

The Coquille Valley Sentinel

THE PAPER THAT PRINTS THE COUNTY SEAT NEWS

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\$1.50 THE YEAR.

HIS SUIT CASES

Too Accommodating Young Man Gets Into Lots of Trouble Over Boose Shipment.

In Justice Stanley's court here last Monday John Martin, of Marshfield, was tried and convicted of having boose in his possession—24 quarts of it in two suit cases—and Tuesday Judge Stanley sentenced him to 30 days in jail and fined him \$50 and costs, amounting to \$37.50. However, the jail sentence was suspended during good behavior if the \$37.50 was paid at once. He was then released, in the custody of John Kendall, to go over to Marshfield to get the money. Mr. Stanley informed us this morning that the fine had not yet been paid, though Mr. K. agreed to stand good for it.

Young Martin, who is about 23 years of age and married, has made two or three trips to Powers with suit cases before his attempt last Friday. This time he said some one asked him to deliver them in Powers, paying him \$2 for his trouble. After stowing the suit cases on the caboose of the Smith-Powers logging train he attempted to ride the logger himself but was prevented by the train crew. He then boarded the local which gets up to Powers about 4:30, expecting to be there before the boose.

But the train crew discovered the suspicious suit cases between Beaver Hill and Coquille and from this station notified District Attorney Hall, who called up the sheriff's office here to take the young man from the local. It had gone, however, before the message arrived, so Clyde Gage phoned Marshal Jim Brown at Myrtle Point to arrest Martin and to seize the suit cases and Saturday the Myrtle Point officer brought them down and turned them over to the sheriff.

When arrested Martin naively asked Brown how he was to get out of the trouble. He said a stranger asked him to deliver the suit cases at Powers and he didn't know what they contained.

After a fatherly talk by Mr. Stanley, which Martin seemed to take seriously, the latter promised to quit the stool pigeon business. It is reported that the gang which was using him for this illegal purpose contains one member, who is a relative of Martin's.

Since the above was written young Martin, who was formerly a resident of this city, has shown up and paid his \$50 fine. He has also arranged with the witnesses to satisfy their costs, leaving about \$17.50 more that he promises to dig up soon.

Sixth Declamatory Contest.

The Sixth Annual Declamatory Contest of the Coquille schools will be held at the Masonic Hall next Thursday evening, May 24, at eight-fifteen. The contestants have been well trained and the program will be a good one. The entries are as follows: First section, Kathleen Siler, Raymond Irvine, Clarabel Peart and Merle Landreth; Second section, Beryl Woodruff, Kenneth Stanger and Chester Howard; Third section, Leanna Curry, Nellie Johnson, Marvel Skeels, Ruby McDonald and Katie Price.

Probably no more important activity is carried on by the school in the course of the year than the declamatory contest. Through the contests of the past five years, interest in public speaking has been greatly stimulated and many pupils have discovered that they possessed a talent before unsuspected. The full value of such an activity can be secured only through the hearty support of the community in the way of attendance. Unless the audience is large, the interest and enthusiasm of the speakers will die out. The Masonic Hall should be filled when the orchestra plays the opening number of the program.

Brings Them From California.

Sheriff Gage got back from Crescent City, Cal., last Sunday night, bringing with him the two young men, F. W. Racey and A. R. Weidner, who tried to get rich embezzling the Agitator's subscription receipts. They were taken over to the Bay today for a preliminary hearing in Justice Schuster's court.

Butter Wrappers and Trespass signs at the Sentinel office.

Southern Pacific Comes Across.

Wednesday morning J. E. Montgomery, of the Coos-Curry Telephone company received a telegram from Roadmaster Murdock stating that he had reached a tentative agreement with the Southern Pacific by which that company will pay one-half of the cost of the overhead crossings to be built at Myrtle Point, at the crossing a mile this side of Myrtle Point and at Overland; also a portion of the expense of doing away with grade crossings at Wall Slough, north of Coos Bay, where it is proposed to swing west of the railroad track, instead of crossing it twice.

Another local business concern which made a voluntary raise in wages the first of May is the Oregon Power Co. All plant employees were given a 15 per cent increase, which is a welcome help in combating the H. C. L.

TO IMPROVE OUR RAILROAD

Assistant Superintendent Wilson, of the Portland division of the Southern Pacific, who has been making an inspection of the lines down here, says that traffic on the Coos Bay line from Eugene to Powers has increased 50 per cent in the last sixty days.

No one who has had occasion to visit the Coquille depot recently can have failed to note that the business at this station contributes more than its full proportion of this increase. The production of our two lumber mills is in fact a big factor and cars are now going out from here daily to all sections of the country. Indeed one day lately it was Agent Sterling's duty to find a car with an end door to load for Montreal, Canada. The air is almost electric with increased activity at our depot and the need of additional facilities for handling the business is very apparent. It is a decided contrast with the old times and ought to open the eyes of those who were predicting a year ago that railroad connections with the outside world wouldn't make any perceptible difference here.

