

THE COQUILLE HERALD

VOL. 34, NO. 27

COQUILLE, COOS COUNTY, OREGON, TUESDAY, MARCH 28, 1916.

PER YEAR \$1.50

CITY DIRECTORY

Fraternal and Benevolent Order

A. F. & A. M.—Regular meeting of A. F. & A. M., at 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 Boush Chapter No. 6, second and fourth Friday evenings of each month, in Masonic Hall. ANNA LILLQUIST, W. M., EDNA 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 night 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. BARTON, C. P., J. S. LAWRENCE, Sec.

KNIGHTS OF PYTHIAN—Lycurgus Lodge No. 72, meets Tuesday nights in W. O. W. Hall. R. W. WATSON, K. R. S., O. A. MINTON, C. C.

PYTHIAN SISTERS—Justus Temple No. 35, meets first and third Monday nights in W. O. W. Hall. MRS. GEORGE DAVIS, M. E. C., MRS. FRED LINEGAR, K. of R.

RED MEN—Coquille Tribe No. 46, I. O. O. 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. TAUB, Clerk.

R. N. A.—Regular meeting of Laurel R. camp No. 2972 at M. W. A. Hall, Front street, second and fourth Tuesday nights in each month. MABEL SIMPSON, Oracle, LAURA BRANDON, Rec.

W. O. W.—Myrtle Camp No. 197, meets every Wednesday at 7:30 p. m. at W. O. W. Hall. Lee Currie, C. C., JOHN LENYK, Sec.

VENINGTIDE CIRCLE No. 214, meets second and fourth Monday nights in W. O. W. Hall. ANNIE 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. E. R. N. A. L. A. I. D. N. O., 398, meets the second and fourth Thursdays each month at W. O. W. Hall. Mrs. CLARA 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. HARRIET A. LONGSTON, Pres., FRANCIS E. EPPERSON, Sec.

COQUILLE EDUCATIONAL LEAGUE—Meets monthly at the High School Building during the school year for the purpose of discussing educational topics. BEBIE SKEELS, Pres., EDNA HARLOCK, Sec.

K. O. KEEL CLUB—A business men's social organization. Hall in Laird's building, Second street. L. J. CARY, Pres., W. C. ENDICOTT, Sec.

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

Transportation Facilities

TRAINS—Leave, south bound 8:10 a. m. and 2:40 p. m. North bound 9:26 a. m. and 4:26 p. m.

BOATS—Six boats plying on the Coquille river afford ample accommodation for carrying freight and passengers to Bandon and way points. Boats leave at 7:30, 8:30, 9:20 and 9:50 a. m. and at 1:00, 3:30 and 4:45 p. m.

STAGE—J. L. Laird, proprietor. Departs 5:30 p. m. for E. Seaside 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, 12:35 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—R. H. Mast
Engineer—P. M. Hall-Lewis
Marshal—A. P. Miller
Night Marshal—Oscar Wickham
Water Superintendent—S. V. Epperson
Fire Chief—W. C. Chase
Commissioners—Jesse Byers, 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. Thrift
School Supt.—Raymond E. Baker
Surveyor—C. F. McCulloch
Coroner—F. E. Wilson
Health Officer—Dr. Walter Olson

Societies will get the very best
PRINTING
at the office of Coquille Herald

FROM THE NATIONAL CAPITAL

Events of Interest Reported For The Herald.

(By J. E. Jones.)

COUPONS AND TOBACCO

One of the reasons assigned for the decreasing volume of newspaper advertising by the American Tobacco Company is that the expense of trading stamps and coupons eats up the advertising appropriations, and agencies like the Frank Presbrey concern in New York, while badly hurt by the conditions, appear to lack the nerve to take up the cudgels against their foes. Since Ben B. Hampton, who made a big reputation as publisher of Hampton's Magazine, ascended to the position of vice president of the American Tobacco Company, where he is regarded as the principal authority on tobacco advertising, it would appear as though reputable publications might have a real friend in the saddle; but Mr. Hampton, like the rest, appears to be under the "spell" cast over all sales propositions by trading stamp and coupon schemes; or he has concluded that these devices which are robbing the publishers of their legitimate business, are more valuable than newspaper and magazine advertising. As long as publishers depend upon the agencies to fight their battles against coupons and trading stamps, just that long will those devices grow and flourish. There is a timidity among the agencies in handling this question; superinduced by a fear of antagonizing their clients, who in turn are in position to do business direct with the publishers as a way of showing their displeasure with any agent who has the effrontery to express an opinion publicly. The evils referred to above are such as should command the attention of all publishers, and a little healthy discussion might have a fine effect on advertisers and their agents. Publicity has cleared up many a bad situation, and as this is one that affects the bank account of every publisher it might be well for them to get busy and lambast the offenders. While serving themselves the publications affected could do still greater good to the public by helping to drive out the coupon evil.

