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CITY COUNCIL PROCEEDINGS

MUCH BUSINESS OF IMPORTANCE TRANSACTED AT REGULAR SESSION WEDNESDAY EVENING.

The City Council met in regular session Wednesday night with the Mayor and all Councilmen present, except C. R. Wade.

After the reading of the minutes the Council took up the ordinance on sewer district No. 1. Under the consideration of this ordinance a motion was made and carried to block the drainage of the Hite pond into the sewer. The ordinance was then laid on the table until after the adjournment of the council, then to meet as a board of equalization on the sewer proposition.

The City Recorder reported that he and the engineer had been instructed to receive straw bids for pavement for First Street and that they had two bids, which were taken up. A bid from the Bandon Constructor Co., of \$1.55 per square yard for concrete pavement with a five year guarantee was read, also a bid of \$2.20 per square yard with concrete base and bituminous rock cover from the Coos Bay Construction Co. The bids were received and placed on file.

After discussing the proposition at length it was decided to hold an informal meeting of the property owners and the Council next Wednesday night to consider the kind of pavement desired by the property owners.

The City Recorder reported that the Electric Light Co., had been given due notice to put a light on Garfield avenue.

The City Engineer asked for a change of grade on Grand avenue but the change was not granted.

Geo. P. Laird asked that he be given interest on the unpaid sewer contract and the city attorney recommended that some arrangements be made to pay said interest.

R. E. Buck asked whether it was satisfactory for him to go on with his street work as was before granted and was informed that he could go ahead.

E. B. Fish asked for permission to do his own street work on Grand Avenue and Sixth street.

R. H. Rosa asked to do his own work on the improvement of Oregon avenue along his property and that of F. F. Rosa but as there is now an injunction against this street the City Attorney advised that no action be taken and the petition was laid on the table and all applications were placed on file.

A warrant for \$75.00 was ordered drawn in favor of the City Attorney to pay his expenses in the Supreme Court in the Oregon avenue case.

A motion was made and carried to make a charge of \$5.00 for each of the city buildings for use of election purposes for primaries May 15th.

The report of the city engineer accepting the sewer work in sewer district No. 1 was accepted.

A box was ordered placed on Mrs. Costello's property along Baltimore Avenue to protect the cave-in along that street.

It was moved and carried that \$75 be appropriated for fixing up the streets that have been graded, the grader and caterpillar engine to be used in the work.

J. M. Adams asked for extension of time on his street contracts. The City Engineer reported that there should be some change made in the city jail and that patent toilets be installed. The engineer was ordered to have the work done, the toilets to be of cast iron.

The Engineer reported that an official assessment be made on June Avenue in Bandon Heights, and on motion the assessment was ordered.

The committee on the L. N. E. restaurant building asked to be continued for another week.

In regard to accepting bonds for street work in excess of the assessed valuation of the property abutting thereon, the City Attorney said it was an open question and that so far as he knew it had never been put up

to the supreme court to decide, but if the property was assessed at its full value then it would be impossible to bond above that amount as assessed.

After the allowance of the usual grits of bills the council adjourned the regular session and met as a board of equalization on sewer district No. 1, to consider a change in the assessment of W. H. Button.

The assessment was taken up and Mr. Button's request was refused.

The Council then adjourned as a board of equalization and met again in regular session and passed the ordinance on sewer district No. 1, with the emergency clause attached.

YOUTHS IN MEXICO ARE BEING DRILLED

Mexico City, May 2.—To be a school boy in Mexico these days means to be a militiaman. Huerta is rapidly militarizing every group of men, in every walk of life that he can clap his attention on.

Three months the national agricultural school in the suburbs of the capital, was a quiet easy going institution with its thousand students gathered from the farms all over the land, paying attention to nothing else than agriculture. Today it looks like a barracks. The professors have been converted into captains, majors and lieutenants, and they wear military uniforms in the class rooms. The students have all been put into soldiers uniforms, and have been supplied with rifles; which they are forced to use in practice. Life in the dormitories has been put on a military basis and day and night the big farm is patrolled by farmer boy sentinels.

The boys in the night schools, business colleges and even private schools are being drilled by orders of the "president". Not a few of the professors in those schools have resigned their positions rather than become officers in the army. The professors who remain may often be seen in the boulevards of the capitol drilling under the instruction of a real army instructor, their boy students. Little chaps as tender in years as 10 may be seen in these groups learning how to carry their rifles and how to maneuver at the orders of a professor captain.

MEXICAN FEDERALISTS HAVE MINED R. R. TRACKS

Washington, D. C. May 5.—Information came from Vera Cruz to the War Department that the Federalists have undermined the railroad tracks from Vera Cruz to Mexico City in preparation for the utter destruction of the road in the event that the Americans attempt to march on the capital. No confirmation has been received of the reports at San Francisco that the bridge on the Inter-Oceanic railroad had been damaged.

