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VON HINDENBURG VERY SANGUINE

Thinks Submarines Will End War Before the U. S. Gets into Action

ALLIES' SHIPS MAY USE PORTS

Resolution Is Introduced With President's Approval

Berne, Switzerland, Feb. 13.—The severing of relations with Germany by the United States caused great surprise and astonishment in Berlin. Chancellor Von Hollweg was admitted down-cast when Ambassador Gerard departed.

Field Marshal Von Hindenburg believes the submarines will win the war before the United States is drawn into the fight. Germany is awaiting the opportunity for a decisive battle and has canceled all furloughs for February.

Washington, Feb. 13.—Senator Salusberry introduced a resolution permitting the Allies' warships to use American ports. He said this might enable the government to prevent violation of United States sea rights without declaring war.

It is understood President Wilson completely approves the resolution. It provides the Allies warships may enter U. S. harbors for the purpose of capturing and destroying escaping vessels practicing illegal warfare.

The resolution was referred to the Senate Foreign Relation Committee. Senator Stone opposed the plan.

Saxonian Survivors Land

London, Feb. 13.—Three Americans are among the Saxonian survivors landed today. The Saxonian was submarined on Feb. 8. One American was injured. The lifeboats drifted for 68 hours.

Turks Were Alarmed

Athens, Feb. 13.—The Allies reply has greatly frightened the Turks and the Germans had a difficult time in keeping them in alignment. The Sultan must continue to fight while the Germans defend Constantinople. Field Marshal Von Hindenburg absolutely controls Bulgaria.

Fog Delays Fighting

Berlin, Feb. 13.—It was stated this morning that fog had interfered and limited the fighting activities in the Western front. The artillery engagement had been resumed in the Somme section. British raids had been reported between Ypres and Arras.

German internal affairs reached a crisis in November when it was found that the people were destitute and despondent. The Socialists threatened a militant peace movement unless the Kaiser asked for peace. Immediately National Liberals, seeking war with America, enlisted Sec. Zimmerman's aid in ruthless submarining.

Biggest Victim Goes Down

London, Feb. 13.—It was announced that the White Star liner Afric was submerged. She was a steel vessel of 12,000 tons and the biggest victim of unrestricted submarines. The Admiralty stated the explosion had killed five sailors outright.

It was admitted the Afric had been engaged in government service. She was a probably a transport.

Freshmen Given Reception

(Herald's Special C. C. News Service)
The Freshmen of the Coquille High school gave a reception for the new "Freshies," Feb. 10, 1917, at the W. O. W. hall. It proved to be one of the best receptions ever given by any class in the school. It resembled a valentine party with the hall decorated with hearts and cupid and the class colors, red and white.

They were first entertained by a program as follows: Piano solo, Earl Isensee; Recitation, Katie Price; Piano Solo, Charles Willey; Recitation, Mr. J. W. Nohlet; Song, June Willey; Jig, Katie Price; Piano Solo, Barbara Treichler.

After the program several new and exciting games were played. A history test was given and Nadine Schow was awarded first prize and Lester Bogard the booby prize.

About eleven o'clock supper was served consisting of: Menu—Salad de la fruit; sandwiches de viande auver; cake a la mode. Et—Chocolate a lait; salt almonds.

When everyone left they declared it was the best time they ever had.

Re-elects Officers

All of the officers of the Commercial club were re-elected at the regular election of that organization held Wednesday night. They are: J. E. Norton, president; C. A. Howard, vice-president; H. A. Young, secretary; L. H. Hazard, treasurer, and F. E. McKenna, member of the executive board.

The club also passed on a resolution protesting against the proposed abolishment of the School of Commerce of the State University, at Eugene, and sent several telegrams to Salem protesting against the discontinuance of the state appropriations for agricultural extension work.

The secretary's and treasurer's reports for the past year were read and a general discussion of the work accomplished and the problem still to be solved by the club took place.

J. E. Montgomery, of the Coos and Curry Telephone company, was present and paid the club some high compliments on the work it has been doing. Mr. Montzomey is over from Marshfield overseeing some improvements which the company is making on its lines in the Fairview district.

"Is It to Live or Die?"

