

The Coquille Valley Sentinel

THE PAPER THAT'S LIKE A LETTER FROM HOME

COQUILLE, COOS COUNTY, OREGON, FRIDAY, OCTOBER 14, 1921.

\$2.00 THE YEAR.

VOL. XVIII. NO. 39.

WE'RE HOME AGAIN

Coquille Wanderers Return from Their 8000-Mile 3-Months' Trip

Yes, it's good to get back, as we have told so many of our inquiring friends since our return day before yesterday and we now report to the whole Sentinel family. During the forty-seven years we have been in the newspaper business we never before enjoyed a vacation of more than thirty days; and the past three months among familiar scenes and old friends will never be forgotten while memory lasts. "We," this time using the word in something more than the editorial sense, have vastly enjoyed the entire trip and come back recuperated and strengthened for the work of coming days. But if any one imagines that we have during our thousands of miles' travel and many visits on the Atlantic coast and in the central west seen any place for which we would exchange our home on the Oregon coast, such a one will need to think again.

Autumn is usually considered one of the most delightful seasons of the year and it was in mid autumn that we finished the last detour of our trip at midnight last Saturday, on the western bank of the Missouri and started straightaway for the Sunset land that we now realized more fully than ever before was home, with not only all that the word usually implies, but at the same time the most delightful place on earth.

We came fast as well as far on the longest leg of our journey, covering the 2,000 miles from Omaha to Portland in 56 hours—two days and less than three nights. We have to recall the first crossing of the continent by Lewis and Clarke in 1805 to realize what Watts and Stephenson's inventions and their utilization by the American people in the development of the western United States have done to lengthen life by annihilating distance.

Nebrasks, as we saw it that Sunday morning, was a dun monochrome of dust and ripened crops and herbage. The leaves were yellowing and falling and after a day or two on the ground they were crisp as Saratoga chips, desiccated by the almost torrid rays of the afternoon suns, no matter how chilly the night breeze might be. Still there had been no general frost in the central west, although one had occurred as far south as Shreveport, Louisiana, which was certainly a curious climatic freak.

The generous grassy plot at the Cheyenne station had evidently been copiously irrigated and was a bright emerald oasis in vast area of brownness reaching out in every direction to the blue mountains in the dim distance. For an hour or after leaving this capital city of Wyoming we sat on the observation platform at the rear of the ten car train that two engines were gaily hauling up onto the roof of the world. At Cheyenne the elevation above sea level was 6060 feet and in the next thirty-one miles we rose so gradually to the 8013 at Sherman which is the highest point on the line.

The hills billowing in every direction were gently rounded and the continental divide here, as on the Canadian Pacific where we had crossed on our eastern journey in July, were as unlike as possible to one's preconceived idea of what a mountain pass should be, and it seemed an almost incredible tale that we had got a mile and a-half skyward since leaving the east, and stranger still that nearly all the rise had been in little more than half a day and the last half mile in a couple of hours.

Looking back over the four parallel lines of steel unrolling behind us they seemed so nearly level that we wondered how we could have got so near cloudland by such easy grades.

We wondered too at the evident way in which the first Union Pacific track built over the pass in the sixties had been junked and how vast an expense must have been incurred in smoothing out the curves and reducing the grades for the present double track line that makes the journey so smooth and easy—almost noiseless—across the ravines, sometimes dodging the higher elevations, sometimes straight as the arrow flies for nearly a mile. We thought more of Harriman than we ever did before when we came to see this monument to his genius, which was in the making when we rode over

S. S. Bergen Arrived Sunday

The steamship Bergen, which is to run on an eight day schedule between San Francisco and Coquille, crossed the bar in last Sunday morning at four o'clock and at nine-thirty tied up at the city dock here. She came up the river without hitting bottom once. Capt. Robt. Jones is in command. She came up light, having only a little stuff for the mine at Riverton, but she went back loaded. Her capacity is 250 tons (measurement).

A considerable part of the day here Sunday was spent in loading potatoes from the Campbell and Norton ranch across the river, one thousand sacks being taken on here.

