

The Coquille Valley Sentinel

Oregon Historical Society Auditorium

AND THE COQUILLE HERALD

VOL. XIV. NO. 19.

COQUILLE, COOS COUNTY, OREGON, FRIDAY, MARCH 21, 1919

\$1.50 THE YEAR.

HINGESON BRIDGE

Many Things Depend on Quick Building of River Structure Here

It is one of the things to remember in connection with the Coquille river bridge that it may have a good deal to do with the route of the Roosevelt coast highway—if the latter runs the gauntlet of next June's referendum in the state and secures the approval of the national congress. For it is agreed that when that highway comes to be built it will follow the route of existing highways in Coos county. On the north line of the county at Ten Mile it will find a way prepared in the coast highway north, which it will follow down to Coos Bay. That the Bay must be crossed by a ferry during the lifetime of the present generation at least appears unquestionable. A bridge there, even if thrown considerably farther south than the present railroad bridge would cost in the neighborhood of a million dollars; and although it will probably be built before the close of the century it is nothing more than a pipe-dream now.

From Marshfield to Beaver Hill Junction the highway the state is about to pave will be the route, and if the Coquille river bridge here and the Coquille highway are completed before the building of the Roosevelt Highway begins, that will be the line that will be used during the construction of the big Roosevelt project. Eventually, of course, it is to be expected that the cut off will be constructed across from Beaver Hill Junction down the west side of Iowa Slough to the river at Lampa and another bridge will be built. But with a bridge and a completed road by way of Coquille that cut off may well be the last part of the line to be constructed.

Then when the charming view from the high road along the hillsides between Coquille and the John Yokum place becomes better known, many people—indeed all who are not pressed for time—will make the detour by Coquille to enjoy a view of the valley where it affords the finest scenery.

We are supposing, of course, that the city will buy the Lamb grove and arrange an attractive park for cars there to add to the inducements to come this way. Nor need the motive for such action be entirely altruistic. To have the north and south currents of travel up and down the coast flow through Coquille is going to mean much to us, for that stream will be a golden one.

So we say that if the Roosevelt highway is to become something more than a name the Coquille bridge will be a factor that will count much during and after its construction. And a first rate river crossing here may postpone for years the building of a very expensive bridge at Lampa.

In case the Roosevelt Highway project falls through, there is all the more reason why we should all boost for a river bridge here. With the completion of a state paved road from near Roseburg out through Camas Valley and down the Middle Fork of the Coquille we shall soon have a first class highway up the California coast turning inland at Bandon. This route is below snow line and the only auto road to California that is not blocked in the winter. Its scenic beauties, too, are of no mean order, and it will prove a strong competitor with the Siskiyou pass, even during the summer months when that is not blocked by snow.

The route will be so much cooler in summer as well as warmer in winter that it is more than probable that a moiety of the tourist travel to and from California will go through Coquille. And no one can tell how much the building of a bridge here to replace the ferry, with its possibilities of accidents, will deflect travel in this direction.

The tourist business has made Los Angeles and San Diego and in fact all Southern California what they are, and there is no reason why this section of the Oregon coast should not prove just as great an attraction in the summer season as anything to be found in our sister state to the south. So we all want to realize that every year and every month the building of our river bridge is delayed means loss to us.

The local aspect of this structure must not be forgotten, either. There is a large arable area on the opposite side of the river capable of producing twenty times what it does now and of sustaining ten times as dense a population as at present. Nothing could

stimulate the development of that section like the building of the Coquille bridge, and for that alone it would be worth to the county and the city all it will cost.

Indeed, as we see it now, every move that can be made for the progress and improvement of southern Coos county hinges on the building of that Coquille bridge. Without it nothing else will be of much avail. With it every undertaking will be stimulated and its results multiplied. Boost for the bridge Think bridge and talk bridge and remember that, as Victor Hugo said, "There is nothing like dream to create the future."

