

The Coquille Valley Sentinel

Oregon Historical Society
Tuesdays 1892

THE PAPER THAT PRINTS THE COUNTY SEAT NEWS

VOL. XII. NO. 31.

COQUILLE COOS COUNTY, OREGON, FRIDAY, AUGUST 17, 1917.

\$1.50 THE YEAR.

ALL TAKE A HAND

The Nation, the State and the County Will Each Do Its Bit For Coast Road.

Commissioner Archie Philip gave us some new points this morning on what is being done now to secure the immediate construction of the section of the Pacific Coast Highway from the Umpqua down to the California line.

In the first place the county is now expending \$61,000 for the building of the road from Coos Bay north to Hauser. As this does not touch a forest reserve it was not possible to secure any portion of the federal road fund for this project, but the district forester at Portland has approved the expenditure of an equal amount (\$61,000) to build the road north from Hauser to Reedport on the Umpqua which runs four miles through the Sluslaw forest reserve. His action has been passed upon and approved by the department at Washington, thus assuring the speedy construction of that portion of the highway.

But the county and the federal officials are not the only parties on the beach in this matter, and in view of what the general government and the county are doing north of the Bay the highway commission has agreed to set aside \$55,000 of the six millions voted last fall to build a highway down the coast through Curry county from the Langlois neighborhood to the California line.

If now, the California highway commission can be convinced of what is their plain duty and agree to build north the 24 miles from Crescent City to the state line, the Pacific highway will be something more than a dream. And inasmuch as the state engineers are now surveying the eighteen miles to be built down the Sluslaw to span the break in the road between Eugene and Florence, the prospects for a through transit route up the coast from San Francisco to Portland by way of Eureka, Crescent City, Bandon, Coquille, Marshfield, Reedport, Florence and Eugene, are very bright—though it may take five years yet to put the whole line in first class shape.

We said "Coquille" advisedly in noting this itinerary, as with state built highways from Marshfield to Coquille and Coquille to Bandon, there is no probability that any immediate attempt will be made to duplicate this route by constructing one by way of the Seven Devils between the Bay and Bandon.

And noting the difference at this season between the hot and dusty and tire destroying trip in the valleys east of the coast range and the altogether attractive and delightful conditions and scenery by way of this coast line, there can be no question that this route will be the popular one for the tourists who are already coming up from California by way of Eureka in such large numbers. The better these southwestern Oregon counties are known the larger the share they will get of the eastern visitors to the Pacific coast.

There Was Still a Big Saving.

Some criticism of the purchase of the jail furniture by the county court has been expressed because the locks have proved of so little account. Except in that particular, the new cells are of the best material and are all that could be desired making our jail one of the best in the state. And while new locks will have to be provided, the bargain the county made in the purchase of the cells has saved the county at least a thousand dollars for every hundred the new locks required can cost. Indeed if the purchase of these cells had been made at the prices prevailing this year, the cost of the outfit would have been fully double what it was.

Coos Men To Train at Presidio.

Of the 131 young men from Oregon who have been selected for the second officers' reserve training camp at the Presidio, San Francisco, on the 27th inst., the following are from Coos county: Henry L. Bergman, North Bend; Kenneth E. Hodgman, Coquille; Andrew Koerner, Empire; Cassius R. Peck and James E. Montgomery, of Marshfield.

School days will soon be here again. The summer vacation is drawing to a close.

Liljeqvist Says It Is Three.

Hunters, L. A. Liljeqvist tells the Record, are not limited to killing only two deer this season, as game wardens are advising, but may bag three as heretofore. The game laws, as usual, were mixed up in the 1917 session of the legislature and Mr. Liljeqvist showed where the mistaken impression got out. It appears in the session laws the legislature on Feb. 20 passed an amendment to Chapter 297, providing that the season should be extended from August 11 to October 15 and the bag limit reduced to two, but the very next day the legislature passed another amendment setting the hunting season from August 15 to October 31, and limiting the bag to three deer. Of course the deer must be, as before, with horns.