This is the first ocean going vessel to come up to Coquille since the Ah-waneda was here two or three times four years ago, and it is to be hoped that sufficient tonnage can be secured for the trips up from the city to make the venture a permanent business. The loading here Sunday furnished employment for three longshoremen.

The Hillstrom Transportation Co., whose office is in the Coquille Valley Mercantile Co. warehouse, are local agents for the Bergen.

Do It Yourself

Of course every reader remembers the story of the old father who enforced his advice to his sons to stand together by showing how easy it was to break a single small stick and how impossible it was to break a bundle of them together. Remember that when you are asked to join the Farm Bureau.

DEATH OF MRS. TOZIER

Mrs. E. L. Tozier, who died at Springfield, Oregon, last Monday morning at seven o'clock, was buried in the Masonic cemetery here Wednesday afternoon, the funeral services being held in the undertaking parlors. Rev. A. B. Pendleton conducted the services.

Mrs. Tozier had been in failing health for the past two years, and a year ago last September went to Springfield to live with her daughter, Mrs. L. P. Smith. The cause of her death was probably cancer, although the doctor there said that her body became worn out before that trouble had run its course.

Lucina Belknap was born in Benton county, Oregon, Feb. 18, 1855, being 65 years, 7 months and 22 days of age at the time of her death. In 1873 she was married to Edwin L. Tozier, and to them were born six children:

Mrs. E. F. Hall, who died in Corvallis a year ago last March.

Mrs. L. P. Smith, of Springfield, Oregon.

Mrs. A. P. Taylor, of Boise, Idaho.

E. H. Tozier, of Bandon.

M. C. Tozier, of Coquille.

H. B. Tozier, of Montague, Calif.

Besides her children she leaves three brothers and one sister living in Washington and nine grandchildren.

Mrs. A. P. Taylor had just visited her mother at Springfield, leaving a couple of weeks ago for home. Harry arrived in Springfield a couple of days before her death and says she was up and around every day until the evening before she died.

In 1877 the family moved to Washington where they lived 20 years. Coming back to Benton county they lived there seven years and then came to Coquille where they had since made their home. Mr. Tozier died here two years ago last March.

Mrs. Tozier joined the Methodist church in early girlhood and had been a faithful member all her life. She was highly respected by all and was a friend on whom her friends could count in time of trouble. Although not unexpected her death comes as a blow to her many friends in Coquille who loved her.

League Cases Not Decided

At the session of the Circuit Court here Tuesday Judge Coke overruled the demurrer filed by John D. Goss as attorney for the defendant dairymen. He stated that the evidence was being transcribed and that he wanted to go over it thoroughly before making a decision on the League's application for a temporary injunction.

Nearly Half Million Paid In

The sheriff's reports receipts of \$475,000 in taxes during the month ending Oct. 5, the largest amount ever collected here in one month. About ninety per cent of the 1921 taxes are already paid, and only about \$100,000 remains to be collected.

2 BADLY BURNED J. M. SCOTT BACK

Severe Explosion at Beaver Hill Mine—Two Badly Burned May Die

About ten o'clock this morning there was an explosion at the Southern Pacific mine at Beaver Hill and a little afterward a hurry up telephone call for physicians was received here and Doctors Hamilton and Low left at once for the scene of the accident.

Repeated calls by phone at the company's store at Preuss failed to elicit any information except that bodies were being brought up, but whether there were any fatalities we could not learn. The mine is half a mile from town and an hour or two after the first message calling for the doctors, nothing could be learned as to conditions there.

At 1:30 this afternoon a special carrying six of the most severely injured men arrived at the S. P. station here, accompanied by Drs. Low and Hamilton. The morning shift of 16 men were in the mine at the time of the explosion, and all of them were more or less injured, but the physicians say that all but two who were very badly burned will likely recover. The other ten are being taken to the hospital at North Bend this afternoon. All of them were Italians.

Just what caused the explosion is not known, except that it was coal gas.

