

FROM ATLANTIC

Seaside Editor Reveals Bay Head News—Writes of Trip Across the Continent

Riverhead, Long Island, August 1, 1932.

The Sentinel editor is writing this letter at the noisy seat of Suffolk county, within three and a half miles of his birthplace, which used to be known as Northville, but had since been rechristened Island Aventura, (the country across road that has now an "avenue" of some kind is poor indeed, while "borderlands" are becoming almost as common as lanes used to be).

Second Avenue, as it's name implies, runs parallel to Long Island Sound, at about a mile's distance, for six or eight miles and is not a village but a farming section, which gets its mail from Riverhead by rural carrier.

We reached here last Thursday, sixteen days out from Coquille, and for more than half that time were in sight of water and at sea at various hours.

At Albany and New York City we passed tenacious and shrewish nights and experienced genuine hot weather for the first time in years. And we found eastern Long Island preferable to the embrace of a hot wave that had lashed for five weeks. Though we did not note a temperature of more than 85 degrees, the humidity was so great that we could properly characterize conditions as sultry—something we have never recognized in the Coquille brand of weather.

This week-day morning, however, August's advent brings us delightfully refreshing air, and it is every bit as cool as Coquille mornings in July, the thermometer standing at about sixty degrees.

Yesterday afternoon we had an old-fashioned thunder storm that cleared the air, and was in some part of the island accompanied by hail that would be picked up in handfulls; while clouds from very low altitudes. Now it was so dark that when the electric light was turned on to save the picture on the plant, it was almost like night. One could not see to read and on the work of preparing dinner had to be suspended until the clouds rolled by.

Rains have been abundant here this summer; the lawns are as fresh and verdant as in spring and as smooth as velvet. Indeed, with front lawns (lawn and shade trees galore, the aspect is that of a continuous park; and it is only here and there that things look familiar, though the Atlantic ocean, Long Island sound and Peconic and Shinnecock bays are yesterday, today and forever the same.

Since we were last on Long Island, sixteen years ago, there have been great changes and many of those who were here to greet us then are no longer among the living. Among those is a dear brother, who had spent his life among these familiar scenes. But we do not, as is the case of some who return to the homes of their youth after half a century's absence, find so familiar faces to greet us. All our brothers and sisters save the one mentioned are at home here as well as a growing group of nephews and nieces—the youngest of them a jolly little miss of four summers whom her mother calls an Indian summer baby, and with whom it did not take us long to make friends.

Again at church yesterday we met a couple of elderly ladies who were our pupils in bygone years. One of them, who was among the class of big girls in the last school we taught on Long Island, back in the early seventies, recalled those drills in mental arithmetic in which we specialized in those days. The other was a younger pupil when we made daily trips on horseback to "Number Eight," where we taught our first term for the magnificent compensation of \$38 a month. (We couldn't find a printer now who would deign to accept that as a weekly wage.) But when we recalled the youngest pupil of that first school of ours, a mere baby learning his letters, who came with his two elder sisters—they were model pupils, always perfect in deportment and excellent in recitations—there before our eyes on a memorial window we saw the name, "Edward E. Young, M. D.," and recalled that not only had he passed away in early manhood, during a career of great usefulness and promise, but that Edith, his eleven-year old sister, whom we are not ashamed to say was our favorite pu-

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The State Will Tomorrow

The state is paying the Taylor street toll under the direction of Engineer Chandler, was working this side of the lowest point on the grade this morning, with only two blocks to finish. They expect to complete the job up to Second street by tomorrow evening, which will mean that the Marshall-Coquille highway will be open clear through by three weeks from Sunday.

The state is doing excellent work on this stretch, using fifty per cent more cement than was used on the rest of the highway and making it eight inches deep where the contract job was only six. Coquille would be justified in holding another small highway celebration when this 1,600-foot of paving is open to traffic.

Girl Saved From Drowning

Another near drowning occurred down at the river, here last Friday afternoon when Pearl, the 15-year-old daughter of Frank Cook, who lives out near the academy, stepped into a hole and had come up the third time before being rescued. P. C. Macum, a young man about twenty years of age, was the one who saved her life. She had been in bathing, although not able to swim and had walked out to a stump on one side but in getting back had started for the bath house on the other side, where the water was over her head. Macum was sitting on the bank with his bathing suit on and had little trouble in bringing her to shore.

THE NORMA WAS ON FIRE

A fire of unknown origin started in the stowage of the Norma last of the dock here last night, threatening for a time to destroy not only that boat but the city wharf as well. The fire alarm was sounded and two streams of water from the fireplug near the Bay Corner soon extinguished the blaze.