Menu For Banquet

- Oyster Cocktail
- Olives
- Oyster Soup
- Steel Head Salmon
- Tartar Sauce
- Roast Turkey
- Cranberry Sauce
- Mashed Potatoes
- Peas
- Asparagus
- Coos & Curry Cheese
- Pumpkin Pie
- Nuts
- Cake
- Ice Cream
- Cheese
- Crackers
- Cafe au Lait
- Cigars

DOINGS OF THE COUNTY COURT

Among items of the March session of the County Court that have not been previously published are the following:

Wm. Henry Clark was allowed \$125 for a surgical operation, and \$25 per month in addition.

Elbert F. Culbertson, who has been suffering for four years from varicela, was allowed the amount required for hospital expenses for an operation, which Dr. R. V. Leep estimates will amount to \$80.

The special road tax voted by District No. 1 in 1917, having been declared illegal and its collection enjoined by the Circuit Court, Matt Neime was allowed a refund of the amount he had paid for this tax, and the court made an order for a refund of all the special tax of 1917 in that district covered by the Circuit Court's decision.

The petition of the residents of Powers for the construction of a bridge was approved and a resolution of approval authorized.

The petition of John Fabry and others for a gravel road in District No. 24 was allowed to the extent of the funds available for that purpose. The road in question lies between the southern approach of the Myrtle Point bridge and Catching creek—one of the oldest roads in the county.

The petition of E. P. McAdams and others for the gravelling of the road from Geo. McAdams home to the road that intersects the Catching creek road to the B. Bartlett place was allowed.

A Very Enjoyable Dance

The Masquerade dance given by the Honor Guard girls last Saturday night was a very pleasant and successful affair. Everyone present certainly had a good time and the many unique and beautiful costumes, including fairies, Indian maids, clowns, hayseeds, Red Cross nurses, Scotch lassies and a monkey, deserve that special mention which we are unfortunately unable to give. Miss Geneva Robison, who appeared as a colonial dame, won the prize of a baby bond for the prettiest and best sustained costume. Mr. Donaldson also received a bond for the funniest costume—a plantation darkey stunt. The total net receipts amounted to \$52.90.

Income Tax Men to be Here

The Sentinel is in receipt of a letter from Milton A. Miller, of Portland, collector of internal revenues, informing us that he is again authorized to station his deputies at various points throughout the state to assist those who failed to complete income tax returns within the required time, and to render any other service that may be necessary or desired. Any adjustments of income taxes should be made now, as an extensive "drive" for delinquents will soon be undertaken. Income Tax Officers Williams and Hewitt will be at Coquille, from and including April 7 to and including April 9, 1919.

TO HAVE BANQUET

Commercial Club Also Furnishes Members for State Chamber of Commerce

The Commercial Club will have a banquet. It will be held at 7 p. m. next Wednesday, March 26, and turkey will be served as a part of the menu," announced Pres. Cary at the weekly meeting of the club Wednesday evening. Back of that statement of the chairman of the banquet committee, are half a dozen meetings of the committee which lasted till midnight and have required more work and thought than club committees are usually called upon to perform.

Not the least of their troubles was the attempt to arrive at some decision which would permit the inviting of all farmers and dairymen in this section who might care to attend such an affair, but after a thorough canvassing of the limitations imposed by lack of hall accommodations, it was decided that the number of club members who should be permitted to invite a guest was limited to about forty and those 40 fortunate ones should be chosen by lot from the club membership.

This drawing took place Wednesday evening, and when the names of two of the three takers doing the drawing had been pulled from the hat, thereby excluding them from the list of those who might invite a guest, A. J. Sherwood moved that a new election board be appointed.

The selection of those who may be invited was also decided by lot by the committee after the adjournment of the meeting. It was felt that this was the only fair way to handle the question when there were so many scores of farmers whom the club would like to have attend, and those who do not receive an invitation will know that the fates decided the matter.

The only other business to come up was the consideration of conditions at the ferry. L. F. Branstetter was called upon for a statement of the inconveniences he had been subjected to when he desired to cross the river. He said he didn't want to kick all the time, but that he often had to wait, sometimes for an hour, before he could cross and quite often had to operate the ferry himself in order to reach his destination.

