

THE COQUILLE HERALD

VOL. 34, NO. 23

COQUILLE, COOS COUNTY, OREGON, TUESDAY, FEBRUARY 29, 1916.

PER YEAR \$1.50

CITY DIRECTORY

Fraternal and Benevolent Order

A. F. & A. M.—Regular meeting of A. F. & A. M., meets first and third Monday night in Masonic Hall, every Saturday night in each month on or before the full moon. L. A. LILLQUIST, W. M. R. H. MAST, Secretary.

O. E. S.—Regular meeting of Baulah Chapter No. 6, second and fourth Friday evenings of each month, in Masonic Hall.

EMMA LILLQUIST, W. M.
ANNA LAWRENCE, Sec.

I. O. O. F.—Coquille Lodge No. 53, I. O. O. F., meets every Saturday night in Odd Fellows Hall.

H. B. MOORE, N. G.
J. S. LAWRENCE, Sec.

MAMIE REBEKAH LODGE, No. 20
I. O. O. F., meets every second and fourth Wednesday nights in Odd Fellows Hall.

PAULINE CUSTER, N. G.
ANNE LAWRENCE, Sec.

COQUILLE ENCAMPMENT, No. 25
I. O. O. F., meets the first and third Thursday nights in Odd Fellows Hall.

J. S. LAWRENCE, N. G.
J. S. LAWRENCE, Sec.

KNIGHTS OF PYTHIAS—Lycurgus Lodge No. 72, meets Tuesday nights in W. O. W. Hall.

R. R. WATSON, K. R. S.
O. A. MINTON, C. C.

PYTHIAN SISTERS—Justus Temple No. 55, meets first and third Monday nights in W. O. W. Hall.

MRS. GEORGE DAVIS, M. E. C.
MRS. FRED LINDEGAR, K. of R.

RED MEN—Coquille Tribe No. 46, I. O. O. R. M., meets every Friday night in W. O. W. Hall.

J. S. BARTON, Sachem.
A. P. MILLER, C. of R.

M. W. A.—Regular meetings of Beaver Camp No. 10,550 in M. W. A. Hall, Front street, first and third Saturdays in each month.

H. B. TOZIER, Consul.
F. C. TRUB, Clerk.

R. N. A.—Regular meeting of Laurel and No. 2972 at M. W. A. Hall, Front street, second and fourth Tuesday nights in each month.

MARY KERN, Oracle.
LAURA BRADSON, Rec.

W. O. W.—Myrtle Camp No. 197, meets every Wednesday at 7:30 p. m. at W. O. W. Hall.

LEO CURRIE, C. C.
JOHN LESKVE, Sec.

EVENING TIDE CIRCLE No. 214, meets second and fourth Monday nights in W. O. W. Hall.

ANNE BURKHOLDER, G. N.
MARY A. PIERCE, Clerk.

FARMERS UNION—Regular meetings second and fourth Saturdays in each month in W. O. W. Hall.

FRANK BURKHOLDER, Pres.
O. A. MINTON, Sec.

F. R. A. T. A. I. D. No. 398, meets the second and fourth Thursdays each month at W. O. W. Hall.

MRS. CHAR. EYLAND, Pres.
MRS. LORA HARRINGTON, Sec.

Educational Organizations and Clubs

WOMAN'S Study Club—Meets 2:30 p. m. at city library every second and fourth Monday.

HARVEY A. LONGSTON, Pres.
FRANCES E. LEPSON, Sec.

COQUILLE EDUCATIONAL LEAGUE—Meets monthly at the High School Building during the school year for the purpose of discussing educational topics.

BIBBIE SKEELS, Pres.
EDNA HARLOCKER, Sec.

K. O. KEEL CLUB—A business men's social organization. Hall in Laird's building, Second street.

L. J. CARV, Pres.
W. C. ENDICOTT, Sec.

COMMERCIAL CLUB—Leo J. Carv, President; L. H. HAZARD, Secretary.

Transportation Facilities

RAILS—Leave, south bound 8:10 a. m. and 2:40 p. m. North bound 9:20 a. m. and 4:20 p. m.

