

The Coquille Herald

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Devoted to the material and social upbuilding of the Coquille Valley particularly and of Coos County generally. Subscription, \$1.50 per year in advance.

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IS COQUILLE TO BE THE GOAT?

Is Coquille to be the goat in the war that has broken out between the Southern Pacific and the jitneys? This is the burning question in the public mind today, and it will be considered by the Commercial Club this evening, when it is expected that words with the bark on will be uttered by some of Coquille's indignant citizens, partly for the benefit of the transportation company which is running its boats in connection with the train in such a way as to shut out of Coquille the through travel between Bandon and the Bay. The new move of the allies is plainly for the purpose of putting a few spokes in the wheels of the jitneys, which are just getting into action with the drying up of the roads. The train and the down river steamers meet and transfer their passengers at Cedar point, a mile and a half west of here and on the north side of the river. This is evidently for the purpose of preventing river passengers from coming to Coquille and taking auto passage for the Bay, and to prevent train passengers from taking the jitneys here for Bandon. It is stated that through tickets are being sold at both ends for this combination, and also that the river company are or will be selling tickets at Bandon for all outside points over the railroad. It is not likely that the fight between the S. P. and the jitneys would stir this town from center to circumference were it not for the fact that this latest move shuts out the through travel from passing through this place. That is not to be endured. Coquille is fortunately situated at the hub of the universe, and if natural conditions were not interfered with all people traveling into or out of this valley must pass through our town, as well as the Curry county travel. All we have to do is to sit here and let them come. To advertise or bestir ourselves in any way beyond the occasional appointment of a committee has not heretofore been necessary, which permits of a great saving of money and energy. To have this very satisfactory condition of things interfered with by the rude and inconsiderate action of the S. P. and the Panthers is not to be quietly endured. Further than this, the traveling public will probably have something to say about a schedule that takes them out of a comfortable town and paddles them down the river a mile or so, to wait at an uninteresting riverside wharf for the arrival of a train a couple of hours late, as happened last evening. As a cold matter of fact, it is not likely that the sentiment of the townspeople will have much influence on the railroad company which tore up its sidewalk last summer and has let passengers wallow through more or less mud all winter in getting to and from the depot, to which jitneys are forbidden to come; but with a river transportation company which depends to a great extent on the patronage of our people it may be different. The matter may be presented in such a light that it will be plain that an alliance with the S. P. which will divert all through travel from Coquille would not prove a profitable arrangement for the steamers. The town is decidedly warm over this matter, and with good reason.

Random Rambles

(By a Rambler.)

The weather being pleasant the rambler strayed further than usual last week, going to Sumner and from there to Marshfield and back to the Hub city.

At Sumner we found things lively though the camp there is having its share of troubles. Recently they tore a donkey engine loose from its moorings and plunged it recklessly down a steep declivity, resulting in a serious wrecking of the machine and while we were there the loading engine parted company with its sled foundation and took a header into the pond, barely missing the fireman who took the leap ahead of it.

McDonald & Vaughn are good loggers and are bustling out logs here and on Daniels Creek; but like loggers in general they have their ups and downs as there is no telling when a streak of adverse luck will befall them.

Sumner is the liveliest place for its size that we have yet visited. New houses are going up and it promises to be an enterprising little town in the not far distant future. Besides the logging now carried on there they have some splendid dairy ranches in this section and are within easy access of the best markets in the county.

Leaving Sumner we strolled along

over the hills by team in the direction of East Marshfield. We passed several large farms here and several large truck and berry farms. The rich soil is admirably adapted to the growing of truck and fruit and this promises to become an industry of some importance.

Failing to find a place to stay over night we were under the necessity of moving on toward Marshfield under the pale light of the moon. The last part of the distance the road is very rough and steep in places and nothing but the dim uncertain light kept our courage from oozing out. Whoever the engineer of this road was he seemed to have a mania for climbing to the top of every hill, presumably to get his bearings and see the sights. From the summit of the ridge the lights of Marshfield twinkled merrily on both sides of the bay in splendid contrast to the last time we had seen it before, almost 40 years previous, when father got lost in the darkness trying to locate a skiff he had left somewhere along the water front of the then little village.

