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SYNOPSIS OF MANY EVENTS

News of County, State and National Interest Told in Brief Concise Form

S. P. PLANS DEVELOPMENT

Tichenor Would Secure Aid for Port Orford

A. H. Buck is to install shingle mill on Siuslaw.

Pendleton woolen mills book \$20,000 order for marching uniforms.

Bandon is complaining that their mail service is worse than ever.

Douglas county turkey raisers sold about 12,500 birds for approximately \$57,500.

Klamath Falls votes \$300,000 bonds to aid California, Oregon & Eastern railroad.

A Belfast linen manufacturer says flax raising is an ideal industry for Oregon.

Fifteen hundred ship carpenters on Willamette and Columbia, receive increase in pay.

The Home Telephone company has a deficit of \$20,370 and receipts fell off \$55,000 during the past year.

Heavier loading of equipment to relieve the freight car shortage is urged as one of the most effective methods of relief by General Agent J. W. McClymonds of the Pacific Fruit Express Company.

The Farm Loan Board officials announced that over fifty thousand farms have applied for mortgage loans aggregating approximately \$150,000,000, or over seventeen times the amount of money immediately available for loans.

The First National gathering of women opposed to woman suffrage was opened with addresses by Major General Leonard Wood, Miss Mabel Boardman, member of the American Red Cross central committee, and Mrs. Arthur M. Dodge, of New York, President of the National Association Opposed to Women's Suffrage.

F. B. Tichenor has gone to Portland and from there will go to Washington, D. C., where he will make an appeal for Port Orford, asking that the place be selected as a naval base. It will be shown that in 1880 Port Orford was chosen as the most available place for a naval base on this coast and the advantages of the locality will be placed before the navy department.

To lift the car shortage embargo on shipments, the Interstate Commerce Commission has given railroads authority to exact higher demurrage charges. The rising scale, with an added penalty for each additional day will release thousands upon thousands of cars now held in terminals by consignees who will not unload their goods.

Fixtures and furnishings valued at \$40,000 in the barroom and dining room of the Hotel Cecil on Upper First avenue at Seattle, were destroyed with axes by the dry squad of the Seattle police department for alleged violation of the prohibition law. John E. Savage, proprietor of the hotel, and two Japanese bellboys were arrested on the charge of unlawfully having intoxicating liquor in their possession.

The official order banishing liquor from the national guard and the naval militia of California has been received here. Hereafter liquor will be barred from any armory, rifle range or militia camp; and officers and enlisted men are prohibited from entering saloons in uniform, under penalty of court-martial. The prohibition is effective at once. The order provides that no member of the guard, officer or enlisted man in uniform shall be served in a saloon, even with soft drinks.

There was \$23,173,288.95 in the vaults of the United States mint in San Francisco on November 30, according to the report of Superintendent T. W. H. Shanahan, issued today. Of this \$24,111,497.55 is in gold certificates for gold bars. During November, according to the report, the mint received 667,238,777 fine ounces of gold, valued at \$13,793,070.35. Only \$769,200 was coined during November in San Francisco, all in dimes, nickels and pennies. The mint now is working 24 hours a day.

As a result of a conference of Southern Pacific officials in Marshfield the first of the week there are rumors afloat to the effect that the Bay city is to have new passenger and freight depot, stock yards and shops. Nothing was officially given out during their stay but Trainmaster Jones, who went over the matter with them while there, when asked about the matter said he thought that the company would soon be doing things of which all Marshfield would be proud. Mr. Jones said that the date of starting construction would be soon and possibly by the first of the year.