Mr. Liljeqvist said this interpretation of the law is correct and there has been no reduction of the number that may be killed. To show that he is certain of the situation, Mr. Liljeqvist said he would kill the same number as heretofore when he goes hunting and says other hunters will be safe in doing the same.

RED CROSS COMMITTEES

A Red Cross meeting will be held at the City Hall next Monday, August 20, at 2 p. m. Mrs. Lando will be present with an approved model of work and will give the necessary instructions.

All women interested are earnestly requested to be present.

The following committees have been appointed:

Civil Relief Work:—Chairman, Dr. G. Earl Low, Owen Knewton and Leo J. Cary.

Military Relief Work:—Chairman, J. E. Norton, Leo J. Cary and L. H. Hazard.

Hospital Supplies:—Chairman, Mrs. Mabel Hazard, Mrs. H. W. Young, Mrs. Belle Gould, Mrs. E. E. Praedick and Mrs. Viola Collier.

Warehouses, Working Centers:—Chairman, Mrs. Alice Elyand, Mesdames Florence Barton, Ethel Low, Ethel Schroeder, V. L. Hamilton, and Miss Alice Phillips.

Packings & Shipping:—Chairman, Mrs. Georgia Richmond, Mesdames E. H. Harnden, Lulu Nosler, Amy Anson, and Emma Pierce.

Cooperation Committee:—Chairman, Mrs. Virginia Lamb, Mesdames Josie Fuhrman, Annie Lawrence, W. G. Brandon, Irene Jones, Kitty Lenova, Julia Johnson, Dorothy Tuttle, Genie Lorenz, Ruth Candlin, A. T. Boldon, Mary Gage, Lulu Lukens, Augusta Nosler and Miss Mary Davenport.

Membership and Entertainment:—Honor Guard Girls:—Chairman, Miss Edna Harlocker, Misses Leta Mast, Cecelia Hoffman, Marvel Sheels, Zelma Strang.

Publicity:—Chairman, Mrs. Florence Sanford, Mrs. Pansy Young and Miss Marian Young.

Financial Committee:—Chairman, Mrs. Marvin Lyons, O. C. Sanford and Mrs. Cora Howard.

Charge of Patterns & Cutting:—Chairman, Mrs. Harriet Longston, Miss Clara Sherwood and Fred Slagle.

The First Pole Goes Up.

Across the street from the Sentinel window at 8.15 yesterday morning, carrying old glory at its summit, the first pole of the high tension line the Oregon Power company is building between Coquille and Marshfield was raised into the blue. Eight stalwart men, seven of them with pike poles, turned the truck and lifted that stick of Port Orford cedar 50 feet long, and tapering from 12 inches at the base to 9 at the top, into the place where it will probably stand when the last man now living here shall have said his last farewell. Straight as an arrow it towers, as fine a stick as one often sees and most perfectly fitted for carrying the wires over which the "juice" to light our city, turn the wheels of our factories and furnish power for every sort of industry from sewing, sweeping and milking to sawing mammoth timbers and eventually running trolley lines up and down the valley. At this time we cannot even imagine all the multiform uses to which the current the new line will carry may be put as the twentieth century draws to its close.

Lots more gravel from the South Fork has been moving out on to the new Cunningham grade this week.

Butter Wrappers and Trousers signs at the Coquille office.

THE PEACE TERMS STANLEY DOES IT

Pope Benedict XV Tells the Fighting Nations How They May End the War.

Pope Benedict has submitted to all the warring powers an outline of the terms on which he suggests that it may be possible to make peace. Their character leads to the conclusion that Austria may have fathered them and that it is possible Germany may be willing to accede to them. They are as follows and practically amount to a restoration of national boundaries as they existed before the war, without indemnities.

The restoration of the territory and sovereignty of Belgium, Serbia and Roumania, and the return to Germany of her colonies stand first in the list. A peaceful solution is to be found for the status of Alsace-Lorraine, Italy's Irredentia, and Poland.

The Pope declares that the injuries suffered by all the warring nations are irreparable and attempts at compensation cannot be thought of.