THE PRESIDENT AND CONGRESS

"Old inhabitants" of Washington have lived through many exciting events surrounding contests between Congress and the President, even though the issues involved may not have been of as far-reaching consequence as those that have brought about the recent test over the matter of handling our foreign policy. In one thing the President and Congress have agreed, and that is that every effort must be made to keep the country out of the European war, and maintain our place as the leading neutral nation of the world. A readjustment of international affairs is certain to follow the present lamentable condition of world affairs and all officials, from the President down, recognize that the United States is the supreme neutral power. The legislative and executive branches of the government may have all the friction that can be hatched out of a tempestuous sea of politics, but they all know that the people of the world's greatest republic have no time for jingoism; and so much of that sort of thing has been injected into the present controversy may have served to cloud the real issues, but, it is hoped, has not strengthened the personal standing of men who have built their fortunes upon the distress of their fellow men.

A good many people believe an occasional quarrel between Congress and the President affords the country an opportunity to get a more intimate knowledge of the actual things that are happening in their government, and at the same time tend toward clearing the differences existing in the business management of the nation; and that therefore, such disputes answer a useful purpose. All this, of course, providing that the country, in consequence, avoids things like war, panic, pestilence and other great

evils. It is a time for people to keep cool heads, warm feet and chipless shoulders.

"THE COMEBACKS"

The National Press Club of Washington has a thousand members, all men. One half are newspaper men, and the remainder come from various fields of life. Recently an evening was given over to a program, in which the "comebacks" recounted their tales. The headliner was Uncle Joe Cannon, Nicholas Longworth, the "son-in-law of the progressive party," also had a place on the program. Then there was Senator Charles Curtis of Kansas, Ebenezer Hill of Connecticut, and Representative Roderberg of Illinois. These men come from the old republican guard, and are very instrumental in the affairs of the nation, as reflected from Capitol Hill. Not only that—they are attempting to regain control of the machinery of the party. Longworth has been groomed to succeed Representative Woods of Iowa, as Chairman of the Republican Congressional Committee, and it is understood that he has the backing of Representative William McKinley of Illinois, who, at one time, was the big Republican leader in the Capitol.

The Republican Congressional Committee, as it exists at the present time, is supposed to be in control of the progressive members, and they assert that party unity can only be preserved through continuing them in authority. The "comebacks," and others who think with them, are equally anxious to redeem the party by taking its affairs in charge, and they frankly admit that one of the reasons they should do so is because they are in position to "get the dough," and fill up the campaign money bags.

The two branches of the party are as far apart as ever, but each crowd in Washington is bent on saving the party and defeating Mr. Wilson by methods that are diametrically opposite. But of course the Democrats are not all thinking alike either, and there may be some interesting happenings at the June convention, as well as thereafter. The period to be covered in these affairs will undoubtedly run till November—and no man knows what the end will be.

SEEKING TO HONOR THE MARCH KING

One of the most wonderful organizations of the National Capital is the Marine Band. John Phillips Sousa was at one time the director, and he served brilliantly in that capacity through the term of four Presidents. After he retired, Mr. Santleman, through a special act of Congress, was given the rank of Lieutenant of Marines, and Mr. Sousa's supporters have taken the matter up before Congress and expect to secure for him the same recognition. Recently the New York Hippodrome gave impetus to the movement in Mr. Sousa's behalf by giving a special performance that was designated "All American Night." Mr. Sousa has been decorated by the King of England, and many European countries honored him during his world's tours.