Don't Like Duck Hunting On the High Seas

A trio of prominent Coquille citizens came over to Coos Bay Saturday evening to enjoy a Sunday duck hunt as the guests of J. S. Lyons, says the Times. The members of the party were Dr. Endicott, Will Lyons and Frank E. McKenna. Desiring to enjoy the full measure of the day's sport they retired early and were up Sunday morning at sunrise, according to McKenna's official schedule of moon and sun time tables. J. S. Lyons had provided a fine, easy sailing launch for the party. The Bay was still disturbed with the aftermath of the Saturday night storm and was a bit choppy in places. A short time after the party had embarked an ominous silence fell on the group. The merry quip and jest with which the voyage was begun ceased. Frank McKenna first tossed his cigar away with the remark that he believed smoking wasn't good so early in the morning. Then he turned pale. A moment later he was at the edge of the boat gazing distractedly and dejectedly at the waves, and wondering if he was suffering from ptomaine poisoning or infantile paralysis. A moment later Will Lyons evinced a sudden and vivid interest in the blue-green waters. He evidently wondered what McKenna had found so interesting in gazing into the depths and he joined him. Next Dr. Endicott followed. Soon it was not only the heaving seas but the heaving hunters. The host and skipper of the boat maintained his equilibrium and remarked: "Here, this is no aquarium excursion. We came out to hunt ducks and not to feed fishes."

"Have a heart," said McKenna, "I'm suffering from ptomaine poisoning and may not live to reach home."

"For the love of Mike," remarked Dr. Endicott, "do you think we are doing this for fun?"

"Turn around," commanded Will Lyons, "so that we can get medical assistance before it is too late."

"Well," said Captain J. S., "if you fellows feel that way about it, we'll go back. You're not duck hunters. You should confine your game hunting to ground hogs."

A little later the party reached the dock and J. C. Lyons says that they seemed as glad as Columbus to discover land. McKenna now says deer hunting is good enough for him. Dr. Endicott thinks bears and cats are the only game. While Will Lyons offers as his earnest advice, that, if you are looking for an easy job don't try heaving sighs over the side of a fishing boat.

Pure-bred Stock Arrives

Following is a report made by County Agent J. L. Smith to the Portland Livestock Reporter:

Another shipment of pure-bred Jersey stock arrived here Saturday from breeders in the Willamette valley. The car contained one bull and four heifers for Jas. Jacobson, Coquille; one bull for W. C. Cutler, Myrtle Point, and one for R. C. King, Myrtle Point.

The number of pure-bred bulls in this county is increasing very rapidly and there are now over 200, which in connection with the work of the testing associations is showing considerable improvement in the dairy herds, both in quality of breeding and increase in the production of butterfat.

Professor J. E. Larsen of O. A. C. who judged the recent corn shows, expressed surprise at the improvement in appearance of the exhibits of corn over those which he judged here last year, not that the corn was of better quality nor quite so well matured as last year but in the matter of selection of the ears, in most of the exhibits as to type, uniformity, etc., the improvement was very noticeable.

These corn shows were well attended, especially the one at Coquille, where the business men of the town had 25 booths fixed up in fine shape in the exhibit hall to display their various lines of business. They also did everything possible for the entertainment of the crowd during both days and nights of the show. Their slogan was "Everything Free," which made a hit, especially with the farm folks.

Prof. Larsen gave some mighty interesting talks on the subject of corn culture and seed selection, which all present seemed to enjoy very much.

J. L. SMITH.

The Triangle Plays

It will take some time for the public to find out that the "Triangle Plays" are not sex-problem dramas but first class plays of varied character produced by well-known actors under the management of a new combine of the most enterprising of American film-makers, Griffith, Ince and Sennett. It is a striking evidence of the rise of the "movies" to see \$2 a seat willingly paid for an evening of the Triangle Plays at the Knickerbocker, while "legitimate" houses near by have come down to \$1.50. Each program presents three or four plays of different kinds, usually a spectacular play by D. W. Griffith, an emotional drama by Mack Sennett, whose work is more remarkable for daring feats and ingenious photography than for real humor.—The New York Independent.

President Wilson Outlines Legislation He Believes Should Pass Present Congress

Devotes Greater Part of His Message to the Solution of the Railroad Problem—Thinks His Former Recommendation Were Good, and Repeats Them

The question of railroads and railroad regulation comprised fully one-half of President Wilson's message to Congress last week. After a few introductory remarks the president turned his attention at once to this subject. He said in part:

In the first place, it seems to me imperatively necessary that the earliest possible consideration and action should be accorded the remaining measures of the program of settlement and regulation which I had occasion to recommend to you at the close of your last session in view of the public dangers disclosed by the unaccommodated difficulties which then existed, and which still unhappily continue to exist, between the railroads of the country and their locomotive engineers, conductors and trainmen.

