



## CONDENSERY HEADS INSPECT THE WORK

MEMBER OF FIRM SAYS EVERYTHING IS PROGRESSING FAVORABLY.

Delay of City in Putting in Street Work is Only Drawback Now in Sight—Council Says Action Will be Taken on Return of Mayor—Machinery Coming by Water.

Construction work on the new Giebisch & Joplin milk condensing plant here is progressing rapidly and everything in connection with the new industry looks favorable, according to F. Joplin, member of the firm, who in company with his son W. T. Joplin, and his manager of the McMinnville plant, J. G. Dietrich, left for Portland today after spending several days in the community. The only feature, according to Mr. Joplin, that may cause delay now is the street work that is to be done by the local citizens. That portion of the street which gives approach to the plant site is completed, but it is absolutely necessary that the Delaware avenue section be also completed at once. Without it the construction of the west wall will be made very difficult and require much more time.

Mr. Joplin says that from present indications there will be but slight delay in commencing operations by the first of April as intended, unless of course, the street work holds up the building operations.

The street work stopped more than a week ago on account of lack of funds. It seems that subscribers to the condensery fund have been slow in paying up. The City Council has in a way guaranteed the street work, the matter having been placed in the hands of Mayor Topping. Mr. Topping has been out of the city for several weeks consequently nothing further has been done. However he is expected back within a day or two and it is altogether probable that an effort will be made to straighten the matter out.

The Joplin-Dietrich party also included Frank B. Thompson of Portland, salesman for the Duplex four-wheel drive auto truck, and D. E. Crawford of Portland, salesman for the Republic truck dealers. W. T. Joplin is negotiating with the Giebisch & Joplin company in view of contracting the milk routes and the truck salesman accompanied him here to survey the roads in view of selling him the necessary motors.

Others in the Portland party were Mrs. Shaver, wife of Captain Shaver of the Shaver Transportation Co. of Portland, and her friend, Mrs. Van Pelt of Los Angeles. They are family friends of the Joplins. Having intended coming to Bandon to see the local beach they took this opportunity.

Julius Clark, chief engineer for the Northwest Process Co., condensery contractors, was also here this week, leaving for Portland yesterday. Mr. Clark came down to consult with Thomas Muir, building contractor who is personally in charge of the work now under way. Mr. Clark on his return to Portland will see that the machinery for the local plant is completed for shipment at once and the first consignment will probably arrive here sometime next week. It is planned to ship it down on the gas schooner Anvil.

Harlow Ehrlich will be the first man connected with the new industry to make his permanent home in Bandon. He will be plant foreman and will arrive soon after the machinery gets here. A number of other families will come here for permanent residence as soon as the plant is ready to operate.

There is a move on foot in Portland, according to Mr. Joplin, to establish regular boat service between that city and Bandon. He stated that the steamer Elmore, which has been plying between Tillamook and Portland, has been sold and is being considered for the local run.

Messrs. Joplin and Dietrich met with the members of the City Council at an informal meeting last night to talk over the street matter. Owing to the absence of the mayor it was impossible to take action but the visitors were assured that the matter would be taken up as soon as Mr. Topping returns.

### Goes to Washington

J. R. Peters has gone to Washington, D. C., following a tryout of his electrical gun at the Bremerton Navy yards a few weeks ago. It is understood Mr. Peters has been summoned to the capital by officials of the war department to further demonstrate his device.

## JAMES HAFT DIES IN 106TH YEAR

James Haft, better known in this section as "Uncle Jimmie", who, it is believed, was the oldest man in Oregon, if not in the West, died at the home of his son-in-law, Robert Wallace, on Floras creek in northern Curry county, Monday of this week. Mr. Haft was in his 106th year and although physically feeble and rapidly declining for several years past his mind was still clear and his memory good. Although he would seldom talk of the past he could tell some interesting yarns of the days when he conducted pack trains across the mountains of southern Oregon. For the past 35 years he had made his home in Curry county. The funeral was conducted Wednesday, burial taking place at Denmark.

## Sheep Situation at the Present Time

Local Ranchers Will Be Encouraged to Enter Industry by Learning It Is Very Profitable.

