

# CONWAY'S TRIP

It Produced Results for His Two Big Coos County Companies.

Now that Mr. F. E. Conway has become so largely interested in Coquille Valley industries, the following from Tuesday's Record will be of interest to most of our readers:

F. E. Conway returned from San Francisco Monday evening. In the city Mr. Conway arranged for the shipment of a big equipment for the Coquille creamery which he and associates recently purchased. The plant which Mr. Conway bought in the south has been shipped to Coquille and will be installed at once. It is complete, new and up-to-date in every way.

D. Peruzzi, the field man, will move to Coquille from Ashland and will bring his family for the summer months at least. Mr. Peruzzi is a wealthy Swiss whose reputation as a cheese producer stands very high in the California market. All of the outfit has been contracted for for one year.

G. S. Butler, the Ashland capitalist, who already has invested through the F. E. Conway Mortgage company quite heavily hereabouts, purchased a \$5,000 block of stock in the Dairy Products company.

H. G. Mathes, a retired stockman, induced Mr. Conway to sell him some stock in the F. E. Conway company and would have purchased more, but none was to be had. Mr. Mathes has the intention of coming here soon and, if Coos county proves anything like what he thinks it is, will invest in some line of business before leaving.

D. H. Barneburg, who is regarded as one of the finest cattlemen in the state, and who is the third vice-president of the F. E. Conway company, will come here and make this city his headquarters. Mr. Barneburg owns a lot of cattle and will be in charge of the dairy loan department of the F. E. Conway company.

Coming back to Coos Bay this time Mr. Conway brought to Marshfield \$25,000 which he will invest through the F. E. Conway Mortgage company. Mr. Conway was given the money by friends who desired him to invest in Coos county.

While in San Francisco looking for dairy product equipment, it came to Mr. Conway's ears that an egg company was trying to obtain 50 carloads of egg crates. Mr. Conway sought out the parties and prevailed upon them to allow him an opportunity to have Coos Bay mills bid on the order and this was granted. It is possible the 50 carloads of crates will be supplied from Marshfield.

## He Hurries Up The Work.

On his recent visit to Coos county, State Highway Engineer Herbert Nunn advised County Roadmaster R. B. Murdock that he was very anxious to have the contracts for road improvement under Coos county's bond issue let at the earliest possible date. He gave three very pertinent reasons for immediate action:

First, to reduce overhead engineering expense which might be excessive if work were delayed over a long period.

Second, to take advantage of the dry season which will insure better bids.

Third, more proposals will be received and more responsible contractors will bid if the proposals are opened before general work starts all along the Coast.

Roadmaster Murdock has called the attention of the County Court to Engineer Nunn's desire and urged that the Coos Bay north section and the Coquille-Myrtle Point section be advertised as soon as possible. The Coquille-Myrtle section is already being advertised, and the Coquille-Bandon section still requires that considerable right of way be secured before the contract can be let.

## New Cases in Circuit Court.

April 27—Jas. Magee and Jno. F. Hall, Trustees, vs. Charlotte E. Raab, A. G. Raab, L. F. Chalkantain, Henry Hoeck, G. Gilbertson.

April 27—State Industrial Accident Commission vs. Kruse Shingle Co.

April 28—D. H. Stewart vs. May Taylor, George King and Charles Davis.

April 28—Port Orford Wharf Co. vs. Steamer Bandon.

April 30—J. W. Catching and Hattie Catching vs. Mary Norris and Geo. W. Norris.

April 30—Jennie Richards vs. Geo. E. Richards. Suit for divorce.

April 30—Frank A. Gardner vs. Eunice Gardner. Suit for divorce.

May 1—E. C. Fahy vs. Mrs. Max Timmerman and Max Timmerman.

## News From the Bay.

(From the Coos Bay News.)

Attorney E. L. McInnes left Saturday for Portland to take a physical examination preliminary to becoming a member of the Oregon Reserve Corps.

The work of reconstructing a bridge across Davis Slough, a tributary of Isthmus Slough, was completed Saturday. There is now a 45-foot span, which will allow log rafts to pass through.

C. W. Eggenhoff, J. A. Eggenhoff and Richard Shaw left for the Siuslaw early last week to bring the launch Wolverine to Coos Bay for the North Bend Mill & Lumber Co. They arrived here with the boat Saturday.

Henry Hoeck, of North Bend, for years engaged in logging operations on the bay, has filed a petition in voluntary bankruptcy. Debts aggregating about \$84,000 are listed, and his assets are practically exempt.

The effect of bootleg whiskey on the brain, causing total loss of memory, is a puzzle to the local authorities. In nearly every instance men arrested with a jag are unable to remember where, how or when they procured the booze.