The mines are reported to be located a half mile apart and the Mexicans have been detailed to touch off the fuses should hostilities eventuate. These preparations and the throwing up of defenses which are daily making the position of the federalists stronger are known to be a source of worry to General Funston, and it is understood that he would welcome orders to start to Mexico City at once.

Admiral Mayo informed the Navy Department that he would have no trouble in taking Tampico with his present forces.

BROUGHT OVER MANY FORD CARS YESTERDAY.

S. G. Whitsett, Sam Johnson, Dr. Sorenson and Tom Hicking went to Marshfield yesterday and brought back to renew Ford cars which Mr. Whitsett had recently sold. The cars were bought by Jess Kay of Riverton, James Bean of Lampa, Dr. Arthur Gale of Bandon and Harold Nanwarling of Denmark. Will Goodrum of the Goodrum garage of Marshfield came over with the bunch and drove a Ford from Marshfield to Bandon by way of Coquille in the record time of 2 hours and 12 minutes. The trip from Marshfield to Coquille was made in 58 minutes and from Coquille to Bandon in one hour and 14 minutes.

This is a much better record than that made over the coast road some time ago.

A. W. Suman and family will leave on the Field for San Francisco and from there will go to Mantec, Calif., where they will visit relatives for some time.

GOOD ROADS MEETINGS

TO BE HELD AT VARIOUS POINTS IN COOS COUNTY. PROFESSOR SKELTON WILL MAKE ADDRESSES.

Oregon Agricultural College, Corvallis, Ore., May 5.—A series of good road meetings will be held at various points in Coos county during May 11—16. These meetings will be presided over by County Judge John F. Hall and addresses will be made by Professor G. E. Skelton, of the Highway Engineering department at the Oregon Agricultural College. The dates for the good roads meetings in Coos county are as follows: Myrtle Point May 11; Coquille, May 12; Bandon, May 13; Marshfield, May 16, and end at 2 p. m.

Professor Skelton has recently returned from a good roads tour of the middle and eastern parts of the United States which was made primarily to investigate the most approved methods of highway construction in other states. He comes prepared to consult with farmers and officers of the Oregon counties in regard to the construction of highways throughout the state. Professor Skelton advocates primarily the use of local material for the construction of Oregon highways.

During his work in Coos county Professor Skelton desires to meet road supervisors and with them take up the problem of highway construction and maintenance.

CHAS. HAUGHTON KILLED IN A LOGGING CAMP

Chas Haughton was instantly killed last Friday while engaged in falling timber at Aason's camp near McKinley. A falling tree struck a dead stub and broke off the top which was thrown back and caught the unfortunate man, breaking his neck and legs and killing him instantly. The body was brought to this city and the funeral took place Saturday from the undertaking parlors, burial being at the Norway cemetery. The deceased was about 40 years of age and was the son of the late Harry Haughton, one of the old settlers near Norway. The Herald is informed that his mother and two sisters survive him, also his wife from whom he was separated.—Coquille Herald.

NOTES ALONG THE BANDON WATER FRONT.

The Elizabeth sailed Tuesday night with 283,000 feet of lumber, 3499 bundles of veneer slices, 15 tons of miscellaneous freight and the following passengers: W. S. Beummett, W. H. Clemens, Francis Walker, Jas. Pyburn, B. B. Heinslaw, Henry Kern wife and two children, A. F. Derringer, M. O. Kelley, J. D. Howard, E. C. Coonberg, A. Gulleksen, S. Young, W. G. Whalery.

The Brooklyn sailed last night with 3,411 railroad ties, 168,000 feet of lumber and 29 tons of miscellaneous freight. The Fifield arrived Wednesday night with 90 tons of freight and 22 passengers. She will sail again tonight at 10:00 o'clock.

"THOR, LORD OF THE JUNGLE," AT GRAND THEATRE

This is a thrilling story of two continents, sweeping from the primeval jungles of wild Africa to the busy haunts of men and the crowds under the white tents. This picture shows the wonderful process of catching and caging wild animals and also carries a very beautiful plot of love and adventure throughout. The picture is in three reels and will show at the popular Grand Theatre Saturday night, together with two other good ones, making 5000 feet in all.

Sunday night there will be 6000 feet, including a two-reel Lubin entitled "Fitzhugh's Ride," "Chase of Honor" a two-reel Pathé, and two good comedies.

WILL BUY MACHINERY FOR NEW LAUNDRY.

A. F. Derringer left on the Elizabeth Tuesday for San Francisco where he is buying machinery for the Bandon Steam Laundry which will be rebuilt at once on the old site in East Bandon. The insurance has been satisfactorily adjusted and the laundry will be in operation again just as soon as the building can be constructed and the machinery installed. This will probably take about 60 days.