Many local ranchers who have hesitated to enter the sheep raising industry because of a fear that it might perhaps be experiencing only a very temporary and limited boom, will be interested in the following compiled from data of the department of Agriculture:

Six farms out of every seven in the United States have no sheep; while sheep can be produced profitably on almost every farm. Sheep in proportion to the value of their products are produced more economically on the farm than any other livestock. The feed and labor requirements are less. They fit in with practically every kind of farming; get much of their subsistence from forage, from grazing weeds and grass that would not support other livestock. They eat almost no feed that has a value as human food, and need less grain than other animals. They add materially to the farm revenue but add very little, relatively, to the farm expense.

Since 1914 wool and mutton prices have doubled and some grades of wool have trebled. Those who are in close touch with the sheep industry believe that attractive prices will continue. During the war over-production seems impossible.

The United States now has 1,299,000 fewer sheep than in 1914. Our production of wool has steadily declined since 1910, when it was 321,362,750 pounds, to 290,192,000 pounds in 1914; 288,490,000 pounds in 1916; and 285,573,000 pounds in 1917. But while our production has decreased our manufacturing consumption has increased from 530,356,525 pounds in 1914, to 737,679,924 pounds in 1916. In 1917 the amount manufactured was even larger, and it seems certain that it means the sheep industry will for several years experience most prosperous times.

The difference between the amounts we produced and amounts we manufactured represents our wool importations from other countries. We have gotten into the habit of using a great deal more wool than we produced—we'd merely send over to Australia or South Africa or perhaps somewhere in Asia and get what was needed. But the ship shortage now interferes with that uneconomic arrangement—which in the long run will be a very valuable thing for America.

The wool from 20 sheep is needed to make the clothing and equipment needed for one soldier. Hence the wool industry has become of immediate importance in the light of a war necessity. But war or no war, it would have been necessary for the United States to produce more sheep for we are consuming much more wool than we produce. The principal sheep raising countries of the world were not increasing their production before the war, and seemed to have reached their maximum; and there was even then a discrepancy between consumption and production throughout the world that was growing critical.

One of the big factors in lowering the wool production of the United States has been the homesteading of large areas in the Middle West and hence limiting of the grazing areas for the huge bands of sheep of that section. With the coming of a necessity for reducing the sizes of these flocks, there was no corresponding increase in the number of small flocks on farms throughout the country.

## TIDE FLATS MAY NOW BE PILED AND FILLED

PERMANENT PIERHEAD AND BULKHEAD LINES HAVE BEEN ESTABLISHED.

Col. Zinn and Capt. Polhemus of U. S. Engineers, Portland, Discuss Matter With Local People—No Opposition—The Lines as Now in Force.

Col. Geo. A. Zinn and Capt. J. S. Polhemus, of the U. S. Engineers office at Portland, were in Bandon Tuesday to hear complaints or suggestions if any, at the public meeting held in the Moose hall, previous to the establishment by the government of permanent pierhead and bulkhead lines. No opposition was encountered, and the ten or fifteen citizens present assured the officials that the lines as announced met with local approval. The lines were surveyed by Engineer C. R. Wright and assistants about two years ago, and the matter has been passing thru the routine of the war department since.

Messrs. Zinn and Polhemus arrived in Bandon on the eleven-thirty boat, returning north the same afternoon.

### The Bulkhead Line

Commencing at the north corner of Edison avenue and First street, west, the bulkhead line passes thru the city property, outer edge of the M. Breuer, U. S. Coast Guard and Gallier Bros. holdings to a point just north of the Old Bank building where it almost conforms with the outer edge of the present dock. From thence it gradually approaches the hill, passing diagonally across the north edge of the Buckingham-Biggs property, thru the Thos. Anderson, Gallier, Steve Curran, McNair and Timmons properties, meeting the north line of First street at Alabama avenue, thence along First street to Elmira avenue, from whence it passes diagonally thru the unimproved lots, thru the Acme Planing Mill and Moore Mill & Lumber Co. holdings, parallel to the shore line, to a point opposite the L. C. Gibson property on Riverside Drive.