BOATS—Six boats plying on the Coquille river afford ample accommodation for carrying freight and passengers to Bandon and way points. Boste leave at 7:30, 8:30, 9:20 and 9:20 a. m. and at 1:00, 3:30 and 4:45 p. m.

STAGE—J. L. Laird, proprietor. Departs 5:30 p. m. for Roseburg via Myrtle Point, carrying the United States mail and passengers.

POSTOFFICE—A. F. Linegar, postmaster. The mails close as follows: Myrtle Point 7:40 a. m., 5:20, 2:35 p. m.; Marshfield 9:06 a. m. and 4:15 p. m.; Bandon, way points, 8:45 a. m., Norway and Arago, 12:55 p. m.; Eastern mail 5:20 p. m. Eastern mail arrives 7:30 a. m.

City and County Officers

Mayor—A. T. Morrison

Recorder—J. S. Lawrence

Treasurer—P. M. Hall-Lewis

Engineer—R. H. Mast

Marshal—A. P. Miller

Night Marshal—Oscar Wickham

Water Superintendent—S. V. Epperson

Fire Chief—W. C. Chase

Councilmen—Jesse Beets, C. T. Skeels, C. I. Kime, Ned C. Kelley, W. H. Lyons, O. C. Sanford. Regular meetings first and third Mondays each month.

Justice of the Peace—J. J. Stanley

Constable—H. W. Dunham

County Judge—James Watson

Commissioners—W. T. Dement, Geo. J. Armstrong

Clerk—Robt. Watson

Sheriff—Alfred Johnson, Jr.

Treasurer—T. M. Dimmick

Assessor—T. J. Braker

School Supt.—Raymond E. Braker

Surveyor—C. F. McCulloch

Coroner—F. E. Wilson

Health Officer—Dr. Walter Culin

Societies will get the very best

PRINTING

at the office of Coquille Herald

THE FORD PEACE EXPEDITION

Notes Written for the Herald by Member of Party

(By J. E. Jones)

Stockholm, Sweden.

We were scheduled to leave Christiania for Stockholm at nine o'clock in the morning on a special train. As usual the management of the interests of Mr. Ford arranged for the best train to be had in all Scandinavia. Our baggage was piled in the center of the waiting room of the station and it was nearly two hours before it was put aboard. After a long wait our special train finally got under way shortly after eleven o'clock. We were soon to find that a "special train" must give precedence in every case to trains on the regular schedule, and therefore the trip which should have been finished in about twelve hours dragged along all night, and it was half past seven in the morning before we reached Stockholm.

Our train consisted of parlor cars and along one side of each of the cars was a narrow aisle, from which entrance was effected into the compartments. Into one of these compartments, which could comfortably house about six people, if they sat up straight, eight persons were obliged to crowd themselves. My recollection of our compartment is that it was handsomely upholstered and that our train had been eight hours on the road before the two rear cars were heated. It was a bitter cold day, and though we all wanted to tell somebody in the official railroad world about our difficulties, there were no trainmen to be found, and therefore there was nothing to do except to make the best of the bad conditions. These "palatial" parlor cars are usually lighted by kerosene lamps and before we arrived at our destination a great many lights had burned out. There were no blankets or other coverings in the cars and the only way to keep warm was to wrap up in such clothing as we brought with us. One of the dangerous feats we were all obliged to accomplish in going for our meals in the dining car was the passage from one car to another over an open platform that was as unsafe as the passage between the old cars, before the days of vestibules, in the United States twenty-five years ago.

After nightfall one of our party was reported missing and everyone was sure he had fallen off the train. Fortunately the fear was unfounded. The railroad cars are much lighter and shorter than those in the United States, although they are quite well built. One could not help but notice that the roadbed was defective, and one reason was traceable to the light rails, such as are no longer used except on narrow gauge lines and private tracks, and the like, in the United States. It took the dining car officials four hours to serve the 150 members of our party with meals. As this performance of satisfying the inner man was gone through with twice, some of our people did not get their evening meal until after ten o'clock at night. The food was ordinarily good; but what was the surprise of our managers when they were presented with a bill for \$1,000 for two meals. Think of it—over \$3 a meal. The bill was finally "cut."