BRANDEIS AND HIS CRITICS

There never has been a nomination of justice of the Supreme Court where there has been so thorough a searching of character as in the case of Mr. Louis Brandeis. The hearings before the Senate Committee have practically amounted to trials. A good many of the people who had nothing to say about Brandeis more than that they did not like him, piled up most of the objections. Brandeis will be confirmed, and those who know him best feel that he will be a genuine acquisition to the personnel of the Supreme Court.

GRAND OPENING NEXT TIME

General Goethals tells "for sure" that the Panama Canal will be slide proof when it is reopened. This may be six months hence, or it may be a longer period; but he is certain that the canal can never be blocked again. Of course the work that is now being done should have been finished before the canal opened at all. But the impatience of the American public caused the builders to take a long chance on declaring the work finished. They lost—and now millions of yards of dirt are being removed in order to prevent any possibility of a further tie-up in navigation.

ABOUT "THOSE RAILROAD RUMORS"

The Prospect of Southern Pacific Construction of Connecting Link in the Coast Road Discussed by One Evidently Well Informed.

(Gold Beach Reporter.)

Considerable comment has been occurring lately in the coast press by the report, emanating from a New York paper, that a contract had been let for the construction of the connecting link between Coos Bay and Trinidad, Cal., of the coast road of the Southern Pacific. Twohy Bros., who were reported to have received the contract, deny that such is the case. For some time past it has been established belief among those best informed that the next new work to be started by the Southern Pacific would be a link along the coast to make a new through line from San Francisco to Portland, which would be the only line the Southern Pacific owns between those two points. The present line from San Francisco north to Dunsmuir, Cal., is owned by the Central Pacific and operated by the Southern Pacific by virtue of a close alliance of interests. From Dunsmuir to Portland the railroad is owned by the Oregon & California, a Dutch corporation, formerly represented in this country by Richard Koehler, who was manager of the road, in which road the Southern Pacific obtained large interests and a lease about fifteen years ago, after which the road was nearly rebuilt and newly equipped by them. This latter line is liable to pass out of the control of the Southern Pacific soon, as it has been generally accepted as a fact that opposing interests have obtained control of the O. & C., and that present arrangements will be terminated when opportunity offers.

As to the line from San Francisco to Dunsmuir, the national government is now prosecuting a suit to annul the close working ties between the S. P. and C. P., and cause them to be operated as separate properties; which suit, if successful, will cause the S. P. to relinquish its hold, not only on the line from San Francisco to Dunsmuir, but also the Klamath Falls line. Beset by these dangers, and liable to be cut off from entry into Portland and the northwest country, the S. P. for protection, projected the coast line from San Francisco to Portland, and by work in the past two years have completed those portions of the line from San Rafael, on the bay of San Francisco, to Trinidad, just south of the Klamath; also the line from

Eugene to Coos Bay, now about completed. From Eugene to Portland the S. P. has covered the field by an electric road. This leaves but that stretch of country between Coos Bay and Trinidad to be covered. In this territory there are already several miles of road that could be utilized by the S. P. in a coast line—for instance, Hobbs-Wall & Co.'s line and the Brookings road, the latter recently constructed up the Chetco a few miles as a logging road. It was built, however, in good shape, sufficient to handle heavy traffic, and the engineer in charge of the work was an S. P. employe, who was "loaned" to the Brookings people for the job. This road, it is now announced, is to be extended to Smith river to connect with the Hobbs-Wall road, thus making a line from Brookings to Crescent City, between 25 and 30 miles.

It was expected that at the annual meeting of the directors of the Southern Pacific in New York in February some decision would be announced regarding the beginning of work on the connecting link, but the only report regarding that meeting which has reached the public of this coast is the one from the Engineering News that Twohy Brothers had the contract.

Residents along this section of the coast need have no fears of being rudely disturbed early in the morning during the present summer by the blowing of a locomotive whistle in their pastures. Actual roads are built on land, not paper, and the right-of-way agent of the S. P. has not yet secured titles or options on the right-of-way through Curry county lands. Furthermore, while several preliminary surveys have been made over varying routes, and stakes set thereon, we have failed so far to find, and we have not heard of any one who has found, a grade stake set anywhere in the county. Setting of grade stakes, right to the land and clearing of the right-of-way all precede railway construction. None of these has yet taken place in this county, yet it is highly probable a start in that direction has been determined upon, and that the present year will see a tangible beginning toward the line that has been expected soon by two generations of Curry county residents.