Back of this line, that is, between it and the high ground to the south, the property owners will now be permitted to fill in their property without first obtaining government permit. However, all such fills must be so made and of such materials that nothing will be carried away by the tide and thus help in filling up the harbor. The Port of Bandon will have authority to regulate bulkhead improvements.

### The Pierhead Line

The pierhead line, or farthest point out into the harbor to which docks and wharves may be extended, follows a course considerably farther out into the river than the bulkhead line. Commencing at a point conforming with the line of the inner harbor spur jetty, this line practically assumes the present wharf extremity to a point near the Central Warehouse, from whence it passes diagonally across the lagoon, some ninety feet farther out in the river than the present Standard Oil Co. dock, to the northwest corner of the Moore Mill & Lumber Co. property, thence along the present wharf frontage of that company, ending a few hundred feet beyond.

### ESTABLISHING SAWMILL

Geo. Cox Moves Plant From Bradley Lake to The Glades.

Geo. Cox is moving his sawmill from the Bradley Lake section to The Glades, about 2 1/2 miles from Bandon on the Coquille road. The location of the plant will be near the place where the Seelye & Anderson logging railroad trestle collapsed a few years ago in the big logging train wreck. He expects to have the plant running by April 1.

Timber is available to keep the plant running for about 3 or 4 years. Twenty men will be employed in operations connected with the venture, and the product will be hauled to Bandon and marketed either here or in San Francisco.

A dam is being made across the creek to form a log pond.

### Supt. Farley Is Remembered

Supt. Matthew Farley of the Sunset Woolen Mills, is a mighty happy man today. He has just been presented with a beautiful signet ring by the employees of the woolen mill in remembrance of his seventy-fourth birthday anniversary. Mr. Farley is hale and hearty with more pep than the average man of 50 years, and is popular with his co-workers as the beautiful engraved ring signifies.

## FOOD STUDY CLASSES ARE ENTHUSIASTIC

BANDON RED CROSS BRANCH IS MAKING MANY ARTICLES—\$581.16 USED.

City Library Is Taking Active Part in Directing Food Conservation Campaign Locally—State Librarian Suggests—Junior Red Cross to Be Formed.

A statement of the Bandon branch account with the Marshfield chapter shows that \$581.16 worth of material has been sent. This has consisted of yarn, jean for bed shirts and daisy cloth for bed socks and shoulder wraps.

The following extracts from a circular letter from headquarters at Seattle will be of interest:

Fracture Pillows. Will ask that you do not make any more fracture pillows.

Comfort pillows. In view of the fact that we have sent in almost twice as many comfort pillows as asked for, we request that you discontinue making these pillows. Any that are now being made will be gratefully received but we ask that no more be made until further notice.

### Junior Red Cross

The Junior Red Cross drive for memberships will begin soon. This drive was to have taken place week before last, but due to lack of definite information from headquarters, had to be postponed in Bandon.

### Food Classes Progressing

Shortly after Christmas food classes were formed in every section of the town thru the efforts and under the direction of the library board. These were formed for the purpose of studying food values and the use of the substitutes for wheat, sugar, fats and meat. A pamphlet, "Ten Lessons in Food Conservation", has been made the basis of this work, supplemented by other pamphlets and war time cook books.

Reports from the various classes indicate that much interest has been aroused. Many of the war substitute recipes have been tried and pronounced a success. Many women, who have not been able to attend, have read the pamphlets at home. Each section worked out its plan for meetings.

One leader gives the following report: "Lessons are read with a time reserved for discussion; and now we are using a short period for copying recipes. Next meeting we are to bring the largest list possible of the various kinds of foods, and these are to be discussed as to food values, and with reference to substitutes for same. Then we hope to add zest to future meetings with a contests as to best menus arranged of substitutes both as to food value and as tempting the appetites of those who are missing the usual dishes of before the war."

The following women opened their homes for the classes at the beginning: Meadames Lewin, Erdman, Radley, Best, Lewis, Hicking, Walker, Boyle, Faulds and Pearson, Bowers and Lowe, Philpott, Topping, Leap, Pape, Dickey and Nielson.