Six trucks were at the depot and as soon as one cot was loaded it was rushed to the Coquille Hospital with its cargo of bruised and burned humanity.

Port of Bandon Meeting

The Port of Bandon commissioners met in the city hall here Tuesday and prepared the port's budget for next year. They were assisted in this by the budget committee, L. L. Turner, Henry Lorenz and John Miller, of Coquille, Herman Hongel, of Prosper, and L. J. Radley, of Bandon. The budget will be published in a few days.

The commissioners decided to go ahead with the proposition they have had under consideration for a couple of months of building ways for the tug, Kihyam, at Prosper. They have included \$6,000 in the budget for this purpose, and intend to purchase the yards at Prosper, for which John Nelson is agent, and build new ways soon.

The last time the tug was taken to San Francisco, which has to be done every two years, it cost the port \$3,000, so in the long run this \$6,000 expenditure will effect a considerable saving, although for the next five years it would probably be a stand-off whether the ways were built here or she was taken south for the overhauling.

The last time the tug went south it cost \$500 for a tug to take her place but it would be necessary next time to get one from the Columbia river which would increase the expense to much more than the \$500.

More than that there will be an income from the larger river boats which will have to use the ways for overhauling purposes every year or so, and it would seem to be good business on the port's part to have these ways available at all times.

Changes in Coquille

To one returning to Coquille after a quarter year's absence the most conspicuous improvement is the completion of the paving of the Marshall road through No Man's Land to the Sentinel corner. Three months hence the river bridge will be easily first in betterments. Both are in the line of road work, and while it's a long road to Tipperary, we are on our way. In fact, road work—that is the completion of a complete road system—has hardly begun anywhere in this country, east or west, and the great Lincoln highway from coast to coast is finished only to Ohio. Most cities have a pretty complete system of paved streets, but one doesn't have to go far into the country in most directions to hit the dirt roads. Coos county is far from the rear in providing hard surface roads. Indeed, we believe she stands well up in the first half with nearly twenty miles of concrete road connecting her two principal sections.

Do you want a Portland daily. If you subscribe for it in connection with the Sentinel it will be money on your pocket.

Calling Cards, 100 for \$1.50.

General Passenger Agent of S. P. Is Home From a Visit to Europe

On the train down from Portland Tuesday night the Sentinel man had a pleasant chat with J. M. Scott, general passenger agent of the S. P. at Portland. He was going down to Ashland to meet President William Sproule, of that system, having just returned from a four months' vacation trip, three months of which were spent on a trip to Scotland, from which he returned Sept. 5 and the last month in Canada. We swapped vacation stories with him and learned that this was his first visit to his birthplace at Inverness since he crossed the Atlantic to make his home in the New World thirty-five years ago. He found things greatly changed there not only as would be expected from the lapse of time, but also very greatly by the world war. There were few families there who had not lost one member in the great struggle, and in some cases four brothers who went over had failed to return. What it cost to prevent German domination of the world is realized far more widely if not more deeply there than here.

Economic conditions also are far more upset there than here. All kinds of food are still very high. Eggs were selling for 800 cents a dozen in mid-summer and dairy products were imported from Holland, milk being very scarce and almost impossible to obtain.

The nearest relatives Mr. Scott found still living were two aunts, one aged 89 and the other 92.

The voyage across in June and back the first of September were both very pleasant, the ocean being almost as quiet as a millpond, though the icebergs that were still coming out of the far north made the air pretty chilly even on the return trip.

After reaching Quebec Mr. and Mrs. Scott made quite a tour of Canada, reversing the trip the Sentinel people made, and going as far north as Edmonton, one hundred and eighty miles beyond Calgary. Remembering how much interest a number of Coos county people took in that Canadian city early this year we asked about conditions there, and learned that the business outlook was fair. Since the finding of vast deposits of oil on the lower Mackenzie river, much nearer the Arctic ocean, high hopes are entertained at Edmonton that the drilling now in progress there will also disclose plenty of petroleum.