For the future he would have reduction of armaments, settlement of international disputes by arbitration, freedom of the seas and no retaliation after the war economic struggle for supremacy.

With all this there would be no effective guaranty of future peace as long as Germany is permitted to retain her submarines. To attempt to make any terms with the Kaiser that would leave him his throne would be like making a treaty with a mad dog, one of the conditions of which should be that he must not be permitted to roam at large.

There is just one reason why neither of these nations nor any other member of the present alliance can make peace on the terms Pope Benedict XV has suggested. When it comes to making solemn treaties to end this awful war and insure the peace of the world, the indispensable essential will be the signature of the signatories. With a Kaiser who has flouted treaties as mere "scraps of paper," we ought to make no other terms than those which Grant demanded at Appomattox—unconditional surrender. With the German people we might negotiate and come to an understanding, with the German Kaiser never. To treat with him would be to discredit our own intelligence. With a government of which he is the head there is just one thing to do—to conquer it and put it out of business. A government which has for four long years waged war with the ferocity of savages and trampled under foot every law of God and man, as regardless of international law as of its own most sacred obligations, ought to have no standing in any tribunal assembled to formulate the terms and guarantees of peace.

If the terms of peace tentatively suggested by the Pope are the terms on which Germany is ready to quit, the Kaiser must be awfully sick of his attempt to bring the world to his feet. The restoration of the status quo before he war even would mean that Germany had sacrificed millions of her men and billions of her money, brought all her people to misery unthinkable and made herself a stench in the nostrils of the world without any recompense whatever. To quit thus would be to acknowledge defeat in a venture so ambitious and so vicious as to be comparable with nothing in history, only with the rebellion in heaven which Milton imagined.

Suit About Ten Dollar Dog.

Tuesday a dog case was heard in Justice Stanley's court here in which W. E. Cross, of Norway, accused Earl Conger, who resided on his farm, of taking away a shepherd dog he owned, and which he valued at \$10. Conger had talked of buying the dog and Cross had said he would sell it if he could get the dog he wanted from another party. On the strength of that Conger took the dog to his house and Cross went and got it and took it back, and it changed hands that way three or four times. Conger offered Cross the money for the dog but the latter refused to accept it, and then Conger took the dog again.

Justice Stanley bound Conger over to the grand jury in \$100 bonds.

District Attorney Hall appeared for the state, in this case and Hon. C. R. Barrow for the defendant.

Calling cards 100 for \$1.00.

STANLEY DOES IT

When There Is No One Else to Tie the Knot the Marrying Justice Still on the Job.

When a certain young couple from the Brewster Valley neighborhood became engaged by Cupid's tolls, they sought the assistance of the County Clerk and Rev. T. H. Downs; Mr. Downs had gone to the hills in search of the festive Corvus Columbianus, no Mrs. Downs suggested the Rev. H. M. Law. It developed that the latter gentleman was also out of town on the same mission as his brother of the cloth; then the Christian minister was sought by Mrs. Downs, but he, also, was not in town. Further inquiry revealed the fact that County Judge Watson was out on his annual inspection of the county roads. Matters began to look serious, when some one suggested that they were over-looking the "marrying justice," J. J. Stanley, which proved to be a happy thought. A telephone message brought the justice to the Methodist parsonage, where all anxiety was dispelled and the usual ceremony followed.

This all happened last Wednesday, August 15, 1917, when Thomas O. Kreson and Lillian Frances Benham were united by our local justice, in the presence of E. A. Krowson, brother of the groom, and Mrs. E. A. Krowson, sister of the bride, as witnesses. A brother of the bride and Ivan C. Laird and Mrs. Downs were also present.

Wednesday afternoon at 4 o'clock Justice Stanley was again called up to the parsonage to tie a matrimonial knot. The parties were Ernest C. Hewitt, of Cushman, Lane county, and Miss Berwick Bennett, of North Bend. The latter, who is only sixteen years of age, was accompanied by her mother, Mrs. Jennie F. Bennett.

That Crescent City Meeting.