C. I. Kime said that the bulk of the old Favorite was a nuisance where it now rests near the south ferry slip, obstructing the view, and causing the sand to be deposited on the slip. In answer to this A. N. Gould stated that Ed Ellingson intended to remove the boat as soon as possible.

Judge Watson said that the county court had ordered an investigation of conditions at the ferry and it was the court's intention to remedy the troubles there so as to give as little inconvenience to the public as possible.

The principal event of the session was the address of Mr. D. E. Yoran, of Eugene, who spoke for an hour on the aims and purposes of the newly organized Oregon State Chamber of Commerce. Co-operation is the keynote of this state body's program. Co-operation in support of the good roads bills passed by the legislature, including the \$2,500,000 for the Roosevelt Highway to be matched with a like amount by the federal government. Cooperation in advertising the state's scenic attractions. Co-operation in developing the natural resources of every section of Oregon. Co-operation in working to secure transportation facilities which will permit the placing of the state's products on the market.

"It is often thrown at me that this Chamber is a Portland concern," said Mr. Yoran, "but it is not. The directorate is so arranged that no section of the state can secure control, let alone a single town or city. This city can't grow unless the surrounding country grows with it. No more can Portland advance without the support and co-operation of the whole state."

And then he went on to expand his subject telling what the State Chamber is attempting to do to advance the interests of the state of Oregon. It will work for an abolishment of the Panama canal tolls by which the Pacific coast is hampered to the benefit of the eastern coast, especially in the matter of lumber. It will work to have the \$9,000,000 sent out of the state for reclamation work in other states, returned to this state. It will

(Continued on third page.)

THE JERSEY SALE

Over \$5,000 of Pure Breds Bid Off Here Saturday—Cow Brings \$500

The sale of purebred registered Jersey cattle at the Rogers barn here last Saturday was well attended and remarkably successful, the total receipts being over \$5,000.

Here is a list of the stock sold with the names of the purchasers and the prices paid:

- Elmo's Rose, C. D. Jarman, Bullards, \$145.
- Clover Blossom's Buttercup, Jas. T. Jenkins, Parkersburg, \$125.
- Virginia May, S. S. Reed, Myrtle Point, \$288.
- Nellie's Maid, J. D. Carl, Arago, \$85.
- Noble Aster's Belle, L. Detlefsen, Coquille, \$140.
- Barbara's Evelyn, C. D. Jarman, \$500.
- Barbara's Lad (Bull Calf), J. Y. Jenkins, \$160.
- Clover Blossom's Princess, J. T. Jenkins, \$450.
- Clover Blossom's Princess' bull calf, Shull & Willard, Coquille, \$130.
- Noble's Lady Astor, E. N. Shull, Coquille, \$200.
- Ingleside's Peg o' My Heart, Clinton & Rackleff, Norway, \$415.
- Clover Blossom's Cream, Jas. T. Jenkins, \$320.
- Peg o' My Heart's heifer calf, Geo. F. Robinson, Coquille, \$130.
- Laddie, Pride of Coquille, C. D. Jarman, \$325.
- Elmo's Fairy, I. S. Nordstrom, Bandon, \$250.
- Onetta's Percy of S. E., E. N. Shull, \$200.
- Clover Blossom's Lilly, C. D. Jarman, \$125.
- Elmo's Margaret's bull calf, E. E. Hampton, Fishtrap, \$30.
- Fontaine's Flower Boy, R. M. Bunn, Norway, \$155.
- Noble Lady Aster's bull calf, E. M. Beckham, of Fishtrap, \$35.
- Elmo's Rose's bull calf, Geo. Mass, Silverton, \$25.

Besides the above which are all pedigree and registered Jerseys a number of Grade Jerseys were sold, the highest price paid being \$105 for the county farm. Another at \$90 and one at \$85 were also bought for the same farm.