My only object in describing this railroad is to convey the impression meagre though it may be, of the lamentable defects in management, since the line is owned and operated by the Norwegian and Swedish governments. My observation of government railway management as illustrated on this trip is not at all favorable, and in this viewpoint the 150 members of our expedition will entirely agree.

In the United States Washington is frequently referred to as "the parlor of the Nation," because it is our country's most beautiful city. Stockholm might also be referred to as the parlor of Scandinavia unless its more common title "the Venice of the North" might be considered more complimentary. Here the

Baltic is seen for the first time, and there are bays and inlets that stretch into the very heart of the city; and watercraft, great arched bridges, royal buildings, and public and private institutions, as well as magnificent homes, greet the eye. From the point where I sit writing this letter I look out over one of these branches of the Baltic, and reflect that Russia and the war are only 200 miles away. Less than five hundred yards away is the King's Palace, and almost adjoining it is the Reichstag. The sweep of vision of perhaps a quarter of a mile takes in the old church where the kings and queens of Sweden are buried, the Royal Opera House, and the National Museum of Arts. Surrounding us are great and wonderful streets, along which modern architecture has set an example that has many advantages over the finest illustrations of building in the United States.

We came to Stockholm during the Christmas celebration, for Scandinavia is a great land of Christmas cheer. One hundred citizens, led by the Mayor, formed a reception committee and waited until past midnight for our belated train. Hours later when we finally appeared, the Mayor, one of the finest gentlemen in all the world, still remained with a few others, for the purpose of escorting us to our hotels. Was this a significant peace demonstration and did it mean anything? Let me tell you that it was on the coldest night recorded in Sweden in 120 years. Does this answer the question?

A CHRISTMAS CELEBRATION

It was eight o'clock Christmas morning, and many of us went to what is known as "The Julotta," or morning Christmas service, held at the Ocean Theatre. There was a male choir of forty voices and the "Stille Nacht" was sung in Swedish. "My Country 'Tis of Thee" was rendered in English, and the national anthems of the two countries greatly affected the American travelers. Christmas trees, the stars and stripes floating alongside and entwined with the flag of Sweden, and beautiful little Christmas selections with some speech making, helped to constitute the program.

Our party was tired and a great many were lonely for folks whom they had left at home. It had been announced that this should be a day without a program—a day of rest. The great, noble hearted residents of Stockholm evidently knew of our anxiety for loved ones at home, and they came in great numbers to wish us a Merry Christmas, and to encourage us in our great work which they so admirably spoke of as "inspired by love." These men and women completely won our hearts and our everlasting admiration upon Christmas day, and no member of this expedition will ever let another Christmas pass without feeling a fondness for those good sons and daughters of Sweden who let their own homes and firesides be with us and make our trip into a foreign land more pleasant upon the anniversary of the birth of the Prince of Peace.

No Licensed Crew

The steamer Coquille which was sold to a company at Portland, made the run from Bandon to that place in good time. The report comes from Portland that the owners of the boat have become mixed up with the officials on account of making the trip without a licensed crew. If that is the case there will be more licenses revoked at this place.

First February Trip

Thursday Dr. V. L. Hamilton cranked up his Ford and started for Marshfield. He made the trip over and back without mishap. The time going over was one hour and a half, without chains on the tires. This is the first car to make the trip this year. In fact it is the first car to ever make the trip in February. The doctor says that the road is in rather bad condition, but that "The little Ford rambled right along." The doctor was accompanied by his wife and Mrs. Brenner, Mrs. G. E. Low and Mrs. Kate Watson.