By John Albert Hart.
"Is it to live or die?"
Echo answers "Die."
The reason why I now shall try
To give you in a brief reply.
A party, like a man,
When the facts we scan,
Must have a plan—
Dispute it ye who can.
The progressive G. O. P.,
Once spokesman of the free,
Thou over thus to be
Guardian of the people's liberty.
Then came the lust for gold,
Rights of the MANY sold,
Laws by the FEW controlled;
Shrewd tricks and treachery untold.
Exit the G. O. P.
Enter Democracy:
Our people WILL be free,
Unchained by any tyranny.
That is why you must die,
Dear, delusive G. O. P.

Coquille Loses

The high school basketball team last night dropped to second place in the championship race when they lost to Marshfield by a score of 21 to 12. The boys from here played a hard game but there had been some changes made in the Marshfield team since they played here and they also had the advantage of playing on their own floor. The only chance that the local boys now have for the championship is that Marshfield might lose another game.

Kicked by a Nigger

Jess Dow, who was employed on the carriage at the lower mill, was hurt this morning by being struck by the "nigger," the apparatus with which the logs are turned on the carriage. He received a heavy blow in the abdomen and was quite painfully hurt, but Dr. Low, who is attending him, does not think that his injuries are serious.

ROSEBURG BUSY

Wakes Up to the Importance of Myrtle Point Road and Work for It

Roseburg, Ore., Feb. 12.—Acting in behalf of the Roseburg Commercial Club, W. J. Weaver, proprietor of the Umpqua hotel, and J. H. Booth, president of the Douglas National Bank, went here and discussed the proposition of securing an appropriation of \$1000, with which to aid in making a permanent and complete survey of the state highway between Roseburg and Myrtle Point.

The engineer said, however, that the survey would cost in the neighborhood of \$7000 and he did not feel justified in commencing the work until he had sufficient funds at hand to warrant its completion. It was also stated on that occasion that Coos county had offered to appropriate \$1000 in the event a similar appropriation was forthcoming from Douglas county. With the latter two appropriations the engineer said, he would have \$7000 at hand, and the survey could be completed without interruption.

Commissioner B. F. Nichols said he was opposed to the plan of the state engineer to make an "elaborate" survey of a state highway from Roseburg to Myrtle Point.

Commissioner Nichols explained that the present road from Roseburg to a point several miles beyond Camas Valley was in good condition and the money appropriated by the state should be used in making a survey from the western terminus of the present improved highway to the Coos county line. This is a distance of about 11 miles, and it is believed it could be surveyed for a sum not to exceed \$5000.

County Judge Marsters and Commissioner St. John coincided with Commissioner Nichols in this regard and said they were opposed to spending all the money for preliminary surveys and nothing for actual construction work.

It was stated during the discussion that the people of Eugene and Coos county are making an effort to have the state highway established between the former town and Marshfield, and that immediate action is necessary in the event the people of Roseburg desire to maintain a good road between this city and the coast. In order to have the present Roseburg-Myrtle Point road designated as the state highway, it was suggested that the people of Douglas county should make an effort to secure one of the members of the new state highway commission, or support some man who would look after the interests of this county.

The members of the court stated that they had already decided to improve about three miles of the Roseburg-Myrtle Point road during the coming summer, regardless of what action was taken by the state. This improvement will extend from the western terminus of the present improved highway westward to a point within about four miles of the Coos county line.

Captain Panter's License Suspended for 30 Days

U. S. Steamboat Inspectors Edwards and Wynn and Clerk A. F. Merrill returned to Portland Saturday after investigating the facts in regard to the collision of the steamers Telegraph and Dispatch at the Prosper landing January 29th.

Capt. Allan Panter of the Telegraph had his license as master and pilot suspended for thirty days on being found guilty of careless negligence. Only two witnesses were called, one being Capt. Thos. D. White of the Dispatch and the other, Capt. Allan R. Panter.

It is said that on the conclusion of Panter's testimony, the inspectors concluded the hearing, saying that Capt. Panter's own evidence convicted him. It seems that the boats were at the dock, the Dispatch in the rear. She started to back out and gave one whistle that she was going to pass the Telegraph on the starboard side. Capt. Panter also started to back out about the same time. Just then he looked back and saw the course of the Dispatch. He answered with one whistle. The Dispatch's cabin caught on the frame of the Telegraph's stern wheel and was considerably damaged. The inspectors held that Capt. Panter should have blown the danger signal instead of the signal "all right, go ahead," as the one whistle indicated.