Perhaps the following extract from a letter from State Librarian Miss Marvin to the libraries thruout the state will show how important the government considers this work: "The Oregon food work has been quite successfully done thru public libraries but we want to make Oregon 100 per cent useful, and this can be done only if your library is 100 per cent useful in this emergency. \* \* \* So far as getting the literature used is concerned, you must get it used even if you have to peddle it out. \* \* \* No matter how you get them out, you must use your ingenuity and get them read in some way even if you have to make a rule conforming to the rule in regard to the purchase of flour, that with every book of fiction there must be one food book; or one to three, or one to five—whatever you can get done."

There will be a display soon of new food posters, pamphlets and other suggestions in the windows of the building formerly used by the Hub Clothing Store. Let every man, woman and child pause long enough to read them, then go home and follow their suggestions. That will make Bandon 100 per cent efficient in saving food to win this war.

### Bandon Disabled at Coos Bay

The steamer Bandon struck a sand spit in the lower bay at Coos Bay Tuesday, breaking a propeller blade. The schooner Hardy pulled the disabled craft off the spit and it anchored below Empire until arrival of aid.

## No Government Orders For New Shipyards

Local Plants May Be Permitted to Take Foreign Contracts Provided Doesn't Interfere.

Washington, D. C., Feb. 25.—In response to a request of Congressman W. C. Hawley for a statement concerning wooden ship construction, General Manager Charles Plez of the Emergency Fleet Corporation has reaffirmed the policy of the board against letting contracts to new shipyards. The matter was brought up by Mr. Hawley in connection with request from the Port of Bandon at Bandon, Ore., and other interests seeking government contracts for yards at various other Oregon ports.

The reply to Mr. Hawley follows: "In reply to your request for information as to the policy of the board relative to the construction of wooden ships, both for private and our own account, you are advised that in view of the fact that there are here before the corporation offerings for wooden ships in excess of its contemplated program, it is not deemed expedient at this time to award contracts for this class of tonnage where such work will necessitate the construction of additional wooden shipbuilding plants. In this connection it is noted that there are now over 300 ways devoted to the construction of wooden vessels, and that we are having considerable difficulty keeping the work in existing plants progressing satisfactorily.

"In respect to construction of such vessels for private account, you are advised that the corporation has no control over the establishment of plants for such purpose, provided the work in question does not interfere with the corporation's building program. The corporation reserves the right however, to pass upon the question as to whether the contemplated work does interfere with the existing program, and, accordingly, all builders desiring to build for private account are required to secure a permit from the shipping board and the Emergency Fleet corporation, a special form of application having been prepared for this purpose."

### Could Handle Many Cargoes

Henry Axtell returned this week from San Francisco where he had been the past month purchasing machinery. Mr. Axtell had a talk with Fyfe-Wilson Co. officials whom he states expressed the opinion that market for their products is such that they could easily dispose of cargoes from twenty-five vessels on the Bandon run were harbor conditions more certain, and ships available.

### Passengers Go On Tramp

The little gas schooner, Tramp, was in the harbor the first of the week and left Tuesday for Gold Beach. It took aboard five passengers here who preferred a five hours' cruise on the briny deep in the little craft in preference to a two days' journey by stage to the Curry county seat. They were Mr. and Mrs. Chas. Morse, proprietors of The Breakers Inn; Mr. and Mrs. Chet Hoskins and Perry Dodson, all of Gold Beach. J. R. Stannard, county clerk of Curry, who made the trip from Gold Beach to Coos Bay on the Tramp was also here at the time of her departure south but he said "nothing doing, I'd rather walk."

### MRS. HARTMAN GETS GRAND

Sellmer Sells to Odd Fellows Who Give Lease—Orpheum Closes.

There has been another change in theatre ownership and management in Bandon. Wm. Sellmer has sold the equipment and good will of the Grand to the Odd Fellows' Lodge, owner of the building, which in turn has leased the place to Mrs. E. A. Hartman, owner and manager of the Orpheum. The change, for the present at least, means that there will be but one house in operation. Mrs. Hartman intends to keep the Grand running. Mr. Sellmer has not made his plans for the future known but he will be here for some time yet as he has other property interests.