Federation of Women's Clubs Meets in May

Widespread interest is developing in the plans for the coming Biennial Convention of the General Federation of Women's Clubs to be held in New York City in May. Club women everywhere are awakening to a realization of the significance which attaches to the return of the Federation to the city of its birth, after twenty-six years of phenomenal growth in numbers and activities. Since the new year came in, the Local Board reports "Progress" daily, and is rapidly making up its schedule of arrangements for the eventful ten days between May 23rd and June 3rd. On Tuesday, the 23rd, at ten sharp, the Board of Directors meets at the Astor, in the room reserved for the sole use of the Board throughout the Convention. At one o'clock they adjourn for luncheon in College Hall. The eleven Department Chairmen hold a preliminary conference in the afternoon, not open to delegates, who will instead be welcomed by the New Jersey State Federation at a reception given at the famous Stevens Institute, just across the Hudson.

On Wednesday morning the busiest women in New York will be the Credentials Committee in the Astor Rose Room. On that day also, the Local Board inaugurates a new policy in Convention history by giving a luncheon to the State presidents. The official opening in the huge drill hall of the "Seventh's" Army, takes place on Wednesday evening—a formal occasion upon which greetings will be extended by men eminent in city and state life.

The Literature Department plans a luncheon for Monday, the 29th, at the Astor, where all similar functions will be given. A remarkable series of conferences has been arranged by this department during which modern fiction, the Bible, literary extension, pageantry and the drama will each in turn be presented by specialists well qualified to discuss these subjects.

The Art Departments' luncheon is listed for Friday, the 26th, in the East ball room. Four hundred covers will be laid, and it behooves State Chairmen of Art Departments in the name of their committees, to notify the Federation Chairman how many tickets they wish reserved. This sage advice applies equally to all prospective attendants of department luncheons and dinners. For example, the Home Economics Department has a dinner on Thursday, the 25th, preceding the monster reception of that evening at the Metropolitan Museum of Art. This dinner provides for three hundred guests, tickets, \$2.50 each, with thirty invitations issued. Early applications to Home Economics Chairman are in order.

The evening of the 26th belongs to the State presidents, who will use Convention Hall to present their program.

Two luncheons fill the noon hours on Saturday, the 27th. The Conservation Department entertains two hundred guests at \$4.50 per cover. The Music Department does not limit the number of its luncheon guests. The Public Health Committee waits until Tuesday, the 30th, to give its dinner.

The Hotels Committee again urges delegations and visiting club women to secure reservations through the chairman, Mrs. North McLean, Biennial Board Rooms, Hotel Astor. Hotels and boarding houses are all listed with her, and better accommodations and rates are assured than can be obtained independently. Nothing seems impossible to the Local Biennial Chairman and her colleagues. The Federation president was in New York during the week of January 23rd, and asked for an "Unusual Convention." It is for each individual woman, not for any committee, however inspired, to make it such.—Bulletin No. 2.

Astoria—County road master will build 2½ miles Nehalem highway. Roseburg planning \$75,000 High school.

Neal of the Navy and J. Rufus Wallingford

Neal of the Navy (Episode No. 5, "A Message from the Past"—Two Parts.)

Mrs. Hardin and her adopted children, Annette Ilington and Joe Welcher, all survivors of the Mt. Pelee disaster, journey to the Naval Training School at Newport to visit Mrs. Hardin's son Neal, enlisted as a sailor. While at Newport, Annette is attacked by Hernandez, who, aided by his partners Ponto and Inez Castro, and their strange brute man servant, is trying to secure the Yellow Packet in Annette's possession. This packet contains the map showing the location of Lost Isle and its treasure mine. By the timely aid of Neal and a squad of U. S. Marines, Annette escapes, still in possession of the map.

In this episode, Annette attends a dance aboard the U. S. S. Alabama, where the disguised Hernandez again attempts to secure the Yellow Packet, and Annette is thrown into the sea. She is rescued, and that night, while drying out the soaked map before the fire, sees a secret inscription showing the latitude and longitude of Lost Isle. Annette and her party start for Lost Isle aboard the S. S. Coronado, on which Hernandez, Ponto and the Brute also take passage. There is a mutiny aboard ship, and Annette is attacked by a drug-crazed sailor. The Brute, prompted by some mysterious force, takes Annette's assailant in his huge arms, and climbing to the topmast flings him into the shark-infested sea. There is a thrilling and timely rescue of the Coronado's passengers by Neal and the crew of the gunboat Jackson, cruising in southern waters.