Henry Lecocq left Saturday for a military post in California. Lecocq, who served about 15 years in the French army, some time ago offered his services to the United States, and on Friday was ordered to report for guard duty.

A fall of coal from the roof in the Beaver Hill mine Friday resulted in Harry J. Stafford, a miner, being seriously injured. His head was badly cut, and one of his ankles was mashed. He was taken to the Mercy Hospital for treatment.

Judge Watson, in probate court, has decided the John Golden will contest. He has upheld the last will of Golden, in which he bequeathed most of his estate to the Catholic Sisters of Charity. Mrs. Kennedy, of Bandon, and other relatives filed the contest.

At noon on Friday one of the sorting crews of the Buchner mill at North Bend, consisting of 15 men, struck for an advance of wages from \$2.50 to \$3.00 per day. The management decided that the lumber market wouldn't justify an advance, and one side of the mill remained idle.

Trouble at the Beaver Hill mine, owned by the Southern Pacific, between the miners and the management, was adjusted last week and F. L. Burckhalter, of Portland, who was here representing the owners, left Friday for home. The miners returned to work Friday and it is understood that the settlement is final.

B. F. Blasler and associates last week closed the deal for a site on the Isthmus Slough waterfront, on the opposite side from the Smith mill, for the chemical plant. The site consists of three acres with a water frontage of 500 feet. It is proposed to utilize waste from sawmills, alder wood, white cedar stumps, etc., and the plant will also use waste from coal mines, oyster shells, offal from fish canneries and slaughter houses, for the manufacture of chemical products and fertilizers. Other industries will be added later on, as those interested have made a thorough investigation in this section and find plenty of raw waste resources to justify them in a large investment of capital. The laboratory is to be built immediately and, when completed, tests will be made of the various materials. Marshfield contributed \$1500 towards buying the site for the plant and Eastside put up \$500.

## Governor's Y. M. C. A. Plea

Whereas, no agency, aside from the school, has done more for the development of Christian character, manly integrity and physical well being among our boys and young men than the Young Men's Christian Association, and

Whereas, The Association in this period of war-time stress faces unexampled opportunities for development and patriotic service, and

Whereas, It is urgently desirable that the work which the Young Men's Christian Association is doing, and can do, for our soldiers in the field, receive the fullest possible recognition and assistance,

Now, therefore, I, James Withycombe, Governor of Oregon, do hereby proclaim Sunday, May 6, 1917, as Oregon Y. M. C. A. day, and I ask that the ministers of the state on that day make special mention of association work and association needs with a view to arousing widespread public interest and support for the practical and praiseworthy operations of this splendid organization among the young men who have gone forth from their homes to render service to their country.

In testimony whereof, I have set my hand and caused the Seal of the State of Oregon to be hereunto affixed this 21st day of April, 1917.

JAMES WITHYCOMBE,  
Governor.

The first blooms came out late this spring, with nothing to blight them, so that a big crop of cherries, plums, prunes, pears and apples now seems to be reasonably well assured.

## Curry County News.

(From the Fort Orford Tribune.)

W. T. White shipped 20 cords of tan bark to Marshfield on the Rustler last week. It was consigned to the company at Albany, and is the first bark that has been shipped out of Fort Orford in a number of years.

John Hurst took a couple of miners down the coast last week with his team. He drove to the old Ed Marston's place on Lobster Creek, from whence the miners were going to pack their outfit to Bend or Coos. John reports many deer on the divide between Enchre and Lobster creek, and says that he saw 5 or 10 while traveling along the road.

Mr. and Mrs. Robt. Smith were visitors in town last week from their home on Siuslaw. Although "Buckskin Bob" is battle-scarred with arrow, knife and bullet wounds, received on the plains where he saw service with Wild Bill and other frontier celebrities that reads like a chapter from a dime novel, yet his one regret now is that he is too old to enlist for the war with Germany. However, Mr. Smith has two strapping sons who are going to enlist if the war is not ended in the near future.

The Estabrook company has commenced work at Fort Point, Port Orford harbor, putting in a wire cable to be used in shipping ties and poles. The cable will be 900 feet long and of sufficient strength to handle large loads of ties or heavy machinery that might want to be landed here. In addition to putting in the cable the company will build a large warehouse on the point, their plans calling for 30,000 feet of lumber. A crew of men started at the work Saturday, and it is expected that it will take about two months to complete the work at an estimated cost of \$7,000. Many here believe that in view of the present wharf facilities the tie business alone does not justify the expenditure on the cable, and that there is something behind the move that has not yet come to light, such as a prospective mill business or the landing of heavy material for the building of the coast railroad.