MANY ATTEND THE SOCIAL HYGIENE MEETING

About 250 men attended the meeting of the Oregon Hygiene Society, Friday night, which was addressed by Dr. Calvin White of Portland, Dr. E. Mings of Marshfield, Rev. C. Wayne Knight of Bandon and Mayor J. W. Mast. Attorney Geo. P. Topping presided over the meeting and the addresses were received with much enthusiasm.

This society is doing great work throughout the state and the people are becoming more awake to the need of the work of all of the time.

A permanent organization has been instituted in Bandon and some systematic work will be done.

TOM RICHARDSON COMING TOMORROW NIGHT

As was announced in Tuesday's Recorder, Tom Richardson, the great Oregon Booster will be in Bandon tomorrow night and deliver an address at the Commercial Club hall. Every one interested in the development of Bandon should be present.

DR. WITHYCOMBE WAS IN BANDON TODAY

Dr. James Withycombe of Corvallis republican candidate for governor was in Bandon today shaking hands with the voters. Dr. Withycombe is a man of exceptionally strong ability and his long connection with the agricultural college has brought him in contact with the needs of the people to the extent that he is probably more conversant with them than any other man in the race.

Dr. Withycombe will pull a strong vote at the primaries and if nominated will make an excellent governor.

KNIGHTS AND PYTHIAN SISTERS HERE TOMORROW

Tomorrow, May 8th, the Knights of Pythias and the Pythian Sisters of Coos county will hold their annual convention in Bandon. There will be representatives from all the lodges in the county and an excellent convention and a good time are anticipated.

FRANK S. GRANT IS IN BANDON TODAY

Frank S. Grant, republican candidate for attorney general is in Bandon today looking after his political interests. Mr. Grant is a very pleasant fellow and has had wide experience as an attorney. He was formerly City attorney of Portland.

Mr. Grant is Grand Chancellor of the K. of P., and will be in attendance at the Coos county convention tomorrow. He is accompanied by Judge Wm. Coke, ex Past Grand Chancellor.

FLOOD WHITE HOUSE WITH WAR LETTERS

Washington, May 1.—People throughout the country are flooding the White house with letters. It appears that this peace loving country is full of geniuses in the planning and management of war. And they are not confined to the veterans of the Spanish conflict.

Patently and with the utmost politeness, the presidents secretaries answer hundreds of letters each day containing suggestions. It is not that the writers are so keen to have war. There is not a great deal of jingoism in the letters. It is simply that they have so much better ideas than the government's as to how the thing ought to be done.

One man objects to watchful waiting, as giving the Mexicans too much time to prepare and an opportunity to sneer at the American for timidity. Another says that there has not been waiting enough, as the government is only half prepared for a long conflict. Many of the letters contain resolutions passed by organizations.

RYE SHIPPED 2,000 MILES TO MAKE DISTANCE OF 120

Canyon City, Ore., May 6.—Newspapers, magazines and various publications have been full of freak shipments made by parcel post, but L. Woldenberg, of this place and manager of a new star-route stage line, has one that tops all shipments ever made by parcel post.

On April 5th, at Burns, he was given 1200 pounds of seed rye to be shipped by parcel post to Fort Rock, in Lake county, in this state, a distance of 120 miles. Instead of going direct to Fort Rock by pack horse or conveyance, it, of course had to follow the usual mail route, and Mr. Woldenberg hauled it 86 miles to Prairie City. It was then shipped over the Sumpter Valley Railroad to Baker, a distance of 86 miles. It was then taken to Portland, 350 miles, and then to Sacramento, about 900 miles. From Sacramento it was shipped to Reno, Nev., 250 miles, and then to Lakeview, 175 miles. From there it was loaded on a star-route stage and hauled to Fort Rock, 130 miles. This rye was hauled about 2000 miles to be delivered 120 miles away.

MANY INDUSTRIAL CLUBS ORGANIZED AMONG SCHOOLS

L. P. Harrington who has been in the county organizing school industrial clubs, reports the organization of the following, in addition to those already noted:

At Randolph where Miss Nettie Belloni is principal, the club officers are: Willie Philpott, president; Mason Belloni Vice President; Edna Anderson, Secretary; Gareld Russell Treasurer.

Prosper, three room school, R. A. Giles, principal; Alta Hanson, president; Mollie Smith, vice president; Flossie James, secretary; Norma Pederson, treasurer.

Sunnyside, Mrs. Ethel Miller, teacher; Bessie Johnson, president; Roscoe Edwards, vice president; Mary Chaney, secretary; Perna Danialson treasurer.