The editor of the Sentinel is in receipt of an invitation which he regrets it will be impossible for him to accept, to become the guest of the Del Norte Chamber of Commerce at Crescent City on the occasion of their Good Roads banquet the first of next week. The occasion is the meeting of the governors of Oregon and California, with the highways commissions and engineers of both states to consider the question of building an improved highway from Crescent City across lots to Grants Pass in this state.

As Crescent City is only a few miles from the state line and is bound to be on the Pacific coast highway when that is built, a good many people in Coos and Curry counties hope the California people can be induced to build north to Curry county before essaying the route through the mountains. President Charles Hall, of our Good Roads Association, and other missionaries from Coos county will be there to boost for the coast route.

One of the Greatest Dramas.

The greatest critics of modern times declare that the most perfect photography ever obtained in a motion picture is to be seen in D. W. Griffith's notable six-act super-production, "Her Condoned Sin," which is to be the featured offering at the Scenic Theatre on Monday, August 27. The stars of this unusually appealing drama, which deals with a woman's struggle to choose between the life of her lover or the safety of her people, include Mae Marsh, Robert Harron, Blanche Sweet, Dorothy and Lillian Gish and Henry B. Walthall. More than 11,000 persons appear in some of the spectacular battle scenes of "Her Condoned Sin."

Jack Finegar Placed in Jail.

Jack Finegar, of Bandon, the 14-year old boy whose darsdevil deeds we have before had occasion to chronicle, landed in jail here last night. He was arrested in Bandon about a week ago with another boy, who was let go with a warning as it was his first offence. Jack was brought up here and placed in Probation Officer Dunham's charge, but Hank found it impossible to keep watch of him in the day time, when he was thought to be training other boys in the way they should not go; so he is now being given a touch of high life behind the bars to show him where he is liable to head in if he doesn't mend his ways.

Autos Have to Take Side Track.

The Grant-Smith people are doing the work on the Myrtle Point road and incidentally making it much more difficult for autos to travel. The grade is being cut a couple of feet where it circles at the foot of the Mehl place just beyond the Hall street bridge, and the Collier bridge is out of commission—in fact has been scrapped while the fill across the Dutch John bottom there is nearly completed. This makes a considerable detour necessary down in the bottom which will be almost impassable when the fall rains begin. There is still another drop from the old road before the Peter Jacobsen place is reached. Along here the elbows are being knocked out of the hills and we can begin to see how vastly the road will be improved when it is finished. Considerable planking will be needed in the fills, though, to make the road passable in winter until such time as the state highway commission does the paving. And that will hardly be before the Coquille-Marshfield grading is finished.

THE NEW AUTO LAW

The new law governing automobiles throughout the state, doubling license fees, and making several other important changes, became effective last Wednesday, August 1.

Most important from a financial standpoint is the doubling of the license of all automobiles. It is estimated that for the first year under this law about \$250,000 will be available for use by the State Highway commission, this being for the payment of interest and redemption of the \$6,000,000 bond issue for good roads throughout the state.

For the first time in Oregon, motor trucks are defined. Slow going vehicles must keep to the right hand side of the road. Signal must be made by drivers before making a turn on any road.

Complete lists of registrations and transfers are to be furnished law officers and are to be on file with county clerks for public inspection. Dimming of lights is required for safety of road traffic.

The provisions as to the dimming of lights is as follows: When the convenience or safety of the users of any public highway demands, the front lights of every motor vehicle shall be dimmed so as to prevent any glare therefrom, or shall be so directed that the center rays thereof shall strike the ground at a distance not to exceed 75 feet in front of such vehicle, providing that nothing in this subdivision shall be construed to render inoperative the provisions of subdivision B of this section relative to the plain visibility of the lights in the direction in which such vehicle is proceeding.

There are sections providing against any person throwing glass or any other material which might work injury to a car; prohibiting the taking of any part of another's machine and the entering of another's car except by the consent of the owner or person lawfully in charge of the car.

Unless accompanied by parent, guardian or owner of car, no person under 15 years of age shall drive a motor vehicle upon any road.