### Liberty Loan Committees

Liberty Loan committee for the Bandon district has been appointed by the state committee as follows: Col. R. H. Rosa, chairman; C. R. Wade, I. N. Miller, H. J. McDermaid and L. D. Felsheim. Curry county committee for the next Liberty Loan drive is composed of: W. J. Ward of Brookings; C. H. Buffington of Gold Beach; A. S. Johnson of Port Orford.

## SMILEAGE BOOKS ON SALE IN BANDON

COUPON METHOD INSURES RECREATION FOR OUR BOYS AT ALL TIMES.

Entertainment Under Auspices of the Government at Camps for Soldier Boys—A Splendid Way to Cheer Up the Lad by Remembering Him With a Tickets Book.

Ever hear of Smilage? Bandon Council of Defense has received \$50 worth of Smilage coupons to be sold in this section. These books are to be sent to relatives or friends now serving in the training camps here in the United States. Coos county's share amounts to \$400, of which \$50 is the local quota. The books may be purchased thru Sec'y of the Council J. W. Mast. The coupons are put up in book form. One contains twenty 5 cent coupons and costs \$1. The other size contains one hundred 5-cent coupons and costs \$5. The cost of admission to these shows varies from two coupons to five coupons, depending on the cost of producing the show. It will never be over five coupons. The accounts are audited by men from the war department.

What Smilage Is In the thirty-two big national army and national guard camps large theatres and tents have been put up in which regular theatrical companies will give regular shows, such as "Turn to the Right," "Inside the Lines," and "Cheating Cheaters." Real vaudeville from Keith's circuit by special companies, who will play only at the camps; the best concerts, movies and lectures will also be given. All this is being done under the direction of the war department commission on training camp activities. Smilage book coupons will admit the soldier free to these entertainments.

## GOLD BEACH PEOPLE INTERESTED IN CHROME

J. R. Stannard, County Clerk of Curry, Enters Field for Representative of Coos and Curry. J. R. Stannard of Gold Beach was in Bandon Tuesday enroute home from a trip to Coos Bay via the schooner Tramp. Mr. Stannard is county clerk of Curry county, but has decided to cast his hat in the ring for joint representative. Inasmuch as he has been a popular county clerk for a number of years in his home county and also has many friends in Coos, he will no doubt be a major factor in the race.

## While Here Mr. Stannard Discussed the Coming Liberty Loan Campaign and Other Matters of Vital Interest Connected with the Various War Activities.

He states that Curry county people are very patriotic and will carry their share with enthusiasm. Preparations are now under way for the coming drive, and a live county committee has been appointed to superintend the campaign. Curry county did not receive proper credit in the first two Liberty Loan drives for various reasons, but the appointment of a county committee will eliminate possibilities of past mistakes reoccurring.

Considerable interest is now being manifested in Curry over chrome possibilities. Recently a party consisting of Mr. Stannard, Alf Gauntlett and Chas. Starr drove down to the Pistol river county where they joined Otto Ismert, and investigated some chrome-iron prospects on Mr. Ismert's property. Mr. Stannard is convinced that the claims offer big possibilities and intimates that developments may be made soon in that vicinity if the price of chrome is maintained. Prospectors and mining men from other parts are also investigating chrome deposits in Curry county.

F. J. Fahy is greeting old friends again at the Bank of Bandon this week.

## WORLD HONOR ROLL

- C. L. Foster, Bandon.
- L. A. Liljeqvist, Marshfield.
- Arnold Haberly, Bandon.
- W. H. Deer, Bandon.
- H. A. Dooley, Bandon.
- N. C. Dibelbiss, Sixes, Oregon.
- Chas. Hunt, Barview, Oregon.
- A. W. Sieman, Bandon.
- W. J. Hudson, San Francisco.
- Matthew Farley, Bandon.
- R. V. Chapman, West Brook, Minn.
- J. P. Tupper, Bandon.
- Thos. Razor, Sausalito, Cal.
- Wm. Philpott, Randolph.