To put this end of the railroad in better condition a gravel train is to be added between Myrtle Point and the bay in the near future. The Powers Logging company are also going to make improvements south of Myrtle Point. A new gravel pit will, it is said, be opened somewhere this side of Myrtle Point.

Raises Wages on Tug.

At the meeting of the Port of Bandon Commission at Bandon last Saturday it was voted to increase the wages of the six members of the crew of the Port tug, Klihyam. It used to require only four men to run her, but the LaFollette bill makes a fifty per cent increase necessary. The port charges, however, are scaled to furnish money enough to pay all the expenses of the tug and provide the interest on the bonds issued for her purchase. With the increased commerce promised for the Coquille waterway in the near future it may also provide a sinking fund for the extinguishment of that debt. The more there is paid on the principal the less the interest will be.

Will Be Closed This Summer.

As it would cost \$6,000 more to keep the Coquille-Marshfield road open during the grading of the sections between here and Coaledo, and beyond the latter place for a part of the season, the court has decided to keep it closed all summer. It will all the time be possible, however, to make the trip from here to the Bay by auto by going out to Fairview and thence by the Coos Bay Wagon Road. That will mean only six or seven miles more to travel.

Recruits from Port Orford.

Eleven study young fellows from Port Orford and vicinity came up the river yesterday morning and went out by this morning's train for Portland to take the examination for the U. S. Navy and enlist. They were recruited by Amos S. Johnson, postmaster at Port Orford. Their names are Otis N. Knapp, Merl Woodcock, Lynns Woodcock, Clarence Wright, Robert Smith, Francis Smith, Oliver Corbin, J. Lorin Forty, Leland L. White, James H. Hill, and H. W. Zumwalt.

Remember the Honor Guard benefit at the Scenic next Monday night.

MAKING CHEESE HERE NOW

Many Additions and Changes at Creamery Under the New Management.—Big Vat Dropped in River. Perozzi Withdraws.

Stepping into the Creamery here Wednesday we came upon a scene of unworked activity. Counting carpenters, plumbers, cheesemakers, butter makers, there were not less than twelve or fifteen people, all busy as nappers. Considerable changes are being made all though the building to fit it for cheese making.

The machinery and equipment for this business was just coming in, the new whey separator being put in place while we were there. This has a capacity of 3500 gallons an hour. The whey runs out into big tanks beneath the first floor among the piles that support the building. The rest of the milk goes into those big double bottomed vats about 25 feet long, 5 feet wide and 2 feet deep. There are four of this size only one of which was yet in place, though another was being raised from the river by the combined efforts of the entire force. The tackle for this work was suspended from a heavy beam projecting from the top of the door on the river side. There was a little smaller one there the day before when they tried to lift the first of these tanks and it broke, the vat dropping into the river. Besides these larger vats there is one of 700 gallons capacity and another of 300.

The cheese material is ripened in these vats by steam pipes all along the space between the wooden box and the big bin receptacle inside of it. This keeps up the proper temperature of 104 degrees in the entire liquid contents.

There were 664 pounds of cheese made Wednesday morning before any of these big tanks had been got in place and the first shipment of cheese had been made that day—a batch of forty pounds to San Francisco for testing.

When all the cheese outfit is in place the factory will have a capacity sufficient to handle 25,000 pounds of milk a day.

Every day since the factory began to receive milk last week the amount of milk coming in has increased, with a single exception, one day's receipts being just the same as on the previous one.

Mr. F. E. Conway, who is in charge temporarily until an experienced and efficient cheese man is secured for the position, says that as soon as the milk receipts reach the maximum capacity, an addition will be made to the factory on the east with another unit of the same capacity. Then when milk production increases sufficiently to bring the receipts up to 50,000 pounds a day, the company will be ready to begin the erection of the condenser, which they all the time have in view as the ultimate goal of the enterprise.

Even if they had planned to start with the condenser, however, it would be impossible to put that in operation this year, as the tin for the cans could not be secured now—nor perhaps until the war is over.

Among the changes we noted in the building was the fitting up of the northwest corner room, at the main entrance as a public office, with counters, desks etc.

Next east of this is the butter packing room. Back of these is the room where the butter is made, the tank and churn there having a capacity for 3,000 pounds of milk a day. Of course, it will be the cream rather than the milk that will come from a considerable distance and butter making will go on as before.

The big southwest room with vats covering most of the floor and the presses on the east side will be devoted entirely to the cheese business. In the southeast corner is the small room where the newly made cheese are given a three days' bath in brine. Upstairs at the front of the building is the room where the cheese will be ripened.