No truck of more than five tons capacity may be driven over any road without first obtaining a written permit from the county court of the county in which operations are to be carried on.

The White Arrow Line.

An irascible sheet at the Bay refers in a very uncomplimentary, if not libelous way, to the men who are engaged in running the White Arrow line between here and Bandon. These men are not making cut rates as charged and they give as references the First National Bank of Portland and also the Ladd & Tilton and Scandinavian-American banks of the same city. D. B. Maurice, the manager of the line, is a brother of the superintendent of the machinery department of the Ford Automobile Works at Detroit. C. A. Nyquist, another of the boys, was for three years traffic manager of the Chauffeurs' Union at Portland. Referring to disparaging remarks about their cars, it is true, as has been stated, that they are all new.

The Sentinel is indebted to Comrade J. H. Aker, of the local G. A. R., for some fine samples of his Yellow Translucent apple crop.

TO GET TOGETHER

California and Oregon Will Meet at Crescent City to Discuss a Big Road Problem.

Governor Withycombe's party went down the Umpqua valley yesterday, making the trip to Crescent City by way of Grants Pass. Besides the governor there were State Highway Commissioner S. Benson, State Highway Engineer Herbert Nunn and John B. Yeon. At Roseburg, Commissioner E. J. Adams parted company with them and came over here. He was detained at Myrtle Point by a broken spring and other auto troubles and did not reach here until six o'clock, after which he went over to Marshfield with Roadmaster Murdock. He was expected to speak at a banquet there last night and to meet with the county court and make a talk here this evening. He is also wanted at Bandon this evening, and at this writing we cannot say at which place he will speak.

We are informed that both the commissioners and the state engineer are heartily in favor of the coast road from Crescent City up to the Curry county line in preference to the proposed road from that place to Grants Pass which has to climb 4800 feet skyward, and that they will make a strong presentation of the claims of the coast highway to the California people. The governor, however, is not antagonizing either route. The party which went down by the inside route will come up the coast on the way back next week, and expect to stop and see us at Coquille about the middle of next week.

Their Road Inspection Tour.

The members of the county court have put in some busy days this week inspecting the county roads. Tuesday they went to Bandon and down the road from there to Curry county. From there they went to Marshfield by the "Seven Devils" route and spent Wednesday on the Bay looking over the Empire and South Slough roads and going over the Coos City-Summer route, coming back here by way of Fairview. Yesterday morning they went up to Fishtap and Hall's Creek, looked over the county roads at Myrtle Point which have been the storm center lately and then went up to Cooper Bridge and the new county rock quarry in that section. This morning they went up to Bridge and on their return will visit Powers.

They will be here for the Adams meeting tonight and will hold a session to let some road contracts tomorrow morning.

At noon tomorrow they plan to start for the big road meeting at Crescent City, spending the night at Brookings on the way and reaching there in time for the Sunday night banquet.

More About That Recall.

The recall rumor which we mentioned last week appears to be developing into something more tangible. The petitions are now said to be printing at North Bend, but the ticket has been changed according to the latest reports. At any rate last night's Record has it that while it is still Stemmler for county judge, the candidates for commissioners against Armstrong and Philip are to be John Youkam, of the Coquille neighborhood, and R. W. Bullard, the storekeeper at Bullards down near Bandon. Two men at the Bay are reported as offering to put up \$1500 for the campaign against a recall.

All that is now necessary to stir up Coos county with an exciting election campaign this fall is to get the requisite number of names on the recall petitions. As a rule the recall has not been resorted to very frequently in Oregon since it has been in our constitution—but when it is invoked it is almost always against members of the county court.

Band Concert Saturday Evening

The band gave an excellent concert last Saturday evening at the intersection of First and Taylor streets but as they had given no previous notice of their praiseworthy intentions, there was not a very large crowd out to enjoy the music. It is hoped to make these concerts a regular Saturday evening event during the pleasant weather.

Take that sick car to A. A. Paull, Coquille Garage. Satisfaction guaranteed.