The big Smith mill is perhaps the most striking feature of the present city and it was with interest we watched the steamer Adeline Smith loading lumber with its big electric hoisting thousands of feet at a time and sliding it to any position desired, then lowering it to the hold. There is also a big paper mill located here but it is not being

operated. The reason given is that the water is not what is needed for the making of paper pulp. Whatever the reason the fact that it is idle at a time when paper is in more than ordinary demand is a matter of public regret. Every local enterprise kept profitably running means that much more money paid to labor and that much more coin distributed through the channels of trade.

Despite the coming of the railroad and the working of the big mill, we found things generally dull; duller in fact than most other sections. But there is an air of optimism and it seems to be the general opinion that "things will soon pick up" and people were enduring the present with a lively expectation of better things to come, and there is evidence that they will not be disappointed.

From Marshfield to Coquille the road has much improved since our last trip over and autos were now running freely along the route. There is a gang at work on the road below Delmar and aids are out for completing a part of this road. The grade will be made on a water level and the curves much reduced in the new road. There is no reason except the cost of construction, why this cannot be made a splendid highway, and it will be, eventually.

Woman's Study Club

The Woman's Study club met yesterday afternoon in the library and the following officers were unanimously elected for the coming year: President, Mrs. W. J. Longston; first vice president, Mrs. H. O. Anderson; second vice president, Mrs. R. B. Rogers; secretary, Mrs. S. V. Epperson; treasurer, Mrs. W. L. Kistner.

Mrs. Longston was not present being confined to her home by the serious illness of her mother. She had often spoken of retiring at the close of this club year from the office which she has filled so well and faithfully for three years but the members of the club felt that they could not permit this.

After the election came a business session and after this several Long-fellow talks and readings.

The domestic science department will meet April 17. The lesson is the chapter on "Eggs" beginning on page 174. Below is the program for the literary department, which will meet April 24:

Roll call—Quotations from Shakespeare.

The Great Lake country; a trip on the lakes. a. Physical history of the lakes. b. Buffalo, the eastern "terminus." c. Cleveland, the gateway of Pittsburgh. d. Detroit beautiful for situation. e. The Soo, Lake Superior and its scenery. f. Duluth and Superior; ore and grain shipments. Mrs. Young, Mrs. Lawrence.

Chicago. a. Commercial importance; railroad centre; three divisions. b. Streets and park system. c. The Auditorium; Art Institute; Public Library; Newberry Library. d. University of Chicago; the Oxford plan of building. e. The Stockyards, Mrs. Rogers, Mrs. Barrow.

Talk on Shakespeare, Mrs. Epperson.

Distinguished Visitors

Eddie Moss and Lloyd (Slicker) Smith, two real estate men of Marshfield made Charley Baxter and Earl Chisholm a long-expected visit Sunday. Mr. Moss after an inspection of the hotel, tried to trade Charley several clam flats located on Coos Bay, for a half interest in the establishment. While this was taking place Mr. Smith inspected Chisholm's flower garden on the east side of the hotel and instructed him on the proper way to raise flower seeds into becoming beautiful flowers. Mr. Chisholm seemed very much impressed, so the public need not feel alarmed if they see Earl going through certain fantastic maneuvers with a spade out in his flower garden, for he will only be trying to follow Slicker's advice. The afternoon was devoted to discussion of various topics including prize fights, base ball, war and many other things too numerous to mention. The two Bay men showed an astonishing amount of knowledge concerning every topic that was introduced. They expressed their opinions on the subjects before a large crowd of Coquillians on the front porch of the Baxter. When the train's whistle called them to the depot, their retreating forms were gazed upon regretfully. Everyone that was present hopes they will call again soon.

Steamers May Be Taken From the Run

Speak respectfully of the Ah-we-need-her, which once took our merchants' Christmas goods on a fishing trip and did not come to port until long after New Year, for unless all signs fail she may be our only freight boat plying between Portland and Coos county ports. There are rumors in the air of the withdrawal of the Breakwater and the Kilburn from the run which includes Portland, Coos Bay, Eureka and San Francisco, to accept charters for San Francisco and southern ports. Perhaps the situation is best explained in a letter recently received by L. P. Branstetter from Chas. P. Doe, president of the North Pacific Steamship Co., in which Mr. Doe says:

"I have at hand your letter of March 4th and I have not answered it sooner because I wanted to find out what kind of a service we were going to have between Coos Bay and Eureka, because it has looked several times in the last few weeks, as if the exceedingly high prices being offered for ships elsewhere, might possibly compel us to put both the Kilburn and the Breakwater in some other line of business and even yet I am not sure but that something of that kind will be done. We have been offered for those two boats, charter rates for service south of San Francisco as far as Mexican ports, at least twice and I do not know but three times as much as we could possibly make out of them by running them between San Francisco, Eureka and Coos Bay and Portland, and I am afraid that the temptation is going to be a little too much for us if it keeps on. Therefore, under the circumstances, you will readily appreciate how exceedingly difficult it is going to be for us to stand off such wonderful opportunities to make money and continue to let low rates apply here on the coast. It looks to me as if coasting rates to Eureka, Coos Bay, Portland, and all along the line would have to be raised very much or the first thing the people know, there will be no steamers at all into those ports.

"Our stockholders are naturally anxious to make as much money as they can, and most of them do not care where they make it, and would just as soon take money out of Mexico as they would out of Oregon, and it has only been my personal efforts that has kept our service on the coast as good as it is. As I come in contact with all of our shippers and know most of them intimately, I am anxious to keep our service as good as it can be and to stay on our old routes, but in the long run I may have to give up and let the boats go where they can make the most money, which I suppose after all, is the right and proper thing to do."

Neal of the Navy and J. Rufus Wallingford

Neal of the Navy (Episode No. 11, "The Dreadful Pit"—Two Parts)—Annette and her party start on the last lap of their trip to Santa Maria Mission, there to receive the original grant of Lost Isle now in the safekeeping of the Fathers. Joe Welch, at Hernandez's instructions, delays the Hardins, and Hernandez, Ponto, Inez and their strange brute man servant arrive at Santa Maria first. They attempt to secure the grant, Jaz pre-tending to be Annette's illegitimate son, but the old Abbot, suspicious of their eagerness, refuses to part with the precious paper.

Neal, meanwhile, as a U. S. Ensign, lands at Santa Maria, there to get from Annette permission to use Lost Isle, as a government coaling station. Annette sets off for the Mission, and on her way there is attacked by Ponto, who, in attempting to lead her into a jaguar trap, falls in himself and is killed. The brute carries Annette to the Mission where he arrives just as Inez and Hernandez have almost persuaded the Abbot to give them the grant. In an attempt to steal the paper, Hernandez gets himself into a fight with the Monks, whose forces are augmented by Neal and a corps of marines in a search for Annette. Hernandez escapes, but leaves the precious paper behind him, to be contested for in the next episode which will be called "Backed by the U. S. N."

The New Adventures of J. Rufus Wallingford (No. 11, "A Stony

Deal"—Two Parts.)—J. Rufus Wallingford and Blackie Daw, the gentlemen crooks who are endeavoring to recover a stolen tortoise for the Warden girls, get a little of their own medicine in this episode. Jones Squibble, the man they have scheduled for a "shake-down," is a tight-fisted old farmer, and taxes the Warden girls ten cents for taking a drink from his well. Blackie gets in a jam with him and he, too, is assessed. Then J. Rufus himself runs afoul of Jones for driving his automobile across his property. This angers our hero and he immediately buys the place for \$200. He acts the part of a mine owner in boom times and Zek, the brother of Jones, plants a mine on his property, expecting Wallingford to "fall." But Jones tips him off, expecting J. Rufus to sell him back his property for the sum paid in exchange for the information. However, this our hero refuses to do, and Squibble has to fork over \$35,000 for it. But what cares he? He sells it right away for \$50,000, and rather slips one over on Wallingford. Nevertheless the Wardens get their \$35,000, just the amount due them.

Hogwallow News

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The tin Peddler's blind horse ran into the Mail Carrier's buggy in front of the postoffice Wednesday. Considerable damage was done. The Mail Carrier, being a part of the government, has informed headquarters of the incident, and asked that the Tin Peddler be held to a strict accountability for his act.

Ellick Heliwauger saw in the Tickville Tidings where some big man up at Washington said a foreign foe could land a million men on our shores in a month's time. Ellick gave it as his opinion that out of that number some of them would get shot, if they started anything.

Every time there is a tragedy some witness turns up at the critical time and muddles the evidence by declaring that he heard about two more pistol shots than were really fired.