Up in the attic at the north end we find extensive improvements in progress. Here is to be a dormitory for those of the employees that wish to room here, with a club room or library supplied with up-to-date literature on dairy products and cheese and butter making. These rooms are to be lighted with electricity and will be heated with steam from the boiler at

the plant. The force at the plant now consists of Henry Belloni and Cecil Elwood, the buttermakers under the old organization. In addition to his duties in that line Mr. Belloni is also official tester for the milk taken in.

The cheese makers are Herman Rohl, who comes from San Francisco, and Claude Mace, from Marshfield. Mr. Rohl has had an extensive experience in this line of business. He has made cheese in Russia, in Poland, in Germany, in the Argentine and at many places in the United States. Indeed we may say that he has made more cheese than the average man ever saw.

Then there is the company secretary, Mr. G. R. Harper, whose home will be in Coquille, though he will have other lines of business to look after for the Conway company, Mrs. W. J. Longston is installed in the old office room upstairs in the southeast corner as stenographer and bookkeeper, with an up-to-date office equipment.

In this hasty article we can't begin to tell of all the activities of the new Dairy Products company here, but we must not omit to state that this company is making arrangements with the Wisconsin Breeders' Association to purchase two carloads of the best throughbred dairy stock and ship them in here for sale by their cattle loan department. They can be purchased on easy terms by any dairyman and the company will retain a certain amount monthly from his milk checks to pay for them.

Everything connected with the new company and its activities appears to us as containing the promise and possibility of a greater development of the resources of the Coquille Valley than has yet been imagined; while the condenser that looms on the horizon may yet make the name of our valley and city a household word from one end of the country to the other.

Perozzi Cannot Remain.

D. Perozzi, of Ashland, has made many friends during his brief stay here, in the capacity of manager of our new Dairy Products Company, and his retirement from the field before he had consummated the purchase of any stock in the enterprise will be widely regretted. His other interest in the enterprise will be widely regretted. His other interests in this state and in California were so extensive that he finally decided it would be better to devote his attention to them. The F. E. Conway Company, who are financing the enterprise here, assure us, however, that they have several first class Dairy Products specialists in view for the position Mr. Perozzi's departure leaves vacant and that a thoroughly capable and experienced man will succeed him.

New Secretary Arrives.

Guy R. Harper, formerly of Jacksonville, Oregon, where he served as deputy tax collector of Jackson county, has just taken the position of secretary of the Dairy Products company here and expects to bring his family here in the future. Mr. Jackson does not, however, expect to devote all his time to the company here but will also be engaged in the stock loan department and other business of the F. E. Conway Mortgage Company.

May Come to Coquille.

D. H. Barnsburg, of Ashland, who is the third vice president of the F. E. Conway Mortgage Company, is expected in this section soon. He is an expert cattle man and will probably locate here in Coquille and take charge of the cattle loan department of the Dairy Products Company.

Will Pay on the Fourth.

Under the new management at the creamery it is announced all checks for milk will be paid promptly on the fourth of every month. Contrary to the impression that prevails in some quarters this company is being run as a Coquille institution and carries its funds in a Coquille bank, so that all checks are paid here.

Getting Ready to Build.

Renewed activity by the Southern Pacific in the proposed line down the coast from Coos Bay to Humboldt, California, is reported. People coming up from Port Orford talk about the engineers being at work in that vicinity, while we learn that Commissioner G. J. Armstrong and other Bandon people have been receiving payment for rights of way through their lots in that city. The route talked of now is from Beaver Hill Junction across to Seven Mile creek, down to Bullards and then across the Coquille to a depot on the old woolen mill site at Bandon.

F. E. McKenna informs us that the Oregon Power Co. has this week completed the work of installing three-fourths of a new line in the Norway section. The copper wire is the same as formerly in use as it is impossible to buy a pound of wire on the Pacific coast, even at 42 cents per.

MORE PURE BRED STOCK

County Agent J. L. Smith informs us that several of the pure bred dairy stock purchased by Coos county dairymen have already arrived. Wednesday evening a fine registered bull was received for W. E. Cross, and last night the one for Albert and Finley Schroeder arrived. Bulls are also expected soon for E. M. Clayton, A. O. Kjelland, John Fabry and a heifer for Geo. Henninger.

These animals were the pick of the herds Mr. Smith visited when he was out last month and each one has an excellent record for production behind him. The prices for the bulls ranged from \$150 up to \$300. And that is cheaper than they will be next year. It is very important that all farmers contemplating the purchase of pure bred stock call on Mr. Smith at his office here and see the pictures, pedigrees and records of the animals listed. Good breeding stock is being picked up rapidly and the prices will be higher.