The New Adventures of J. Rufus Wallingford (Episode No. 5, "The Lilac Splash"—Two Parts.)

Through a burglar whom they have cornered, J. Rufus Wallingford and Blackie Daw learn of a very likely prospect for their endeavors. And, better still, said prospect, they learn from the Warden girls, was in the clique that caused the downfall of old man Warden. They learn that their man, Perigord by name, works in a modiste's shop and makes pocket money by allowing cheap dressmakers to copy the latest modes. Violet purchases one of the gowns and is surprised the next day to see several imitations on the street. She has Daw go after Perigord, and while Blackie is in the shop J. Rufus enters and hands him \$1,000, his share of the profits on his investment of \$150. The victim stares at him wild-eyed.

From then on it is easy. Perigord begs to be "let in on" the scheme which brings in over 500 per cent, and after a time is accepted. His first offer is small, but he is requested to hand over not less than \$100,000 the next time. He does, and is then informed that he has been wiped out. Getting a policeman, he rushes to the office of the master confidence man and demands their arrest. However, a note from Wallingford to the effect that their arrest will mean the divulging to the modiste that Perigord has stolen many thousands of dollars from the firm causes him to relent. Perigord's part in the ruin of old man Warden is averted!

Further avenging takes place in the next episode. It is called "A Trap for Trapp."

Both these pictures will be part of the regular Pathe Program at the Scenic next Monday, a late number of the Pathe News and a good comedy making up the balance, of six reels.

Care of Automobiles

Half the cars brought to the repair shop are brought there unnecessarily; that is a little care from time to time would have avoided trouble.

It takes only a little time, given systematically, to keep a car in good running condition, and the only need of a repair shop under such conditions, is when parts commence to show wear from long operation.

To secure satisfactory work from

an automobile engine, attention must be given to at least four particular points. The carburetor must be properly adjusted, the combustion chamber free from carbon, the spark plugs must be in good condition and oil should be reasonably fresh and clean. Now, all of these points can be attended to by the owner or user, provided he has the disposition to do so—technical skill is not at all necessary, especially with a machine constructed as simply as the 1916 Overland.

The first and most important point, of course, is the adjustment of the carburetor, which should be so adjusted that the mixture will not be too rich or too lean. The proper mixture is one that is just as lean as possible, as a thin mixture is faster and more powerful than a rich mixture. All that is necessary is to thin out the mixture by increasing the air or cutting down on the gasoline supply until you arrive at a condition where with a cold engine there would be a sneezing or coughing in the carburetor, which symptom will pass away as soon as the engine is warm. This is a very easy adjustment for anyone to make.

The next important point is to keep the carbon out of the combustion chamber, and this is also very easily attended to by anyone by scraping the carbon loose with carbon scrapers, which can be secured from any supply store, and blowing the loose carbon out of the valve domes, or the valve caps, with a foot pump, bellows or compressed air. The only point to be careful about is to see that the bottom valves are shut, so that none of the loose carbon will get under the valve seats.

To insure the piston being in firing position, proceed as follows: Remove the valve caps or domes from No. 1 cylinder, open the petcocks in the other cylinders, crank the engine over by hand and watch the inlet valve until it rises and then seats.

The next time the piston comes to the top it will be in firing position and both valves are shut with the piston anywhere near the top. With the piston at the top, or within one-fourth of an inch of the top of the stroke, go in with your set of three carbon scrapers and scrape the carbon loose and blow it out as above directed. Screw in the valve domes and pass on to the next cylinder, working on one cylinder at a time.

To see that spark plugs are right there must be no cracked porcelain. The spark plug must be reasonably clean, and the important point is that the spark plug points must be 1-32 of an inch apart. Spark plugs should be occasionally inspected as to the spark gap, because this distance is sometimes increased by the slow burning away of the electric spark.