Frisby Hancock's watch underwent its annual cleaning this week. He took it apart, oiled up the pulleys, wiped off the bearings and tightened up all the taps. Then he took his watch key, which he wears on his chain, and wound up the springs. And now his watch is in such good condition it runs several hours faster than it did before.

Fit Smith says the more a person knows the more he has the headache, and for this reason he has quit taking the Tickville Tidings. Poke Easley says he has been reading the Tidings for several years and has not had a symptom.

CURRY COUNTY CULLINGS

(Gold Beach Globe)

On March 22 the lighthouse tender Manzonia, reported at Astoria the loss of three men in the breakers at Peacock Spit while planting a buoy.

The cheese factory at Wedderburn started up yesterday for the season. Owing to the backward season and inclement weather the supply of milk is yet small. However there will be more than double the number of cows freshen within the next two weeks, when cheese will be a daily produce of the factory.

(Port Oxford Tribune.)

The commencement of work at Brookings means increased prosperity for southern Curry.

On account of poor health Cyrus Madden has gone to Coquille for an indefinite stay with his niece, Mrs. Clara Lindrith.

N. H. Larson, who returned Monday from a short trip to San Francisco, is highly pleased with the industrial outlook for the Pacific coast, especially in the lumber line.

C. C. Anderson, who was in Bandon recently from upper Florida creek, is authority for the statement that Jas. Culver, his nearest neighbor, lost during the winter between 600 and 650 sheep out of a flock of 800.

P. J. Lindberg has recently repaired the old schoolhouse and leased it to the Ladies Aid for a term of two years. The building is now in good shape and makes an ideal place for the ladies to hold

their social gatherings.

John McKenzie has been moved to the emergency hospital at Bandon where he will remain until he has recovered from his recent attack of pneumonia. His case is said to have been complicated with other ailments, so that it will require considerable careful nursing before he regains his former good health.

Walter Wilson and niece, Miss Etie Miller, came up from Gold Beach several days ago on their way to Powers. They were accompanied to their destination from this place by Miss May, sister to Miss Etie, who for the past several weeks has been staying with her grandmother Mrs. L. A. McBride. Mr. Miller has secured a good position at Powers, and will move his family to that place in the near future.

There has been considerable loss among cattle on several of the larger dairy ranches in this section during the past two or three weeks, when it was believed that stock was safe from further toll of winter storms. Some of the owners are reticent in regard to their losses and just how heavy this has been

will not be fully known, but it is safe to say that the loss to stockmen in Curry this winter, is one of the largest in the history of the county.

A. J. Marsh and Arthur Mayer returned Saturday from a trip into Coos county, Mr. Marsh going as far as Marshfield, while "Art" stopped at Bandon for reasons pertaining both to business and pleasure, and to give him full credit for not living in dreamland all the time while there we will say that he secured the position as tallyman for the Estabrook company who intend to ship many ties from this place during the summer.

Notice to Creditors

Notice is hereby given that the undersigned has been duly appointed by the County Court of Coos County, Oregon, administrator of the Estate of Frank Gauthier, deceased; and that all persons having claims against said Estate are hereby notified that they are required to present the same duly verified with proper vouchers therefor, to the undersigned, at the office of W. C. Chase, in Coquille, Coos county, Oregon, within six months from the date of this notice.

Dated this 28th day of March, 1916.
GROVER C. GOUTHIER,
Administrator.

In the County Court of the State of Oregon for the County of Coos

In the matter of the Estate of Luis Kalinowski, deceased. Notice of Hearing and Settlement of Final Account of Administrator.

Pursuant to order of court, I hereby give notice that the time fixed by order of the above entitled court for the hearing of objection to, and settlement of my final account as administrator of the above named estate is fixed for the 1st day of May, 1916, at the hour of ten o'clock A. M., at the court room of said court at Coquille, Oregon, and such hearing and settlement will then be had.

DWIGHT E. HODGE
Administrator.

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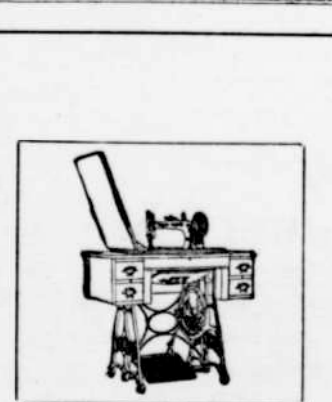
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