The fire had gotten quite a start and the dock was burning rapidly. To add to the danger there was stored in the bow some tanks of gasoline, and when this fact became known, Geo. Lorenz, who was trying to cast loose the cables holding the ship to the dock, had to work unaided.

She was not so badly damaged but that she could proceed down the river on her own power. Harry Hermann is captain of the Norma.

Will Enlarge Vault

The rock which Henry Sangstacken has been trucking over from the bay and dumping alongside his building north of the First National Bank, is to be used in enlarging the present vault in that building. The stairway on the north side is to be torn out and the fog eliminated, the new vault extending from the old one to the front of the building. Entrance to the upper floor will be from the middle of the south side. He expects to begin the improvement this month, as the owner of the building, Arthur Ellingsen, in which his abstract office is now located, has requested him to estimate. This probably means the erection of a building just north and east of the Farmers & Merchants Bank building in the near future.

Another Barn on Fire

When passing the A. J. Radabaugh place near the rock crusher at Norway at 2 o'clock Monday afternoon, Walter Laird, of Sicken, was hailed by Mrs. Ray, who lives on the place. Getting out of his car he found the approach to the barn in flames and the fire spreading rapidly. It was but a few moments' work to get it out, although his happening along is probably all that saved the structure. Mrs. Ray had no idea how the fire started.

Elks to Build Brick Oven

The Park Commission held a meeting yesterday afternoon and decided not to install electric heating devices in the Myrtle Grove at present. The Elks are planning to build an oven, two feet, eight inches by four feet in size, for their dairy lunch to be held in the grove next week and will have it constructed of fire brick and built for permanence.

38 LOST WHEN ALASKA SINKS

She Struck Blunt's Reef Off Cape Mendocino.—Miss Joan Fitzgerald, of This City, One of the Victims.

Coquille's interest in the wreck of the steamship Alaska, off Cape Mendocino last Saturday night, is made much more acute than is usually the case because of the fact that Miss Joan Fitzgerald, for several years one of our most popular teachers, was among the missing. The last seen of her that night she was trying to aid Mrs. Ellen Dyes, of LaGrande, who was also lost.

Her parents, Mr. and Mrs. John E. Fitzgerald, of Marshfield, both left for Eureka the first of the week, to be on hand should any more bodies be recovered.

Miss Fitzgerald had been attending summer school at U. of O. with Miss W. G. Brundage, and a week before the tragedy had left her there, going to Portland to take the Alaska, intending to visit in California. During her six weeks at Eugene, Mrs. Brundage says she had never seen Miss Joan so happy and in such high spirits. She was enjoying her summer vacation to the limit.

During the time she had spent here as a member of the Coquille corps of teachers, Miss Fitzgerald had endeavored herself to a constantly growing circle of friends who can hardly realize her untimely death. She was a pretty girl, sunny and bright, and had made a very gratifying success of her career here. She had been engaged as principal of the West Side school at North Bend for next year.

The Alaska, Capt. Harry Hobey commanding, was wrecked in the graveyard of vessels on the Pacific coast, the rocky Blunt's reef, inside the lightship off Cape Mendocino. That the incident which resulted in the loss of the vessel and her crew, could have been avoided is possible, but when the owners of that line cut her schedule from four to five days it made it certain that the 50-floors would cut corners wherever possible, and this is what happened in the fog at nine o'clock last Saturday night.

J. N. Jacobson, who formerly lived five miles from the scene of the wreck, says that during his lifetime there have been twenty or more vessels come to grief at that point, and the first disaster of which he has hearsay knowledge occurred back in 1863.

The following press dispatches tell the story of the catastrophe and of the saving of 106 of the crew and passengers, the death toll reaching 38:

Forty-eight persons, 36 passengers and 12 of the crew, were lost Saturday night when the steamer Alaska, of the San Francisco & Portland Steamship company, bound from Portland to San Francisco, sank 30 minutes after crashing into the rocks of Blunt's reef, 40 miles south of Eureka.

The survivors, numbering 106 persons, were taken there by the rescue ship Anyox, the first vessel to reach the scene of the wreck in response to the Alaska's radio signals.

Of the survivors landed by the Anyox, 30 were more or less seriously injured and received medical treatment at the Eureka hospital.

The Alaska struck the reef bow on, in a dense fog, according to the survivors, and immediately began to list. The work of launching the lifeboats was accomplished without delay or disorder. Three of the boats successfully rode the waves, but the fourth capsized, precipitating its occupants into the sea.

The greatest loss of life, the survivors said, resulted from this mishap. A few, who wore lifebelts, succeeded in keeping afloat until the boats of the Anyox picked them up.

Captain Hobey, when the last of the lifeboats had been sent over the side of the rapidly filling Alaska, went to the stern of his vessel and he was seen there when it started its plunge to the bottom.