Bandon High School, L. P. Nichols Principal, 7th and 8th grades; Fern Johnson, president; Leonard Hadsal vice president; Orva Willard, Secretary; Beulah Bellmore, treasurer 5th and 6th grades; Melford Weslever president, Wilbur Jonrgeson, vice president; Vera Hannicut, secretary, Emily Schetter, treasurer.

The membership of the clubs now reaches about 450 in the county, indicating a good interest in the work on the part of the children and teachers.—Coquille Herald.

WILL MEET TO DECIDE ON KIND OF PAVEMENT

The city council has called an informal meeting at the city hall for next Wednesday evening asking the property owners along First street which it is proposed to pave, to attend and designate their preference of pavement.

At the council meeting Wednesday night, two "straw" bids for pavement were received, one from the Bandon Constructor Co., for concrete pavement at \$1.55 per square yd. and one from the Coos Bay Construction Co., for bituminous rock pavement at \$2.20 per square yard. There are other good kinds of pavement to be considered such as bitulithic, creosoted blocks, vitrified brick etc., and it is the desire of the council to get the expression of the property owners as to their choice.

That First street should be paved every one is agreed and the sooner the work is under headway the better it will be for the city and the property along the street, so it is hoped that every property owner along the street will attend the meeting next Wednesday night.

PROSPER SCHOOL IS IN "B" STANDARD CLASS

The Prosper school was graded by Superintendent Baker last week and was found to have a standing of 90 per cent placing it in the B Standard class. Of the other three schools graded, Randolph is also a B standard, while Bridge and Bunker Hill are in the A Standard list. Some of the other county schools are expected to reach one of these classes as soon as equipment on the way has arrived. The standardization of the schools has undoubtedly had the good effect that was anticipated.—Coquille Herald.

ROADS AFFECT LAND VALUES

CONDITION OF ROADS AFFECT EVERYONE FROM FARMER TO MANUFACTURER.—HIGH COST OF LIVING TOUCHED.

In view of the road election to be held in this county this month, the experience of Frank Terris, a truck farmer and dairyman living near Seattle, Wash., will be of interest.

In a good roads conference in Salem last week, Mr. Terris, who for years suffered the ills that poor roads bring, and for several years has enjoyed the benefits of good thoroughfares, declared that good roads built with money derived from bonds, if necessary, provided the best investment the people of a county could make. He cited instances of land near Seattle that could not be given away before the improvement of roads which is now worth \$1,000 per acre. He said that land adjoining his farm was renting for \$60 an acre as the result of the building of a main road to Seattle. "The road issue," said Mr. Terris, "is the greatest of them all. When you bear in mind that everything we eat, drink and wear must be hauled over the roads, you will realize the significance of this statement. Never was this question more fully impressed upon my mind than when a few years ago I took a trip abroad. Then it was that I realized while our country was the greatest in all other respects, it was the weakest in good roads. I returned to my home determined to do everything I could to aid in building roads and I have seen them built in the community where I live." Mr. Terris cited several instances of farmers having abundance of produce, but because of bad roads were unable to haul it to the markets where good prices are offered. He said that his home county in Washington had issued about \$5,000,000 in road bonds and the people now realized that it was the best investment they ever made.

OREGON CROP OUTLOOK BRIGHT FOR THIS YEAR.

Portland, Ore., May 6.—Reports from various sections of the state indicate that the grain crop of 1914 will be the largest in the history of the state. Not only is there a largely increased area in agriculture but, because of unusually favorable conditions, a larger than normal yield to the acre is looked for in most districts.

In some places spring-grown grain will be late in maturing because seeding was delayed by rain, but the benefit of the moisture is expected to more than offset this drawback. Milton reports say the farmers expect the best yield in 35 years and like reports come from elsewhere. In the vicinity of The Dalles farmers are jubilant and declare that the only possible deterrent to a bumper crop is hot winds and, as the crops are far advanced this season they expect that the grain will be matured so early that there will be no loss from this source.

Estimate made from various of the several railroads operating in the state, are unanimous in predicting a most prosperous year for farmers.

Fruit reports from some sections are less encouraging though the aggregate damage done is not expected to be appreciable in the final accounting of the state as a whole.

The greatest loss reported is from the Grande Ronde Valley, where it is estimated that from 75 to 95 per cent of the apple crop will be a loss because of Spring frosts, and that white peaches suffered to the same extent. Cherries, too, are said to have been depleted from 65 to 80 per cent in this district, but as blossoms were unusually numerous, the crop may not show such a loss as compared with previous years.

In Hood River cool weather recently has delayed the ripening of strawberries, so that shipments are not expected until May 30, but it is said their excellence of productivity of the plants will not be affected. The apple crop is said to be far in excess of any former year.