

The Coquille Valley Sentinel

THE PAPER THAT'S LIKE A LETTER FROM HOME

VOL. XVIII. NO. 40.

COQUILLE, COOS COUNTY, OREGON. FRIDAY, OCTOBER 21, 1921.

\$2.00 THE YEAR.

MINE VICTIMS

Dead--Two Still Unconscious--Rest Progressing Favorably

The explosion at the Beaver Hill mine of the Southern Pacific was mentioned very briefly last week. One of the victims, Liboria Gonzales, died at Mercy Hospital, North Bend, on Monday. He was a Mexican and it was expected to ship his body to that country where his father resides. He was 20 years old and unmarried, and a younger sister, Yizarriza Gonzales, lived with him.

The rest are all living at the date of this writing, though George Levitt and John Pete, in the hospital here, are still delirious and by no means out of danger. Carl Bills recovered sufficiently to return home a day or so ago. The other three who still remain there are Richard Marsden, Archie Delu and John Abbott, who are recovering rapidly.

The other men sent to Mercy Hospital were Thomas Hale, fireman, Thomas McKelvie, aged 37; Louis Boswell, aged 28; Lincoln Gorum, aged 32; James Fink; G. Salgado; Charles Hill; Elva Fowle, son of J. E. Z. Fowle; Wm. Carlson, Albert Minnagott; and Joseph Minnagott. As these men are all injured were sent to North Bend, it is probable that the rest of these men will recover.

The cause of the explosion is still undetermined, though one of the men who came from the mine last night was sure it was dust. He said it had been mine gas all of them could have been instantly killed.

New Coal Mine Opened

The Henderson Coal Co. is an organization formed by Jos. Henderson and G. A. Maehon, of this city, which has already done a good deal of development work without making much noise about it. They have leased land on government domain a few miles north of the Bullack place, and have opened a vein of coal 58 inches in thickness into which they are running a shaft at an angle of 40 degrees. They have been opening the mine from which they have already mined 15 tons of coal, and expect to mine 25 tons a day before long. They will also build a plank road to the mine across the McCurdy place. An electric power line will be run there to supplement the steam power which will also be used.

Blacksmiths here, who have tested the product of this mine, pronounce it good welding coal, and the state geologist says there are at least 5,000 tons accessible in the vein. The property is on the Southern Pacific lands recently returned to public domain and has been owned 20 years for a royalty of 20 cents per ton. As soon as the government agent comes to inspect the mine and give approval of the work being done the company will begin to market the coal.

Farmers Week Here

The Oregon Agricultural College is sending ten instructors for the Farmers and Homemakers Week to be held in connection with the 7th annual corn show in Coquille, Nov. 16th to 19th. The women will receive a special day and the men and women will learn how to get a full from the profitable layer. A demonstration will be shown in acrobatic birds. Poultry have turkeys as well as cows and man. Pictures will entertain while lecturing on the care, housing and feeding of the poultry flock. Those who care to stay in Coquille will be invited for the three days and reservations for rooms should be made to the Corn Show committee, Coquille. Reservations start at 9:30 a. m. and close at 3:30 p. m.

Work on Middle Pier

It is expected to begin pouring the concrete for the middle pier of the river here the last of this week. The pier, which the pier will rest, have been sunk, and the bottom of the pier will be sealed with concrete. The water is pumped out. The pier, which is to be circular, is 100 feet across, will have 100 feet walls and be in the form of a hollow cylinder.

Present expectation is to have construction finished in February.

Will Ship by Boat

E. E. Johnson intends to load the power schooner, Oakland, with lumber for shipment to San Francisco the first of the week. She carries 350,000 to 400,000 feet and will be loaded to capacity with California orders. The lumber will be scowed down to Prosper or Bandon and the vessel loaded there.

Mr. Johnson is shipping by water as an experiment to see what the difference in expense between rail and water will be, and may continue to use the Oakland for California shipments.

Carries Out More Spuds

The S. S. Bergen docked at the city wharf here at 1:30 yesterday afternoon, making the round trip to San Francisco and back in a few hours less than eleven days. She brought up a small shipment of freight from the city but laid at the dock here all the afternoon while 1500 sacks of potatoes, shipped by Campbell & Norton were being loaded. Last evening she dropped down to Riverton, where a cargo of coal was taken on and it was expected she would leave there this noon.

INSTITUTE PROGRAM

All of the schools of Coos County will be closed during the Institute, the first three days of the week commencing, October 24th, says Superintendent Mulkey. The attendance of all teachers is required. An interesting and instructive program has been arranged.