Of the 166 rescued, 96 were passengers and 70 were members of the crew.

Praise was mutually extended between members of the crew and passengers in their stories today of the scenes following the crash of the Alaska. Despite isolating terror of the ship being enveloped in fog, as the vessels dashed against it, calmness prevailed among the passengers and

It was a short time, the count 30 minutes, between the striking on the rock and the sinking of the vessel. But without signs of disorder the passengers were helped into the lifeboats under the calm direction of officers and crew, and were lowered into the water.

Captain Hobey's heroic direction of the life-saving was of such a thrilling example that several men passengers stayed by him, and the women and children were taken first into the boats.

The vessel slowly lifted and then righting itself suddenly plunged. An overturned lifeboat shot many passengers into the water. There was a half hour of black darkness with the lifeboats drifting in the blanket of fog before the strain of the rescue steamer Anyox was heard.

Captain Stanley of the Anyox and his crew led the transportation of the reef in carrying on the rescue work, but it was with difficulty that the wreck victims in lifeboats and many in life preservers or clinging to drifting wreckage were found.

All through the night the rescuers worked, picking up many who had been struggling in the water, clinging to wreckage for hours.

One of the last survivors picked up was little Irene Dyes, a girl not yet in her teens, who had been clinging to wreckage for more than 14th hours.

Twenty-three of the passengers and eight of the crew among the survivors were injured.

Through the night other ships joined in the rescue work.

Twelve bodies were found which, with the arrival of the Anyox and a boy bearing the bodies here, left the unaccounted for at 22 passengers and four members of the crew.

Later reports place the number of missing at 18 and of the recovered dead at 20.

The Cantata August 23

The ladies having in charge the planning and drilling for the Cantata, which is to be given for the benefit of the Corn Show building, have selected Tuesday, Aug. 23, as the date for holding it, in the Myrtle Grove. The drilling of the children—more than one hundred will take part—is progressing finely, rehearsals being held every day in Goulds' Hall and in the basement of the Christian Church.

The program, which will consist of singing, drills and dancing, will be published next week.

Everyone interested in the Corn Show and the erection of a building in which to hold this annual event should bear this date in mind, and make it a point to come.

Wimer's Bay Blacksmith Shop

W. H. Wimer, of Gaselle, Calif., and H. T. Wimer, of Grants Pass, brother of E. A. Wimer, of this city, who were here a month ago, came back last Thursday and on Saturday bought the blacksmith shop of Noah & Son, near the city hall. Sunday they started back home, but H. T. will return in a couple of weeks to take charge of the shop. W. H. will give his family here by the time school opens, but cannot remain permanently until he has finished a trucking contract he has in California—about the middle of November. The two men drove over from Grants Pass in eleven hours and back there in ten and a half hours.

Corner Needs Cutting Off

With the opening of the highway early in September, the sidewalk and curb at the Sentinel corner will become more of a menace than ever, and it would seem that the best thing the city to do would be to cut off ten or fifteen feet and set the curb back that far. That would reduce the sharp angles of the double curve which now exist.

Fatty Arbuckle, a whale of a star in a whale of a comedy—"BEEWSTER'S MILLIONS," at the Liberty August 16 and 17. See the program on page three.

Fire Truck Would Save Money

At council meeting Monday night Mayor Hamilton again brought up the subject of a fire truck for the city and urged the fire committee to investigate the matter and ascertain what one could be purchased for. He stated that he had deferred the appointment of a fire chief and the selection of a fire department until such equipment could be secured, which would enthrone the men and interest them in fire drills.

Tuesday, Mr. W. F. Aitken, representing the Eureka Fire Hose Co. of Seattle, was in to interview the mayor. He stated that the fire equipment the city was considering could be purchased for \$1600 and a Ford chassis for \$800, making the truck complete cost the city about \$2400.

Mr. Aitken stated that in every case where a fire truck of this character was installed by a city the board of underwriters reduced the insurance rates from 15 to 20 per cent. The amount saved from this reduction in the city of Coquille would pretty nearly pay for the truck the first year.

Fall Weather Now

Fall is coming early this year, if be past week is any criterion. There have been indications of rain all week and Monday morning sufficient moisture fell to make the sidewalks and pavements glisten. Again early this morning there was sufficient rain to be observed by early risers.

LICENSE REVOKED, FINED

The case of the state against Henry Beuhner for reckless driving a few weeks ago when he smashed Melvin Hollenbeck's car on the highway near Davis Slough, was tried in Justice Stanley's court here Tuesday morning. The state had four witnesses—Hollenbeck and young Campbell, who was with him, and Mr. and Mrs. McCormac. Beuhner was the only witness in his own behalf, although he had an expert present to testify that if his car had hit the Ford head on as charged it would have completely demolished it. John G. Kendall was also present as a witness for W. U. Douglas, provided any charge was made that Douglas was in Beuhner's car the night of the accident, his testimony being that Douglas was not there.