GOOD WRITE-UP OF COQUILLE

Correspondent of Oregonian Has Our Thanks

Under a Coquille date line in a recent issue of the Oregonian, its staff correspondent, Addison Bennett, says: "This is the capital of Coos county, and a fine little city it is; also it is in one of Oregon's finest agricultural districts. Being the county seat, I will lead first with county affairs."

Coos has an area of 1628 square miles, 455 of which is in the forest reserve, leaving only 1173 square miles, or 750,720 acres, of land, of which practically two-thirds is forest. So it is rather a small county, as Oregon counties go. In 1910 the census enumerators gave the county a population of 17,959, about 2000 less than Douglas, although Douglas has three times the area of Coos. But, taking the entire area of Coos, it is found that there is here a population of about 10 1/2 per square mile.

Now, if the entire state was that thickly settled, we would have a million people. If Harney county was settled at the same ratio, that county would have 104,295 people, for Harney has more than one-tenth of the area of the state.

Expensive Railroad on Way.

It will be well for the reader to consider these things when remembering that the Southern Pacific company is building an expensive road in here; also when considering the number of people and the industries in connection with the limited area of land available. As to the great lumber and coal industries, I am not going to dwell largely upon them, for they have been written about extensively. Coquille will always be a prosperous city through her farming and dairying interests. As to the latter, it safely can be said that in no place in this country can the dairyman get better net returns from his cows than here in Coos county, not only in the valleys adjacent to Coquille, but in all the valleys of the county. This comes from the open winters, the variety of feeds that can be produced and their low cost, the long pasturage season and the equable climate. There are almost 10,000 dairy cows in the county and a large number of them are still kept under the old hit-and-miss conditions; that is, many dairymen do not keep track of their cows and perhaps 10 per cent of them do not pay their board—the cows, not the dairymen.

Deadheads Would Go Soon. Just stop for a moment and think what it means for a dairyman to sit down on the first day of the new year and take down his certified record and see just what each cow has earned, or lost, for him during the preceding year; don't you suppose he

would quickly get rid of the deadheads. Just ask any dairyman in these associations what he thinks of it and whether he will continue to be a member or not. I have asked quite a lot of them and all have about the same answer, never will they go back to the old hit-and-miss method. If the Coos county officials are wise enough to keep Mr. Smith at his present work, and I believe they are, the Coos dairymen will be the best organized of any like producers in the West, and their number will be doubled and the number of dairy cows in the county will increase in a greater ratio.

There is a lot of land yet available for dairying, much of which is brush, particularly that on the bottoms that overflows during high water. But this is the most valuable land in the county, when it is cleared and ditched, because its productive qualities are something wonderful. Several thousand acres of such land lies just below Coquille, while the high land back of it gives splendid sites for the buildings and pasturage during high water. One concern, the Russ Investment Company, of Eureka, Cal., the great dairy district of that state, has a large tract just below town which they are putting in shape for dairying. Mr. Lewis Branstetter, one of the owners is in charge. Mr. Branstetter will be remembered by many as the gentleman who put together the great dairy farm on Sauvis island, down the river from Portland, which has the largest barn upon it of any place in the state, and it is also the only redwood barn north of California. Mr. Branstetter is just now rummaging the state for a few hundred cows and steers to keep on the land already cleared, so that they may eat the brush as it sprouts up. Other large tracts are also being diked and cleared.

Then the cut-over area is large. This land is handled here in a different way than in most places. The owners, when they wish to utilize it, simply cut off the brush and then burn it over and scatter grass seed over the soil, paying no attention to the old logs. There are thousands of acres of fine pasture land like that in Coos, much of it where the logs can now be gotten rid of for a few dollars an acre. So the stumps are not such a bugaboo after all.

Coquille On High Site.

The city of Coquille has a lovely site on high land. The streets are well paved, the business houses are mostly of white brick and the dwellings are of a superior but varied style, making it a beautiful little city. And the place is growing right along. Recently two fine concrete business buildings have been erected, the postoffice occupying one and a dry goods concern the other, while one room is yet to be rented.