We also asked Mr. Scott when he expected to see the 80-mile gap between the Powers and Trinidad terminals of the Oregon and California Southern Pacific lines completed, to make a through route down this coast from Portland to San Francisco. His reply was that owing to present financial and labor conditions railroad building in this country was at a standstill, though he said nothing to indicate that the project spoken of would not be among the first to be undertaken by his line when we get a little nearer the promised "normalcy."

May Use it for Corn Show

The new 50x100 brick building, which J. D. Graham & Sons are building, by which they double the floor space of their garage, is nearing completion. The walls are finished, the concrete floor has been poured and the lath placed on the ceiling. Mr. Graham is waiting now to put in the partitions until he is notified by the Corn Show committee whether the building will be desired as an exhibit hall on the 18th and 19th of November.

Health Ass'n. to Meet Monday

The Public Health Association of Coos County will hold a meeting at "Setaspell" on Monday, October 17, at 2 p. m., to which all who are interested in the public health work are invited. Mrs. A. Y. Myers, chairman of the nurse committee, from Marshfield, will be present. Miss Elizabeth Campbell, public health nurse, will report on the work that has been done in the last two and a half months.

New Heating Plant Installed

The heating plant which Willey & Son have just installed for the Liberty Theatre insures a comfortable atmosphere this winter in that popular show house, no matter how cold the weather may be. The furnace is much larger than the old one and the radiation is practically doubled.

Commercial Club Doesn't Meet

The Commercial Club did not meet last Wednesday evening and there is very little new to report as to the Corn Show this year. County Agent Farr has been informed that ten lecturers from O. A. C. will be sent here the week ending Nov. 19, so the dates announced last week—November 18 and 19—are the ones on which the carnival will be held.

The finance committee has been meeting with gratifying success in soliciting funds and there seems to be little question but that over \$400 will be raised from this source, which with the \$350 guaranteed by the Commercial Club will enable the committees to keep the promise to make this year's celebration the best yet held.

Hand Badly Hurt

Arthur Ellingsen met with a very serious accident last Saturday in which he nearly lost several fingers of his right hand. He has a "sticker," a form of planing and joining machine, which he operates with a gas engine. At this time he was running a board through the machine when the engine began to slow down. He glanced at it and at the same time tried to take the board from the sticker. In some way his hand slipped down into the works, and when the doctor examined it, one finger was broken in four places, another in two and another in one and the whole hand badly bruised and mashed. It stopped the engine or he would probably have lost the whole hand.

PASSING OF OLD SETTLER

J. B. R. Shelton, of Riverton, died at Springfield, Oregon, last Saturday morning at 4:30 a. m., the cause of his death being heart trouble. It was probably due indirectly to the flu, which he had two years ago and from the effects of which he never entirely recovered. He and Mrs. Shelton had gone out there a month ago for a visit. Their son, George Shelton went out Saturday morning and brought his mother and the body home on Monday. Alva, who is attending O. A. C. at Corvallis, came in at the same time.

The funeral was held at 3 p. m. Tuesday at the undertaking parlors, Rev. W. S. Smith conducting the services, while the Knights of Pythias had charge of the services at the cemetery. John Bennett Royal Shelton was born in Fairfax county, Virginia, Nov. 12, 1849, and he was 71 years, 10 months and 25 days of age at the time of his death. While a boy moved with his parents to Missouri, just after the close of the Civil war, and later went to Iowa where he was united in marriage Aug. 29, 1879, to Miss Eliza C. Williams.

To this union were born five children, the eldest boy, Elmer, dying in infancy. The four living are Mrs. Laura Ann Perkins, now living in Fresno county, Calif., George H., who has been operating the farm, R. Fred, who has been down with his sister in California, and Alva B., who came so near losing his life during the war.

In 1881 Mr. Shelton moved to Coos county and settled above Coquille and has lived in or near Coquille continuously since, having been on a farm near Riverton for the past 27 years. He was a life member of the Presbyterian church, having joined that denomination when seven years of age. He was also a member of the Odd Fellows and Knights of Pythias lodges.