Supt. J. A. Churchill for the opening lecture Monday morning will give "Oregon Objectives in Education." For the afternoon lecture Mrs. Gagnon will give some of her experiences and impressions gleaned from her summer attendance at the Columbia University, New York. For Tuesday morning assembly Edwin T. Reed will lecture on the subject, "The National Trait." In the afternoon F. L. Stetson, from the University of Oregon, will give a lecture on "Let Us Speak English," and Mrs. Mary Fulkerson, President of the Oregon State Teachers Association, will talk on a subject to be selected by herself, and on Wednesday morning Elizabeth M. Hopper, Modern Health Crusade director, will give a lecture on teaching Health Habits.

Outside of the assembly lectures there will be four departments, namely, rural, primary, grades and high school. Miss Ida Mae Smith, of the Oregon Normal School, will have complete charge of the primary department.

The public is invited to attend any or all of these assembly lectures, which are to be held in the spacious auditorium of the new high school building in Coquille.

On Monday evening the teachers of Coquille are to give a program and reception to the visiting teachers. On Tuesday evening Edwin T. Reed will give a lecture on the topic, "The Margin of Life."

Want to Be Citizens

Christian Grohs, of North Bend, filed a petition in the Circuit court yesterday asking that he be granted naturalization papers. He is a native of Germany and has lived in the United States since 1884 and in Oregon since 1891.

Anton Lorz, of North Bend, also filed a petition for naturalization papers yesterday. He is a native of Germany, and has lived in the United States since May 5, 1893, coming to Oregon in 1915.

Both these petitions will come up for hearing at the October term of the Circuit court.

State President Here

President Elbert Bede, of the State Editorial Association, accompanied by Editor McDaniel, of the Coos Bay Harbor, were callers Wednesday morning. Mr. Bede is calling on the country newspapers to ascertain the sentiment in regard to the proposed Portland Fair in 1925, for which he is a booster. Editor McDaniel is accompanying him to put in the time while taking an enforced vacation due to a carbuncle that is making life miserable for him. Both of them have achieved the reputation of publishing A No. 1 newspapers.

Gouverneur Morris' remarkable story, "THE PENALTY" at the Liberty October 25 and 26. See the program on page three.

GET ABOUT HALF RULES FOR AUTOS

Laborers at Coquille Mill Receive the First Installment of Their Dues

Last night Ray Jeub, as representative of the Sheriff's office, turned over to Clarence Boyrie, who represents the men who have labor claims against the Coquille Mill and Lumber Co. here, a check for \$10,614, to be applied in payment of those claims. This amount Mr. Boyrie will check out to the attorneys representing clients who hold these claims in proportion to the amount they represent, and it is supposed the men will all receive about fifty per cent of what is due them before the end of the week.

Mr. Jeub says there is money enough in sight to pay all these labor claims in full and that it will not be a great while before the workmen will receive the whole of the wages due them. They have been waiting a long while, some of this money having been earned nearly a year ago, and all of them will be very glad to receive the amount now to be distributed, with the assurance that there is more to follow.

It is thought the lumber in hand at the mill will bring in not less than \$40,000 so that the Chaney attachment for \$25,000 which by stipulation was made subordinate to the labor liens, will take all that is now in sight. If the lumber market improves it is possible that Receiver Wernich may be able to get something, too, for the unsecured claimants.

Brumfield Found Guilty

Dr. Richard M. Brumfield was found guilty of murder in the first degree by the jury which tried him at Roseburg, at 11:50 Wednesday night. Mrs. Brumfield collapsed when the verdict was read but the doctor showed no emotion. He is to be sentenced Saturday, and only one sentence—that of death by hanging—is possible after such a verdict.

The iron nerve of Brumfield exhibited in the trial and after his conviction broke yesterday when his wife arrived at the jail with a clean shirt for him.

He could not speak to her. She told him: "Brace up. The thing is not through."

He broke into tears, and later told the sheriff it was more than he could stand.

Attorneys for Brumfield announced that application for a new trial, and an appeal and "everything possible" will be done in Brumfield's behalf.

Grand Jury Indicts Seven

The grand jury reported yesterday afternoon, finding seven true bills, as follows:

Wm. C. Nesbitt, for giving check without funds for payment.

Geo. A. Stevens, for lewd cohabitation.

R. A. Annin, larceny for embezzlement. Bond was fixed at \$2,000.

Harry Hanna, for non-support. Three blind indictments were also returned.

The following have been released, the grand jury finding not a true bill against them:

Dave Hutchison, charged with grand larceny.

Harry Miller, larceny by embezzlement.

Ray Brown and Peter Jordan, Powers and Lakeside respectively, for rape.

Eight Cars of Cattle Ready

Another trainload of fat cattle will be taken out from here tomorrow night, which will arrive in Portland in time for the opening of the market Monday. H. E. Hesse is shipping three carloads, Russ and Brantetter three cars, and L. J. Smith is taking two carloads, the stock belonging to eight or ten ranchers in the Coquille valley. Messrs. Hesse and Smith will make the trip to Portland with the stock.