## Zeppelins Out of Business.

About a year ago a sensation was produced in Ireland by an announcement in the press that a young student of the Hardinge Street Christian Brothers School, Belfast, Alexander Carr, had, whilst experimenting in his own home, discovered a new aniline dye, and for this reason, and other services, had been awarded by the British government an annual payment of £2,000 (\$15,000 approximately) and a permanent scientific post of importance in London where he could continue his researches.

Carr was credited with having discovered a new ray by means of which Zeppelins could be destroyed. (Experts on science and aviation had maintained that this represented the only possible way of dealing effectively with Zeppelin raids over the coast defenses or inland towns of England where ordinarily the odds were all in favor of the raiders.) Wishing to test his discovery at home he pasted a sheet of paper on a window at the back of the house and standing with his apparatus at a distance of 10 feet from the window, directed the new radiation toward the sheet of paper. He expected to transmit sufficient energy to ignite the paper. Actually, the window was blown out and a wall at the end of the garden demolished.

I confess that on hearing about the discovery I was inclined to take it with a grain of salt. However, all who heard the statement awaited future Zeppelin raids over England with interest, as we were assured that the new apparatus was certain to be supplied to all aeroplanes and anti-aircraft guns of the Royal Garrison Artillery. As is well known, in the next two raids by airships the Germans lost one over London and two in a raid over the English midland counties, themselves admitting in their communications that the British anti-aircraft defenses were "extraordinarily effective." Since then no air raid has taken place, and latest information from Germany indicates that the Zeppelins have lost the confidence of the experts as weapons of war.

From English officers in the Royal Garrison Artillery on visits to Dublin I have heard that it is current gossip in London military circles that the discovery of a young Irishman (presumably Carr) was responsible for the destruction of the Zeppelins.—Popular Mechanics.

Some people are acting upon the suggestion to plant potatoes in the parkings of the recently improved section of the city east of the court house, and T. J. Thrift's crop is already up. If all the parkings in that part of the town could be utilized it would add ten acres to our potato plantings, but many of them have already been seeded in grass and planted with trees.

Butter Wrappers and Trespass signs at the Sentinel office.



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Trust that same sense of fragrance in the selection of a tobacco. Get its flavor! Whiff it close to your nose. Its pure fragrance will appeal. It will always satisfy—"Your Nose Knows."

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## Probate Court Notes.

A petition was filed in the Probate court last Monday in the matter of the estate of John Waltemier, deceased.

A petition was filed Tuesday in the matter of the estate of Silas W. Noah, deceased. The estate is estimated to consist of \$3,500 real property and \$500 of personal.

## RIVER TIME CARD COQUILLE.

Boats Depart.  
(All leave for Bandon and way landings except the Myrtle.)  
Telegraph ..... 1:30 p. m.  
Charm ..... 9:15 a. m. and 4:15 p. m.  
Norma (mail and express) 5:00 p. m.  
Dispatch week days ..... 1:00 p. m.  
Dispatch Sundays ..... 1:30 p. m.  
Relief ..... 7:00 a. m.  
Myrtle for Myrtle Point ..... 1:00 p. m.

Boats Arrive.  
Telegraph ..... 10:30 a. m.  
Charm ..... 9:00 a. m. and 4:00 p. m.  
Norma (mail and express) 5:00 p. m.  
Dispatch, week days ..... 10:30 a. m.  
Dispatch, Sundays ..... 11:00 a. m.  
Relief ..... 5:00 p. m.  
Myrtle, from Myrtle Point 9:00 a. m.

## AT COQUILLE POSTOFFICE.

Mails Depart.  
Marshfield and Eastern 5:40 a. m.  
Myrtle Point 8:30 a. m.; 7:25 p. m.  
Powers 2:00 p. m.  
Marshfield 3:55 p. m.  
Bandon 6:30 a. m.; 4:00 p. m.  
Arago (by boat) 1:00 p. m.

Mails Arrive.  
Myrtle Point 6:15 a. m.; 4:15 p. m.  
Powers 9:00 a. m.  
Marshfield 9:00 a. m.; 7:40 p. m.  
Bandon 4:00 p. m.

## Anticipating the heavy demand the present crisis will make upon the resources of the railroads, the Southern Pacific company has placed an order for eleven additional locomotives for delivery this year in time to assist in the heavy crop movement.

The new engines will be the largest single locomotives on the System, only exceeded in size and power by the huge Mallets which are really a combination of two engines.

Designed particularly for increased hauling capacity at high speed, the new locomotives will enable the Southern Pacific to expedite freight service and better handle passenger trains on grade.

## For Trade

Unincumbered

Seven-room house, east frontage, full corner lot; four blocks east of State University, Eugene. Price \$1,500. Will trade for good piece of river bottom land.

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1378 Agate St. Eugene, Or.

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