Doyle Came Back

E. E. Doyle, who was sentenced to six months in the county jail last Friday for moonshining, slipped away from the gang with whom he was working on the road last Monday morning and did not return until midnight. He explained his absence by saying that he had private business to attend to and knew that the sheriff would not permit him to go, so he took French leave. He didn't say what his private business was but his return was voluntary.

Have 10,000 Sacks of Spuds

Campbell & Norton, who have dug 4,000 sacks of potatoes from less than half the 75 acres they planted last spring, are anticipating that they will harvest 10,000 sacks this fall. The S. S. Bergen took out 1,000 sacks Sunday and will take another cargo next week. Mr. Campbell expects to go down at that time to investigate market conditions and make arrangements for the disposal of their entire yield.

MANY LECTURERS

O. A. C. Will Provide Ten for Our Annual Corn Show

Arrangements have been perfected to have ten instructors for a three days' Farmers and Home Makers Week, Nov. 16th to 19th, at Coquille in connection with the annual Corn Show.

Nov. 16 is Dairy Day and Home Improvement Day, and Dr. B. T. Sims, of the Veterinary department; N. C. Jamison, extension specialist; and C. L. Hawley, State Dairy and Food Commissioner, will appear on the program. Motion pictures will be used to assist in the lectures.

Miss Grace Johnson and Miss Mc-Faul, of the Agricultural College, will hold demonstrations on interior decorations, modern labor saving devices, etc., for the home woman.

Nov. 17, Thursday, is Poultry Day. Men and women will be given valuable lectures on feeding for eggs, and how to tell laying hens from non-layers by Prof. H. E. Crosby. Mr. V. L. Upton will explain how to market good eggs and what the Pacific Co-operative Poultry Association is doing.

There will be a judging contest open for all.

Nov. 18, Friday, will be Field Crops Day and Clothing Day.

Prof. Geo. Hyslop, of O. A. C., will give a practical rotation system for the dairymen to supply green feed the entire year.

Prof. Mackay will give a demonstration on potato diseases showing motion pictures on the different diseases, how they spread and how to control them. Prof. Mackay is a disease specialist on potatoes.

Miss Esther B. Cooley will hold a clothing school on the repair and remodeling of garments.

Plans are under way for a commercial poultry show. Everyone who has birds to enter this show should prepare to enter six birds for a laying contest to start Wednesday 19th and end Nov. 19th.

Birds will be judged on a Utility Commercial score card.

Loggers Must Be Careful

Loggers, who operate in any manner near the county roads or who load on conveyances which are used on the roads, must be more careful about leaving obstructions. This is the decree of the county court and Roadmaster McCulloch.

The following notice has been issued and is being posted up by the roadmaster at various points in the county:

"No logs or log landing or any material which will affect the free and ready passage of vehicles, will be permitted within 16 feet of the center of the county roads, and all such obstructions already placed must be removed immediately. In case this order is not complied with, patrolmen are instructed to remove same at owner's expense.

"By Order of County Court,

C. S. McCulloch, Roadmaster."

Mr. McCulloch says that this step is for the protection of those traveling on the highways. Some of the loggers have been careless about leaving trucks and logs and having their landing too near to the road where autos could not pass without turning out. Such obstructions are dangerous and it will be insisted that landings and logs and equipment must be kept back from the road sufficiently to avoid any collisions. The measure is a precautionary one to avoid accidents.

Tractor Into the River

About six o'clock Tuesday evening J. E. Ford drove his International tractor and ensilage cutter trailer into the river at the ferry on the opposite side from town. He had been using the tractor to dig spuds for Campbell & Norton and was taking it back to the ranch near Cedar Point. The ferry scow was taking an auto over and to give room for it to pass he drove to one side and in some way lost control. Those machines cannot be reversed while in motion and on that incline the brakes wouldn't hold, so he jumped just as it went off the slip into fourteen feet of water with the cutter on top of it. The derrick used by the bridge builders was moved over and cables attached and it was not a very long job to pull it back to dry land. It apparently is none the worse for its bath.

Send the Sentinel to eastern friends.

(Continued on third page.)