The oil in the engine crank case should be drained off every 1000 miles and the crank case washed out with kerosene and fresh oil supplied. After draining off the old oil, close the drain plug and put one gallon of kerosene in the crank case, start the engine and run it for a minute, and then drain off the kerosene and fill the engine with fresh oil. As stated, this should be done every 1000 miles, because after the oil has been slashed around in the engine for that distance there is very little oil to it and it is more like dirty water than oil.

By attention to above four points any automobile user should get long continued, satisfactory service from his engine.—L. B. Weyman, Service Manager J. W. Leavitt & Company, Pacific Coast Distributors of Overland Automobiles.

West Chehalem—John U. Smith's slogan for legislature: "No more laws. Repeat, amend, abolish. Drastic cutting of expenses."

Marshfield—Wooden ware factory to make a carload daily seeking location here.

Springfield—Christian church plans \$1000 addition.

Monmouth gets \$5000 co-operative creamery plant.

STATE INDUSTRIAL REVIEW

Compiled by State Bureau of Industries and Statistics

Salem, Ore.—New industries are coming to the state, and in many towns the erection of new buildings and new plants have been announced. Everywhere in the state are the signs of steady, consistent and encouraging growth.

Marshfield—Sawmill at Isthmus Inlet to be operated this month.

Grants Pass—Dyer Company of Cleveland, O., have contract for erecting \$600,000 sugar factory near here.

Portland to have new vaudeville theatre to cost \$425,000.

Spaulding Logging company will cut 55,000,000 feet of logs back of Corvallis.

Ontario—District to be formed to develop Warm Springs irrigation project.

Donald campaigning for a cheese factory.

Plans on foot to irrigate 100,000 acres of Little and Big Agency plains in Jefferson and Crook counties.

Annually enough water goes to waste in Umatilla River to irrigate 100,000 acres land.

Portland Chamber of Commerce to be reorganized to concentrate more upon payrolls and industries and less upon long distance enterprises.

Corvallis grants Southern Pacific a franchise upon its own terms.

Baker to get a modern dairy plant.

Portland—Pacific Coast Steel company plans to erect \$500,000 plant here.

Cottage Grove—Quicksilver mine near London to resume operations.

North Powder wants to build a new school house.

Jackson county has good coal but in January shipped in nearly 100 carloads. Capital needed for development.

Portland Brewing company resumes operation and will make non-alcoholic beer.

Ashland—\$15,000 to be spent remodeling hotel Oregon.

Eugene—Business men promoting enlarged fire brick factory.

Gresham—Before taking advantage of the Union High school gymnasium students must procure a physician's certificate as to physical condition.

Independence—Wm. Riddell employed a man to catch gophers on his farm. Result, 3800 in one year at 25 cents each, or nearly a thousand dollars from this crop.

Oregon City's ordinance prohibiting jitney busses from operating in that city without a franchise was declared valid by the Supreme Court in an opinion written by Justice Benson.

McMinnville—County Clerk will sell \$7000 bonds to build bridge across Willamette slough.

Enterprise—Rodgers Bros. will erect brick, stone or concrete garage.

Yoncola votes April 17 on \$20,000 bonds for waterworks.

Stanfield—Swift Packing company makes 230,000 acre land purchase near here.

Would Protect Her

The nervous little man stood on the outskirts of the mob trying to edge his way through so as to obtain a glimpse of the object that was attracting such attention. But his efforts were futile. "To think that men who call themselves gentlemen could address such remarks to any woman, no matter what kind of a woman she is," he exclaimed in a horrified whisper as such remarks burst from the throng as "Aint she a peach?" "Look at the way she is built;" "Look at that hood;" "That's some shape for you;" "I don't like her color;" "Too much red paint;" "I'd like to own her;" "Looks good to me." The little man could restrain himself no longer. "Is there no gentleman in the bunch?" he cried. With a furious lunge he broke through the crowd. With both fists clinched he gained the center of attraction. He would defend the lady with his very life. Then his eyes fell on the "lady." "Some baby," he shouted gleefully as his eyes rested upon the latest automobile just arrived from San Francisco.