Strike Not Probable

The indications now are that the railroad strike won't take place. When trainmen's wages were reduced July 1, we felt indignant that freight and passenger rates which had been raised to give the workmen higher wages were not also cut. If that is done now, as is foreshadowed, the threatened strike will without question be abandoned.

Council Enacts Stringent Regulations--Provides Heavy Fines

The city council adopted a new vehicle ordinance at the regular meeting last Monday evening, which it believes every driver of an auto, truck, team of horses or single buggy horse to familiarize himself with. The maximum fine for violations of this new ordinance is \$25 or ten days in jail.

The first section incorporates the State of Oregon's "Rules of the Road" in the ordinance.

The next forbids the cutting out of the muffler, which all cars are required to have, inside the city limits. A suitable signalling device is required on all cars and it is forbidden to sound such devices unnecessarily, a danger signal being the only use permitted.

Cars are forbidden to turn except at intersections and in turning to the right the car must be kept as near the curb as practicable. All turns to the left shall be around the intersections of the center lines of the streets.

When stopped a car shall be run to the right curb with the front wheel at or near the curb and the rear right wheel not more than five feet from the curb. It shall be unlawful to park within two feet of a line of fire hydrant or within ten feet of a fire hydrant.

It is forbidden to wash or repair a car on the streets of the business district, or to leave a car parked on the streets hereafter named for a longer period than five hours except on permission of the abutting property owners and the mayor of Coquille. The following streets are designated as being within the business district: Ferry street, from its entire length. Front street, from the depot to Elliott street.

First, from Willard to Elliott. Second, from Willard to Elliott. Third, from Moulton to Henry. Willard, from Second to the city docks.

Taylor, from Third to Front. Hall, from Third to Front. Elliott, from Third to Second. Henry, from Third to Second. City docks and wharves.

The marshal is instructed to notify the owners of cars found standing on the streets for a longer period than the time allowed, and if the owner cannot be found he is authorized to move the car to a garage, where storage fees must be paid by the owner before it can be removed.

The main object in passing the ordinance is to stop the use of the streets as garages, and to relieve the congestion at certain points where the traffic is heaviest.

Southern Pacific Prepared

Necessary steps to continue public service in any emergency will be taken by the Southern Pacific line, according to a telegram sent to the New York Herald from New Canaan, Conn. by Julius Kruttschnitt, chairman of the executive committee. The telegram follows:

"The three presidents of the Southern Pacific lines charged with their operation may be relied on to take all necessary steps to continue public service in any emergency that may arise. The labor leaders have raised a sharp issue whether a small minority of the mass of the American people shall govern our country and make its laws. Railroad officers understand the nature of their obligations to the public and the sooner all organized and unorganized employees also recognize the public nature of their service, the sooner we shall have industrial peace."

Big Power Plant

Construction of a power plant on the south fork of the Coquille river in Coos county, involving an expenditure of \$750,000, is proposed by Malcolm J. Anderson, of 791 Division street, Portland, who has filed an application with State Engineer Copper at Salem for the appropriation and storage of 18,700 acre-feet of water in the Anderson power reservoir. Plans for the development include the construction of a concrete dam 100 feet high and 400 feet long at the top, and the construction of a tunnel, pipe line, power plant and transmission lines for developing power for manufacturing and lighting purposes. The location of this plant must, of course, be in the Powers neighborhood.

Calling Cards, 100 for \$1.50.

Coke Refuses Injunction

In the Circuit Court here Monday Judge Coke denied the application of the Oregon Co-operative Dairymen's League for a temporary injunction to restrain its members from selling milk to outside parties. He stated that the main case between the League and those members who are alleged to have violated their contracts with that organization would be heard as soon as he got through with the jury cases for the October term and he thought it best to settle the whole case at once rather than decide it piecemeal. It is expected the case will be heard early in November.

What a Vote!

The school meeting at the new high school building last Saturday evening was very slimly attended, only eight men being present and one of them was not qualified to vote. The proposition to increase the amount to be raised by taxation by more than 6 per cent over that levied last year carried by a four to three vote, while the question of approving the budget carried four to two.

WILL NOT BE DIVULGED

Reports of progress were made by the various committees at the Corn Show meeting held at the city hall Wednesday evening. E. D. Webb reported the collection of \$300 by the finance committee and that \$100 or more was yet to be collected. This, with the \$350 donated by the Commercial Club will provide a great amount than has heretofore been spent on this annual event, except last year when \$200 was used for a tent and in the efforts to keep the rain out of it.

The sports committee have not prepared a full program yet, nor will they make it all public before the show, but one thing which will attract considerable attention is a football game between Marshfield and Coquille Independents. There will be several new and interesting stunts and contests pulled off.

The plan for the play, to be given by local talent, is to give it on Thursday, Nov. 17, for the benefit of the town people, and for which an admission will be charged. On Friday evening the out of town guests are to be taken care of first and admission will be free.