Makes the Same Mistake.

Through one of those inadvertencies that must forever remain inexplicable the Sentinel reporter, who knows the list of precincts in Coos county by heart, in publishing the list of registrars for the draft census last week called the one in which R. W. Bullard was named "Bullards" precinct and then went on to put another registrar in for Prosper for which Mr. Bullard was appointed. This was singular enough but when the Coos Bay Times' associated press representative in his letter from here made exactly the same error the marvel would naturally seem a million fold greater unless—perish the thought—the Times editor stole that article from the Sentinel and planted it in his columns with a Coquille date line, as if it had been written by some one over here and sent to the Times.

Chance to Make Easy Money.

Do you want to make \$25 in gold in ten minutes? Of course you do. Then think hard on a name for the Dairy Products company that is now running the creamery and wants something to fit an establishment that will produce condensed milk, butter and cheese. One of these days we are anticipating a move to change the name of this valley to the "Coquille," for the cow is going to become an even more important factor in the agriculture of this valley.

Can't Afford It Any Longer.

Owing to Uncle Sam's big expense bills at this time he has decided not to allow any more magazines as cheap as those we have been furnishing, the second class mail privilege. Hence we are reluctantly compelled to withdraw that offer of four monthly magazines for two bits. We expect, however, to be able to make another good magazine offer early next fall.

Sunday Mail Service.

The postoffice department has granted the request for full daily mail service on Sundays, as well as week days, on the railroad between Eugene and Powers. Heretofore there has been only pouch mail to the larger towns and letters mailed on that day from any point on the line to any other point on the line were not delivered until Monday.

Send the Sentinel to eastern friends

NOT TO PAVE NOW

Council Will Only Patch the Old Planking on First Street This Year.

An adjourned meeting of the city council was held Wednesday evening with Councilmen Lorenz and Gardner absent.

The matter of the first street repair was the first thing considered and it was quickly disposed of. City Attorney Stanley had prepared an agreement between the city and the First street property owners by which the residents were to obligate themselves to pay the entire cost of all repairs. Chas. Baxter had circulated the agreement and secured the signatures of every property owner.

The only action taken by the council was to place the agreement on file and instruct the marshal to make the repairs under the direction of the street committee.

The canvass of the city election returns was followed by a resolution declaring that J. S. Lawrence had been elected city recorder and C. R. Barrow, M. O. Hawkins and J. W. Miller councilmen for two years.

The option which had been presented to the Commercial Club last week from J. A. Collier for the land necessary for a bridge here and bridge approach was on file with the recorder and he read it to the council. The option calls for a warrant payment of \$1200 for the two lots to be crossed by the bridge between the S. P. track and Front street. Also that the city assume the bonded indebtedness for street improvements in front of those two lots and for a 200 foot strip by which the approach will descend to the level of Front street. The principal and interest on the unpaid bonds amount to approximately another \$1200, making the total cost to the city if this right of way is selected \$2400. The option was referred to the street committee to report on next Monday evening.

Whether the County court and the State Highway Commission would accept a right of way which requires a right angled turn for vehicles while on the bridge is not known, but a right of way straight back to First street would certainly be more satisfactory to the traveling public than as crooked a one as is contemplated by this option, if the other can be secured.

The Honor Guard Benefit.

"The Bugler of Algiers"—produced by Rupert Julian from the famous novel, "We are French," by Perley Poore Sheehan and Robert H. Davis is a five-reel Bluebird featuring Rupert Julian, Ella Hall, with Kingsley Benedict. It is an inspiring picture of patriotism that is particularly acceptable at this time. No living American can see this great production without leaving the theatre a better man than when he entered. Yet it does not preach; it simply grips and convinces.

This is the feature picture that will be shown at the Scenic Monday night. The net proceeds of the evening will go into the treasury of the Honor Guard of this city. A one-reel educational picture, "Uncle Sam at Work," will also be shown. There will be special music at this entertainment.

Huggins For Engineer Corps.

Henry Huggins, who spent several months last year working at the court house here has made application for appointment in the U. S. Engineer Corps which is to go to France shortly, we learn from the Times. Mr. Huggins is beyond the age of enlistment for regular service, although he tried to surmount it, but it is believed that his long rail and water traffic experience coupled with six years' service in the National Guard will land a place in the Engineer Corps.

Improvements at the Umpqua.

Donald M. Charleson, now engineer of the Port of Umpqua river, was in town yesterday. He says that about 300 feet of trestle for the jetty there has been built and rocked. The contract is for \$200,000, bonds having been voted by the port district to pay for it. It will be a magnificent harbor when the jetty is finished and will result in a rapid development of that section.

Are you going to get in on the name contest of the Dairy Food Company?