Majority Favor Improvement

Concerning the proposed improvement of First street, O. C. Sanford told the council Monday evening that the property owners in the block west of Taylor owed it to C. A. Machon for his progressiveness in erecting two fire-proof buildings to see that the street was improved, if for no other reason they favored it. His improvements on that corner of the block had enhanced the value of all property in the vicinity. Mr. Sanford also named over those property owners who favored improving First street, as well as those who would not oppose it, and the list included a good big majority of the property on the street. As a business proposition he thought the city could afford to delay no longer in paving these two blocks with a permanent improvement.

Soils Schools Next Week

Prof. C. V. Rusek, of O. A. C., is to be in this county next week to conduct schools that will furnish information about soils, drainage and fertilizers, he being one of the college's soil experts.

The school here will be held at the city hall on Wednesday and Thursday of next week, beginning at 10:30 a. m. It is hoped that every one interested in these subjects will plan to be present.

Basket Ball Tonight

The high school basket ball team was handed a good trouncing at Bandon last Saturday night where they were beaten 33 to 9. Several of their best players were absent in that game, but tonight they will have their stars in the game when they meet Marshfield high on the Anderson Hall floor. John Stanley, last year's captain and star, has entered school again and will take part in this game.

Tax receipts at the Sheriff's office were over \$7,000 yesterday. For the next two weeks they are bound to come in fast. On payments not made by April 5 there will be an interest charge of one per cent each month.

Circuit Court This Week

In the Circuit Court here the first of the week an interesting rent case was tried—that of W. Panter vs. Geo. Maas, of Riverton. The ranch, which Maas is cultivating, is owned by Captain Panter, and he is paying \$750 for it, there is no trouble about that; but there is another clause providing that during the five years the contract covers, the lessee shall clear 15 acres of ground. There is a forfeiture clause in case of non-payment of rent, but none that applies to the other condition, nor is it stated when the clearing shall be done or how much shall be cleared each year. The contract has been running three years and Panter thinking the clearing was not proceeding fast enough brought suit to cancel the contract. Judge Coke promptly decided that as there was no forfeiture clause in the lease there could be no forfeiture on account of dilatoriness in slaughtering the brushwood. Hon. C. R. Barrow appeared as attorney for Panter and C. F. McKnight, of Marshfield, represented Maas.

The Money Coming Soon

Deputy Sheriff Gage had a telephone talk with ex-Gov. Oswald West this morning. The tax compilations of the Southern Oregon lands are already to ship tomorrow morning, the total amount to be paid Coos county on this account being \$491,801.17. Gov. West says he hopes to get quick action on this matter and secure an early payment by the U. S. treasury.

YOUNG MAN STRICKEN

Mason Wilcox was born at Ft. Stevens, near Astoria, Sept. 25, 1892, and died March 16, 1919, at the Portland Sanatorium from acute pneumonia following an operation.

When a very small boy he moved with his parents to the Empire Life Saving station, where his father served as Captain, retiring to the farm at McKinley when Mason was about four years old. He attended the McKinley school until he had finished the grades, afterwards taking a course at the Gravel Ford academy and following this with a short course at Corvallis.

Jan. 12, 1918, he was married to Miss Wanda Harry, of Brewster Valley, whom he leaves with his mother two sisters and a brother to mourn his loss.

He was active in the affairs of the neighborhood. Honest and upright in business, obliging and generous with his neighbors, always ready to help others and forgetful of his own troubles, it was these traits that made him a wide circle of friends who will join with the family in their grief.

Interment was made at the Dora cemetery Thursday, March 20, 1919, at 12 o'clock.

Lower Fares From Coos

While the flat increase to three cents a mile just made by the railroad administration at Washington which raises the rate between Portland and San Francisco from \$20 to \$23.51, goes the statement that where the rate is now in excess of three cents a mile it will be reduced to that figure. This is of interest to people in Coos county who have always heretofore been paying at the rate of four cents a mile.