There are two banks, each with its own two-story brick. The First National Bank has a capital of \$50,000, surplus and profits of \$14,005, and deposits of \$131,541.01. A. J. Sherwood is president and L. H. Hazard cashier. The Farmers and Merchants Bank has a capital of \$25,000, surplus and profits of \$2,986.72 and deposits of \$62,628.53. M. O. Hawkins is president and R. H. Mast cashier.

There are two good hotels here now. Maybe you have heard that Coquille was not a pleasant place for the stranger to visit because the hotels were "punk," some said "ferce" and others "horrid." Well that day is over. Charles Baxter, the owner of the Baxter place, which is a large frame building, has taken charge of the business; has renovated and generally overhauled the place, put in new beds and other furnishings and now has as nice a hotel as the most fastidious can desire.

Hotels Not "Bum" Places.

Then there is a smaller "home" hotel, the Wickham, owned and managed by Mrs. George Wickham. It is really and truly a "home" place, one that it does the traveler good to enter and hard to leave. So, if you hear anybody talking about the "bum" hotels of Coquille, you can stoutly and rightly maintain that they are not telling the truth.

There are two weekly newspapers here, the Coquille Valley Sentinel, owned and conducted by H. W. Young, and the Coquille Herald, conducted by P. C. Levar. They both have good offices and show every sign of prosperity.

I cannot close without mentioning a sort of slogan-poster devised by F. B. Phillips and used by County Agriculturist Smith, which is as follows:

Corn Is King.
The Coquille Valley His Kingdom.
The Silo His Palace.
The Dairyman His Revenue Collector.
"We Should Worry"

E Pluribus Unum.

The Latin phrase "E pluribus unum" means "From many, one." It is the motto of the United States, as being one nation, though composed of many states. The expression is found originally in a Latin poem entitled "Mortuus," supposed to have been written by the poet Virgil.

STATE INDUSTRIAL REVIEW

Compiled by State Bureau of Industries and Statistics

Harrisburg—Somerville and Gorham will erect garage on Pacific Highway.

Portland Gas & Coke Co. held not responsible for typhoid germs in drinking water used by employes.

Astoria—25 out of 30 industries on lower Columbia in operation employing 10,000 men.

Geo. W. Dafeo of Detroit, Mich., opening new sawmill at Bandon.

Walker votes for a \$2500 union high school.

Commercial clubs and colleges are becoming more useful in promoting flax industry.

Harrisburg—6 carloads hops direct to London, England.

Oregon is reviving the flax industry and extending the mint industry.

St. Helens has a monthly payroll of \$60,000.

Eugene—Contract let for school house to cost \$13,492.

St. Johns—E. H. Walkins erects 30 by 70 foot concrete creamery building.

Columbia beach opposite Vancouver to be improved for summer resort.

Geo. L. Pervine, of St. Johns, inventor of vacuum fire place, wants to establish a factory.

Million dollar shipbuilding plant planned for Linnton.

Allen & Lewis may locate jobbing house at Bend.

New \$30,000 business block started at Bend.

Alaska-Pacific Fisheries Co. to make Portland home port for Alaska fleet.

Willamette Valley Southern Ry. Co. increases its stock to \$1,000,000.

Towns on the Willamette-Pacific prepare for a great celebration on opening of road about August 1.

Russian contracts for 50,000,000 feet of Oregon spruce let on Coos Bay.

Springfield—Construction on \$25,000 Methodist Church to start soon.

Eugene—Elmira Lumber Co. resumes operation.

Bandon will spend \$40,000 improving water system.

Hood River—Big Dee mill starts operations March 20.

Marshfield—\$10,000 show house to be erected at once.

Cold storage planned for lower Umpqua, cost about \$7,000.

\$1,250,000 building planned for Oregon City during 1916.

Christensen have reopened logging and sawmill operations on Neil Creek.

Outlook for mining in Baker Co. during 1916 exceedingly bright.

Oregon City Mfg. Co. adds 26 machines in garment department.

Hood River to have factory for preparation of candied fruits.

Commercial Club Meets.

(From the Sentinel.)