I then recommended:

First, immediate provision for the enlargement and administrative reorganization of the interstate commerce commission along the lines embodied in the bill recently passed by the house of representatives and now awaiting action by the senate; in order that the commission may be enabled to deal with the many great and various duties now devolving upon it with a promptness and thoroughness which are, with its present constitution and means of action, practically impossible.

Second, the establishment of an eight-hour day as the legal basis alike of work and of wages in the employment of all railway employees who are actually engaged in the work of operating trains in interstate transportation.

Third, the authorization of the appointment by the president of a small body of men to observe the actual results in experience of the adoption of the eight-hour day in railroad transportation alike for the men and for the railroads.

Fourth, explicit approval by the congress of the consideration by the interstate commerce commission of an increase of freight rates to meet such additional expenditure by the railroads as may have been rendered necessary by the adoption of the eight-hour day and which have not been offset by administrative readjustments and economies, should the facts disclosed justify the increase.

Fifth, an amendment of the existing federal statute which provides for the mediation, conciliation and arbitration of such controversies as the present by adding to it a provision that, in case the methods of accommodation now provided should fail, a full public investigation of the merits of every such dispute shall be instituted and completed before a strike or lock-out may be lawfully attempted.

And, sixth, the lodgment in the hands of the executive of the power, in case of military necessity, to take control of such portions and such rolling stock of the railroads of the country as may be required for military use and to operate them for military purposes, with authority to draft into the military service of the United States such train crews and administrative officials as the circumstances require for their safe and efficient use.

The second and third of these recommendations the congress immediately acted on; it established the eight-hour day as the legal basis of work and wages in train service and it authorized

the appointment of a commission to observe and report upon the practical results, deeming these the measures most immediately needed; but it postponed action upon the other suggestions until an opportunity should be offered for a more deliberate consideration of them. The fourth recommendation I do not deem it necessary to renew. The power of the Interstate Commerce commission to grant an increase of rates on the ground referred to is indisputably clear and a recommendation by the congress with regard to such a matter might seem to draw in question the scope of the commission's authority or its inclination to do justice when there is no reason to doubt either.

The other suggestions—the increase in the Interstate Commerce commission's membership and in its facilities for performing its manifold duties, the provision for full public investigation and assessment of industrial disputes, and the grant to the executive of the power to control and operate the railroads when necessary in time of war or other like public necessity, I now very earnestly renew.

The necessity for such legislation is manifest and pressing. Those who have entrusted us with the responsibility and duty of serving and safeguarding them in such matters would find it hard, I believe, to excuse a failure to act upon these grave matters or any unnecessary postponement of action upon them.

Not only does the interstate commerce commission now find it practically impossible, with its present membership and organization, to perform its great functions promptly and thoroughly, but it is not unlikely that it may presently be found advisable to add to its duties still others equally heavy and exacting. It must first be perfected as an administrative instrument.

The country cannot and should not consent to remain any longer exposed to profound industrial disturbances for lack of additional means of arbitration and conciliation which the congress can easily and promptly supply. And all will agree that there must be no doubt as to the power of the executive to make immediate and uninterrupted use of the railroads for the concentration of the military forces of the nation wherever they are needed and whenever they are needed.

This is a program of regulation, prevention and administrative efficiency which argues its own case in the most plain and simple way. With regard to one of its items, the increase in the efficiency of the interstate commerce commission, the house of representatives has already acted; its action needs only the concurrence of the senate.

I would hesitate to recommend, and I dare say the congress would hesitate to act upon the suggestion should I make it that any man in any occupation should be obliged by law to continue in an employment which he desired to leave. To pass a law which forbade or prevented the individual workman to leave his work before receiving the approval of society in doing so would be to adopt a new principle into our jurisprudence which I take it for granted we are not prepared to introduce.

But the proposal that the operation rests have not yet been made. It is rumored that the people concerned in these indictments are residents of the Coquille valley.