High Mark for Jerseys

High water mark for thoroughbred Jerseys seems to have been reached at the sale here last Saturday when Barbara's Evelyn was knocked down to C. D. Jarman, of Bullards, for \$500. Our old friend, J. F. Jenkins, is some plunger too, when it comes to thoroughbred Jerseys, paying \$450 for one cow and buying three head besides at a total cost of \$955. Mr. Jarman's total purchases were four head amounting to \$1095.

To Ship 48,000 Ties

F. P. Pyle, lumber inspector for the Southern Pacific, has just arrived to superintend the shipping of the 48,000 ties furnished by Edgar Hannan on the order of the railroad company. They are to be loaded at Cedar Point, and sent to the Latham treating plant for the application of preservatives.

Besides clothing of all kinds, the following articles are wanted in the near Red Cross drive: piece goods, ticking, sheeting, blankets and woolens, canton flannels and shoes of every size but, do not send in flimsy material, we want strong durable stuff.

DOING BUSINESS

The City Council Starts the Ball Rolling for Needed Street Work in Coquille

The city council made two moves at the regular meeting Monday evening towards putting Coquille on the good roads' map of this section of Coos county. One was in regard to the Taylor street improvement by which the road from Marshfield will be brought in without the use of the time-worn T bridge. The other was for the improvement of Hall street from the city hall to Front, and First street from Willard to Hall streets. City Engineer Gould had submitted an approximate estimate of \$8,152.65 for making the fill on Taylor street with a connection on Fourth street between the Spurgeon Hill bridge and the proposed fill. The basis of his figures was 35c a yard for moving the dirt and he estimated there were 15,939 cubic yards to fill on Taylor and 5,926 yards on Fourth. In addition he included \$500 for a culvert and stockway. But these figures were arrived at from running a single line of levels down the center of the street. In order to arrive at a more definite figure as to the probable cost, the engineer was instructed to prepare plans and specifications showing cross sections and submit them for the council's consideration at their next meeting. With this knowledge the council will be in a position to declare their intention to improve Taylor street from the Sentinel corner to the north side of the gulch. Their next step will be to send a committee to the county court asking that the county bear a portion of the expense. As one commissioner has expressed himself in favor of the county paying one-third the cost of the work, there is a good prospect that it will be done. With the property benefitted standing one-third and the general fund of the city another third, it does not appear likely that any interest or property owner will oppose the improvement.

The other gateway of the city—the road leading to Myrtle Point—will also be put in first class condition if the council's plans go through. If their plans are blocked they will have but one alternative, and Mayor Johnson told what that was when he said, "If the property owners don't want Hall street improved from Front to First streets there is only one thing for the council to do—build a fence around the present bridge and close it up."

The council indulged in a lengthy discussion as to what course to pursue in starting this improvement, and Mr. Lamb said he was not in favor of forcing the improvement on anybody and he would feel better if the property owners would petition for it.

But it is well known that many men who will not sign a petition would likewise refuse to sign a remonstrance and where an improvement is so vitally needed as it is here there can be little opposition to it.

At the same time the bridge is built it is the plan to pave Hall street from the city hall to First, 40 feet wide, with concrete base and bituminous covering, the same as Front street is paved. Then First street from Hall to Willard—from the Coquille Hospital to the Machon Theatre—will be done at the same time, with the same kind of a pavement for the full width of the street. Concrete sidewalks are of course included where there are none now.

These four blocks will not all be put in one improvement, although the block with the bridge may go in a project by itself and the other three blocks be done as one project. The city engineer was instructed to revise the existing plans and specifications for these four blocks, including a sewer on First street. The instructions to the engineer contemplate a 20 foot bridge at Hall and Front, instead of the full width of the street structure formerly planned.

A special meeting to consider the plans and specifications may be called next week or they may wait for the regular meeting April 7, but the council felt that a delay of a week or two to give the property owners affected a chance to think the matter over was better than to declare their intention to improve without any preliminary notice.

Nwman Moon, who laid the pavement around the court house, said that at a rough guess it would cost 25 to 30 per cent more to put in that paving now than it did when it was laid.