

# Tool

(Continued from page 10)

owner of the ranch where he had worked in California. The rancher had purchased land southwest of Coquille, known as Russ Estates. He worked that position for ten years before returning to carpentry.

Peterson met and married his wife, the former Helen Laird, and inherited many of her father's woodworking tools. Family trips always netted a few more tools for the collection. Peterson's son also added to his father's collection when he came upon a toll he thought his father would like.

According to Stone, Peterson was an excellent carpenter.

"He built my kitchen cabinets when three other professional cabinet makers refused to build them the way I wanted," Stone wrote of Peterson.

Stone wanted the multiple flush doors and drawer fronts made from a single piece of wood so the grain patterns would be intact when the drawers were closed.

"Lee didn't hesitate taking the job, but he did mention if he ruined one drawer front on a stack of five

drawer fronts, one above the other, he would ruin them all," Stone wrote. "That's right, I said. So you had better not ruin a drawer front. He didn't and with perfectly mitered corners I had cabinets that rivaled the finest furniture."

According to Strain, the tool collection is popular.

"I'm just amazed at the people that have come in and then bring things," she said.

## Plane dollars



One of two plow planes from the Lee Peterson tool collection. In 1989, the City of Coquille and the Port of Bandon purchased the collection for \$7,500. That same year this plane was valued at \$8,000.

PHOTO-Robert Jump

# Highway

(Continued from page 6)

"A rowboat was all I ever had and it was way back in high school," he said. "They use to saw their logs off, and they called them lily pads, and they would float them. They were corralled in the river. My cousin and I, we'd get our winter wood. I had a 14-foot rowboat and it was a dandy. I mean it really was nice. It just rode nice. It was made out of redwood and my dad built it."

Without outboard motors and the like, the tide had to be right, according to Stone.

"The idea would be to go down with it," Stone said. "We'd have to go back with it because we'd tie about six of those lily pads on the back of the boat, then both of us would row one, on each oar. I remember one time we got right down to this turn where that square corner is and there was a boat with a raft of logs. We got cornered in there and he shoved us

"They used to saw their logs off, and they called them lily pads, and they would float them."

clear up into the alders. They seen us. Art said they didn't have to do that, they did that to us on purpose. All they would have to do is cut the power and the logs would have went on the outside of us. Its little things like that that you learn."

According to Stone, the river's role as a highway ended shortly after 1926, when Coos County roads were paved and it became more cost effective for freight to move by motor vehicle.

Those interested can read more of Boyd Stone's tales of the Coquille River in his book "Living in the Past Lane", which is available at the Coquille Valley Museum.

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