The exhibits of corn, potatoes, apples, carrots, beets, poultry, etc., will be made in the new Graham garage.

The corn husking contests, husking bee and barn dance will be held in Goulds' Hall Saturday night.

There are many other entertainment features which are being developed and which will cram the two days of the Corn Show proper.

The Farmers and Homemakers Week will merge into the Corn Show on Friday, Nov. 18, it starting on Wednesday, the 16th.

The premium list for poultry, corn and vegetables will be published later. The prizes amount to nearly \$200.

To Beautify Highway

The Coquille Woman's Club is considering a project for beautifying the highway between Coquille and Marshfield and is asking the assistance of civic organization here and at the Bay in carrying out the idea. They contemplate painting native shrubs, such as rhododendron, azaleas, sweetbrier and vine maple wherever possible, with ivy for the sides of the steep cuts. Realizing the desirability of making this highway as beautiful as possible the Commercial Club voted to cooperate with the ladies' organization in any way possible.

Successful Auction

The Brantetter auction in the store room adjoining Lorenz' store was well attended, a good many people coming in from the country, and most of the household goods which were offered sold for a satisfactory price. The writer, at least, knows that for the combined price of the two articles he secured was exactly the same as they had been offered for at private sale before the auction.

A scow containing 110 yards of gravel for the bridge work here sank about 11 o'clock Wednesday morning, smashing a row boat at the same time. It was expected she could be raised and caulked when the tide went down, saving the entire cargo.

ON PUGET SOUND

Sentinel Editor Takes His Third Cruise Over Northern Waters--San Juan Islands

This travel letter is to be devoted to the beginning of our transcontinental trip across Canada. From Detroit to Niagara Falls we had frequently ridden through a stretch of Canada before; but that was only as far as through Ohio on the opposite side of Lake Erie, which was much like another Michigan, so far as the countryside was concerned. This time, though, we determined to go the whole hog, and bought our tickets via Vancouver and Montreal—from tidewater to tidewater. The schedule for this trip on the Trans-Canada Limited was 92 hours, four hours less than four days. The corresponding trip on the American roads on which we returned would have taken four full 24-hour days; over the Pennsylvania to Chicago, the Burlington to Omaha and the Union Pacific to Portland. Probably the Canadian road makes no better time than these American roads but it is quite a bit nearer the pole and the degrees of longitude are shortening.

The first lap of our journey, from Seattle to Vancouver, was by the C. P. Steamer and we anticipated this water trip with a great deal of pleasure. Nor were we disappointed. This was our third Puget Sound trip. On the first one, fourteen years ago, we fell in love with western Washington and determined to make our home on the shores of the Sound and get a motor boat as soon as possible. That trip we made in early October, going up to Bellingham by rail and visiting all the Sound cities, but returning by the water route. The first day we went over to East Sound on Orcas Island and were so infatuated with what we saw there that my friend Crans and I came very near buying the first orchard ranches we found on the island and making our homes on the shore of that long inlet which gives Orcas the shape of a pair of saddle bags.

We called it "Dorcas" all the while because we met there the widow who wanted to sell the ranch where we found such luscious fruit, and partook of her hospitality in the shape of some home made wine. My friend insisted that I was high in the graces of the old lady with the rich Irish brogue and was succumbing to her charms; but he was evidently drawing on his imagination.

At five o'clock the next morning the steamer from Bellingham for Seattle called for us in the gray dawn, as we were shivering in our overcoats—we kept them on all day as we glided through the Sound in sight of Mount Baker and the snow-clad summits of the Olympics, for the autumn fog lifted early and the gorgeous panorama of mountain, forest and seagirt islands, some of whose hills reached an elevation of 2400 feet, was quickly unveiled before us.

It took half a year's travel stories in our Kansas paper to record the impression made on us by the scenes and events of that three weeks' trip; and we have them preserved in a scrap book volume, but we have no intention of retelling them again now. If we could feel again the thrill of that day's ride, it might be well worth the retelling, but the mill never grinds with the water that is past, and never on the shores of time can we expect to enjoy another such day of travel. We spent the morning in calling at ports all through the archipelago, known as San Juan county, saw the narrow inlet known as "Pole Pass," the block house in which Capt. Pickett's soldiers were quartered back in the fifties when the ownership of the islands was in dispute between Great Britain and the United States, Roche Harbor with its lime kilns; and made the wide sweep from Friday Harbor, the county seat on the north side of San Juan Island to Argyle on the east side where travelling men were accustomed to beat the steamer by taking the shorter wagon road across.

Here we must insert what should be a couple of foot notes. The dispute between England and the United States in the last century over the San Juan islands did not lead to war, as many feared it would. These countries, which have been at peace for a hundred years and do not maintain a fort, a warship or armed guard for

(Continued on ninth page)