Beuhner claimed that he had gotten off the highway in passing another car and had not been able to get back on until just before he struck Hollenbeck's car. After hearing all the testimony Judge Stanley declared the defendant to be guilty as charged and sentenced him to two months in jail, revoked his driver's license for a period of six months and fined him \$300. The jail sentence, however, was suspended.

Mr. Beuhner's attorney immediately gave notice of appeal to the circuit court.

W. U. Douglas appeared for Mr. Beuhner, and District Attorney Fisher for the state.

Johnson-Perry

Bruce H. Johnson and Miss Vera Perry were married by Rev. A. B. Peadleton at the Methodist parsonage here at eight o'clock last evening in the presence of eight or ten of their friends, the ring ceremony being used. Bruce is well known to Coquille people, having been raised here and spent most of his life in this section. He is to be congratulated on having won so fair and winsome a bride.

Improvements at Liberty

M. O. Hooton is building a 50-foot chimney in the rear of the Liberty Theatre, and about the middle of September the theatre management will install a larger furnace in the basement than the one which has served in the past. The one now in use has 400 feet of radiators, while the new one will more than double it, keeping the theatre comfortable even in the coldest winter.

D. P. A. to Meet Tuesday

The Dairymen's Protective Association will have a meeting in the city hall at Coquille at 10 a. m., Tuesday, Aug. 16. All members and all dairymen eligible to membership are requested to be present. Business of importance demands immediate attention.

The Sentinel and the Oregon Farmer both for \$2.15 a year.

COUNCIL SESSION

City Dues Still Starting Street Work—T Bridge Problem

The council met in adjourned session last Monday evening with all members present.

A petition asking for the establishment of a grade on Front street from Hall to Elliott was read and the engineer instructed to prepare maps and data which he immediately did. An ordinance establishing the grade was then adopted as that this outlet from the Sherrwood Heights section can be improved at the same time the streets on the hill are paved.

The council gave notice of their intention to pay W. M. Payne \$7500.51, which is within \$500 of the amount due him on his grading contract in the north end of the city. The total amount to be paid for that job is \$12,147.41.

On the petition of the property owners affected, the council decided to call for bids for improving the two blocks on Ninth street from Heath east to the city limits, with plank.

The dangerous condition of the T bridge was discussed at considerable length by the council and various methods of providing safe access from Spurwood Hill were suggested. One was the erection of a new bridge, with the assessment for its construction distributed over all the property in that district.

The other and most feasible proposition was the improving of Schroeder street north to the Odd Fellows cemetery and then east to a connection with the highway just south of Frank Burkholder's residence. This would necessitate a little longer ride for those coming to town from Spurwood street but it would mean a roadway that would not require constant expense as a bridge would. The present structure would last for a number of years yet if used by pedestrians only and closed to all motor traffic.

Since this meeting it has been decided to call a meeting of all Spurwood Hill property owners at the city hall tomorrow (Saturday) evening at 7:30 p. m. to confer with the city council regarding the best plan to be adopted.

At the suggestion of Councilman Munsell the ordinance committee was instructed to have an ordinance drafted regulating the parking of automobiles within the city limits.

The council will meet again in regular session next Monday evening.

\$10,350 for O. & C. Taxes

Coos county received a check for \$10,350.98 from the U. S. government Monday afternoon which practically completes its payment to the county for taxes on O. & C. lands. The O. & C. lands were classified into three divisions—those patented, those contracted but not patented, and those not contracted nor classified. This payment just made is for all the land in the third class which it had been determined was not mineral land and comprised about 20 sections. These lands had been included in the order of sale for the 1915 delinquent taxes but had not been sold nor bid in by the county. To remove any possibility of cloud on the title, however, the county court on Monday prepared and signed a quit claim deed conveying to the government title to these twenty sections.

The county received the taxes on classes 1 and 2 in 1917—somewhere near \$160,000.

Of the \$10,350.98, about \$1900 is for penalty and interest. There is very little special tax included in the payment, practically all of it going into the county's general fund.

Smith Family Reunion

A. J. Sherwood went over to Coos River Wednesday to make an address at the reunion of the Smith families and old settlers of that section. The reunion was held at the consolidated high school, there being at least 300 people present. It was an all-day affair and very enjoyable.

It was a joint reunion of the two Smith families, the family of the late Nathan Smith and the family which was headed by Mrs. Mary R. Smith. These are two separate families and there is no blood relationship between the two but the name is the same and both families were settlers of Coos River and originally lived not far apart.

Calling Cards, 100 for \$1.50.