it curves along the sides of canyons that seem to rub down for miles below the road. Over on the coast road there are also magnificent views of the same sort, except that the Pacific Ocean rather than a gulch is at the bottom of the picture. In some places the drop from the road to ocean must be at least 2000 feet."

Spruce for Aeroplanes.

Herbert Armstrong, with Henry Buehner, Albert Brix and Geo. Stephenson, of North Bend, attended a convention in Portland last week of all the spruce manufacturers of the coast, who met with four representatives of the U. S. government, one of the British, one of the Italian, and one of the French.

At this convention the United States officials announced that the government will have to have 117,000,000 feet of spruce timber for aeroplane stock within the next twelve months. By close estimates, to secure this amount of clear stock for aeroplanes will require a cut of 1,100,000,000 feet of logs as not more than 10% can be used.

The best spruce, which is the only kind that can be made available for this use, grows with fir, cedar and hemlock, and in order to get out the spruce, at least as much more of other timber would have to be cut. According to manufacturing experts, this cut would tax more than all the available mills on the coast. This seems to indicate that every saw here must be pushed to its utmost capacity.

Mr. Armstrong states that about half of the Southern Oregon Company tract at Empire is spruce. The Smith Lumber Co. is not cutting any spruce at the present time, having practically exhausted their available supply. Probably the biggest amount of spruce on the coast is at Grays Harbor.—Harbor.

Earl to Go to the Front Soon.

Mrs. H. A. Isensee received a letter from her son, Earl, Wednesday evening in which he said he was to leave for France at once. Earl has been in the hospital corps ever since his enlistment, more recently being stationed at American Lake. He has been making a fine record in his work and this opportunity for early departure to the front is evidently a reward of merit. He and another young man have been selected as hospital men to accompany a company of engineers, and will be associated with a Serbian doctor who has already seen a year's service in the great war. Earl enjoys the work and is tickled to death with the opportunity for early service.

Bert Seal was exhibiting a potato Sunday evening which he had just dug that had three grass roots running clear through the tuber, one root extending two inches out from the spud on either side. To convince the skeptical he drew out one root which pulled right through. He said he found about 15 potatoes that day with grass roots grown through them.

No matter who repaired your watch or how many times repaired or its condition, bring it to me and I will make it run and keep time. V. R. Wilson, The Watchmaker, Coquille, Oregon. 316

That Recall Petition.

The following is printed as the text of the recall petition now being circulated for signatures in this county. It seems to us that there should be something besides bare assertions like these to induce the voters to take the radical step of asking that the members of the county court be removed from office:

"We, the undersigned, legal voters of Coos county, Oregon, do hereby petition and demand that (the officials) who are now holding the offices of county judge and commissioners, be recalled; and we hereby demand that the county clerk of Coos county, Oregon, call an election for that purpose, in the manner provided by law. The reasons for this demand are: The said officials have proven themselves to be incompetent, extravagant and unfaithful to the interests of their constituents. They have been instrumental in wasting thousands of dollars of public monies. They have retained incompetent men in the employ of the county. They have employed incompetent men at extravagant compensation to perform services which other officers of the county were already paid to perform. They have wasted the funds of the county in the building of roads, bridges and other structures that were not needed, or were so constructed as to double and treble their reasonable cost. They have expended the money of the county for their own benefit and the benefit of their personal friends, without benefit to the people at large. They are unfitted to administer the business of the public."

God Knows.

From Capper's Weekly. The other day a senator, asked how to supply the revenue lost if the liquor tax was knocked out, replied, "God knows."

Nothing truer was ever said. God knows; he certainly knows. The difficulty is that the senator and his colleagues are not likely to consult him.

Excess war profits this year will run up to five billions of dollars. Think of it. The mere profits in excess of normal and legitimate profits due to the human slaughter that is sapping the strength of all Europe and soon is to begin its havoc of American lives—the excess profits earned as a result of this great world tragedy will amount to five billions, and yet a senator, presumed to be schooled in finance, professes not to know where to obtain the money to run the war. Where but from those excess profits? The United States is entitled to every dollar earned by the munition factories and the other industries reveling in huge war profits, yet the congress hesitates to take even a half.

God knows that the war profiteers should pay the great bulk of the tax needed to conduct the war; the senate should know that, also.

Mrs. Luella Albee, of the upper Fishtrap section, three and a half miles from Fishtrap landing, advertises a public sale of cattle, hogs, chickens, farm implements and household goods at one o'clock Saturday afternoon, Sept. 8. A lunch will be served at noon, and E. E. Hampton will cry the sale. Mrs. Albee also wants to rent her two ranches.

E. A. Folsom is today moving his confectionery stock and fixtures from his old location to the new one in the Richmond building which he has had papered and fitted up in fine shape.

Kellogg's Drinket

is a delicious beverage, ready to serve, as invigorating and satisfying as coffee.

It is also a delicious flavoring for ice cream, gelatin, custard, frosting, cake filling, pudding and fudge.

25c a can

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All wheat and ready to eat. As fine a breakfast food as there is made.

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SYSTEMATIZE your household expenses by opening a bank account for your wife. Give her a check book and teach her the use of it. The butcher, the grocer, the baker, with a check. Then at the end of the month you'll find out just how much it costs you to run the home. When payment by check is made there never is any doubt as to whether or not a bill is paid. The check is a receipt.

Besides, a checking account will give your wife a business education. The number of ordinarily bright women who know absolutely nothing of banking is surprising. If you are a husband, father, brother, you cannot tell when death may overtake you, and it is well that your wife, daughter and sister know something of banking.

MAKE UP YOUR MIND TODAY TO GIVE YOUR WIFE A CHECK BOOK.

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Only First Class Hotel in the City

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New Cases in Circuit Court.

Aug. 27—Geo. King vs. City of Marshfield and others.
Aug. 27—Nettie Parker vs. Warren Parker. Suit for divorce.
Aug. 28—John Wall and Margaret Wall, his wife, vs. Crescent Coal and Navigation Co.
Aug. 28—Mary M. Marlin vs. Jes-

se O. Marlin. Suit for divorce.
Aug. 29—Bennett Trust Co. vs. W. H. Smith.
Aug. 30—Della Johnson vs. Ortie Johnson. Suit for divorce.
Aug. 31—Catherine Thimsen vs. Charles I. Reigard and Fannie L. Reigard, his wife, and the Land Investment Co.