The other two charges are against Dan Dillinger and Wm. Henry, both of Coos Bay and both charged with assault with intent to commit a statutory offense. The arrests of these two men a few weeks ago caused quite a sensation, as the cases were very similar and the arrests were made almost simultaneously; but were in no way connected. Their bail was fixed by Judge Coke at \$500 each which they furnished.

"Do It Electrically"

Commenting upon the national electrical week just past an editorial in Collier's has the following to say: If you haven't heard that slogan (Do It Electrically) lately, you must be deaf and you can't have seen last week's Collier's. For the sons of the killowatt have been sounding it up and down the land during their annual electrical prosperity week and emphasizing it with showers of statistics thick as the confetti at Mardi Gras. Personally we are not much impressed by these forty-foot dynamo, like treadmills for Thor to toll in, these batteries of unit power houses all exactly the same, and these grim vaults full of high-tension cables with the kick of ten thousand mules lurking in every strand. After all, isn't their main effect to mass our cities and crowd our streets and so draw more of us away from the renewing life of the village and the farm? It is time to re-dress that balance if we can. That is

Unite in Effort to Secure Corn Pavilion by Next Year

Three committees have been appointed, one from the Commercial Club, one from the Coosonians and one from the Band, to investigate the matter and report to these organizations possible methods of procedure to pursue in obtaining a pavilion to be used in housing the corn show next year and in the years to come. The band and the Coosonians started the movement and both of them appointed committees. At the meeting of the Commercial Club Wednesday night it was voted to cooperate with them and C. A. Howard and F. E. McKenna were appointed a committee to work with those already appointed. These are George Leach and Clyde Gage from the band, and W. H. Lyons and Cal Slagle, from the Coosonians.

Both this year and last the corn show has been crowded for room in the Heazlet hall and it was seen that if the festival grew in size as it is sure to do, in another year or two it would be absolutely impossible to crowd it into the space available. It is probable that an attempt will be made to have a building of suitable size erected.

The matter of silence upon the part of the Southern Pacific in regard to Coquille, both in their announcements at the Portland depot and in the train schedules, also came up for consideration. A committee was appointed to take the matter up with General Manager J. M. Scott.

The matter of a bridge across the river at this point came up and the Club decided to ask the City Council to meet in special session last night to discuss the problem.

Still Talking Boat

Renewed interest is being displayed in the proposed project to build a boat for direct service between Portland and Coquille river, says the Western World. The matter is now receiving earnest consideration by local business men, and, if it is found that conditions are favorable in every respect for the opening of the local shipyard, a determined effort will be made to secure stock subscriptions.

In discussing the matter local people have made it plain that they desire the entire Coquille valley to cooperate with them in securing this boat. It is the consensus of opinion that the vessel in question should be suitable to run to Coquille, and that the interests of Coquille and Myrtle Point merchants should be solicited.

The Port of Bandon Commissioners have already expressed themselves on the matter of giving first attention in the future to keeping the river channel open between here and Coquille. In fact, there is now a project on foot for the Port to build a dredge for this purpose, providing the government will furnish the funds to keep it in operation. It is said that the engineers have favorably recommended such a move and the proposition will probably meet with definite action in the near future.

Direct water transportation from Myrtle Point by river boats, would be a saving in freight rates for the upper valley people. It would establish competition with the railroad and thereby assure better consideration, especially on heavy and bulky freight.

The Portland people are ready to cooperate with the people of this section. While they had offered to put up two dollars to our one when the project was first spoken of, it is now assured that they will do much better. In fact the proposition is said to be wholly within our reach and depends largely on our desire to show good faith together with an inclination to help ourselves.

To get this boat would mean the opening of the local shipyard, which would mean the employment of a large number of skilled workmen at good wages, consequently a substantial increase in the payroll of the community. Furthermore it would pave the way for building more boats. With the plant in operation and ship contracts as plentiful as they are at present time there is no reason why it should not continue indefinitely and again become a permanent resource.

Moose to Give Annual Dance

Following the custom started last year the Loyal Order of Moose will give their second annual dance at the Heazlet hall Christmas night. Elaborate preparations are already being made for the affair which is expected to be one of the most enjoyable of the season. The Moose never do things by halves, the reputation which their dances have acquired will go a long way toward assuring a good attendance. Invitations will be extended to every town in the county and an unusually large crowd is looked for. Music will be furnished by the Daniels orchestra.

Checks totaling about \$15,000 have been issued from the plant of the Utah Idaho Sugar company, in Grants Pass, to sugar beet growers in the valley in payment for their first crop. This amount represents the crop of 300 acres. The price paid by the company was \$5.50 per ton, and the yield averaged eight and one-third tons per acre, or an average yield of \$45.81 per acre.—Rogue River Courier.

N. LORENZ IS DEATH'S PREY

Old Resident Passes Away a Few Hours After a Paralytic Stroke

WAS A NATIVE OF PRUSSIA

Long Identified with Coquille Life and Progress

Nicholas Lorenz, who for twenty-nine years has been closely identified with the business and social life of Coquille, died suddenly at his home here last night from a stroke of paralysis. He was 80 years of age but had been enjoying very good health and his death came as a great shock to the entire community.

At five o'clock last night Mr. Lorenz went out to the woodshed and split the kindling for the night and brought it into the house, when he complained of a pain in his head. Dr. Richmond was summoned but his services were of no avail and Mr. Lorenz grew steadily worse and passed away at fifteen minutes to eight. He is survived by Mrs. Lorenz and six sons and daughters: Henry N., Geo. F. and Chas. F. Lorenz, Mrs. Emma Norton, Edward Lorenz and Mrs. Edna Hartson. Mrs. Norton lives at Redding, Calif., and is expected to arrive here tomorrow evening, and Chas. Lorenz lives at Bandon; the others all reside here.

The time of the funeral has not been set, and will be delayed until after Mrs. Norton arrives.

Nicholas Lorenz was born on April 21, 1836, in the town of Langenfeld, Prussia, where he received a common school education. His father, Joseph, and mother, Mary Ann Lorenz, were natives of the same part of the empire and the former saw service in the Napoleonic wars. Later he was mayor and burgomaster of Langenfeld.

At the age of sixteen, Nicholas came to America where he joined a brother who had preceded him at Johnstown, Pa. Here he remained until 1853 during which time he acquired a knowledge of his adopted country. Leaving Johnstown he came west by way of Nicaragua and settled in Trinity county, California, where he mined with fair success. It is said that he liked mining and the excitement of the camps and he remained in the camps until 1887, during which time he became the owner of, and later sold for a good profit the Red Hill mine.

In the year 1869 he returned to the East and was married in that year to Caroline Bohn, who was born in Bavaria, Germany; but who at that time was living in Wisconsin. Mrs. Lorenz is now 77 years of age.

Mr. and Mrs. Lorenz came to Coquille in 1887, at which time Mr. Lorenz invested in a general merchandise business. Since then he and his sons have been constantly active in the retail trade here, though at present Henry is the only son so engaged. In 1896 Mr. Lorenz erected the residence in which he spent all the later years of his life, and which at that time was one of the finest residences in the city.

Mr. Lorenz was a Democrat all his voting life, and besides serving on the city council many terms, was mayor for one term. He was fraternally connected with the Masons, the Ancient Order of United Workmen, and the Eastern Star.

A Few Comments

C. A. Machon says he wouldn't have missed it for ten dollars.

J. P. Beyers says that he didn't take a long breath from the time it started till the intermission came.

O. C. Sanford came out beaming with commendation.

One gentleman said next day that he wished his wife had not seen it, because she was in such a nervous state afterward.

Mrs. E. E. Johnson, who saw the picture in the afternoon, went again in the evening, "to take her husband."

Chaplin Coming

The scenic has made arrangements to show five two-reel Essanay Chaplin comedies, one each on Thursdays. The first will be "Shanghaied" and it will come this week. These are not the old, reshined junk that is sometimes shown as Chaplin comedies, but those that were taken during Chaplin's engagement with the Essanay Company. Now, you folks who have been crying for Chaplin, let's see if you really meant it.

Attorney General Gregory has ordered federal jury investigations into the high cost of living, to begin at New York and Detroit this week. Similar investigations in Cleveland, Kansas City, St. Louis, Minneapolis and other points are under consideration.