Canadian Killed in Mine

As he stooped to pick up a piece of carbide to put in his lamp, remarking that he had removed all the loose rock from the roof and everything was safe, Wm. Dixon, an employe in the River-ton coal mine, was struck by a falling fragment, Thursday, and instantly killed, his neck having been broken. Mr. Dixon had been employed in the mine but a few days, was a native of Canada, but came to River-ton from

Henryville. He was about 26 years of age, this being practically all that is known here regarding the man.

Manager Wm. Hall of the mine company brought the body to this place where it was turned over to Undertaker Arthur Ellingson while efforts are being made to locate the relatives of the unfortunate man. Mr. Hall said that there were no papers in his possession that threw any light on the whereabouts of the man's people.

This is the second man that has been killed in the River-ton mine in 25 years, according to Mr. Hall, who considers that a very good record. He also says this was one of those accidents that could not be avoided and that this is corroborated by other workmen who were present at the time. Depositions to this effect have been made by the workmen before Justice J. J. Stanley here.

Merchants to Specialize

A deal was consummated the last of the week whereby H. O. Anderson takes over the wall paper and hardware lines which M. J. Hartson has heretofore handled and Mr. Hartson acquires the more expensive furniture lines being carried by Mr. Anderson. Mr. Hartson, however, will continue to carry moderately priced furniture.

In thus centering their energies on single lines these two enterprising merchants are making a decided advance in retail methods. By specializing they are enabled to carry more complete lines and to give better satisfaction and lower prices. It is a course that is almost invariably followed by progressive merchants as their business increases.

PROSPECTS FOR CHANGE IN SCHEDULE ARE BRIGHT

Scott Makes Promise of Early Action to Club

"Within a week the Southern Pacific will be able to make a rearrangement of the schedule in which we will make a special effort to carry out the wishes of the communities here represented, as far as possible," said John M. Scott, general passenger agent of the Southern Pacific, in addressing the representatives of the commercial bodies of the different towns of the valley here Wednesday. Mr. Scott's remarks were followed by hearty applause from those present.

Before Mr. Scott made any statements regarding the intentions of the Southern Pacific he listened to speakers from the different towns who outlined what their communities desired in the way of train service. I. N. Miller, acting as spokesman for the Bandon delegation, made it very plain that these people wanted a daylight service from Portland, J. O. Stemmler, of Myrtle Point, and J. E. Norton, president of the Coquille Commercial Club, both assented that this was undoubtedly what the people of their respective communities wanted; but they showed a willingness to accept less from the railroad.

J. L. Bean, postmaster of Lampa, also required that the people of his community would appreciate any improvement that might be made in the train connections.

Regarding the desired service to Bandon, Mr. Scott said that it was out of the question for the time being. He said that the first consideration of the railroad as of any other business concern was to operate it at a profit. Several of the changes that had been suggested would, he claimed, effect the railroad in this way.

"We are not unmindful of the possibilities of the Coos Bay Country," continued Mr. Scott, "and we will improve the service as soon as the business will justify it. I hope that during the summer months we will be able to run another train in from the outside. There may not be enough business this summer but I believe there will be by next."

Avery-Barker

James D. Avery and Miss Lelia Barker were married Sunday at the home of the bride's parents, Mr. and Mrs. Fred Barker, in this city. Rev. H. M. Law performed the ceremony. Mr. Avery is a brother of Roy M. Avery, business manager of the Herald, and has been in the county for several months past. His former home was in the Rogue River valley.

The bride has lived in Coos county all her life and has attended the Coquille schools during the last two years. The young couple will shortly take up their residence on a ranch in the vicinity of Bridge.

The Herald joins with their many friends in extending to them hearty congratulations and best wishes.

Mrs. Perry Brewer, of Fishtrap, who was in town today, had just received the sad news of the death of her father, J. W. Troutman, which occurred on Monday, Feb. 5th, at Oceanside, Cal. It will be remembered that Mr. and Mrs. Brewer lost their baby while Mrs. Brewer was visiting her father a few months ago. A brother-in-law has since died, making three deaths in the family in a few months.

MILL IS RUNNING

E. E. Johnson Starts Cutting Big Order of Spruce—Industries Start

After lying idle since 1912, the Dollar mill a short distance below town started sawing lumber again Friday. The preparations for starting have been going on for some time and Aasen's camp which is furnishing the logs, have been ready to supply them for several weeks. The mill is being operated by E. E. Johnson under a lease from the Dollar company.

About twenty-five men were at work in the mill the first day but Mr. Johnson says that the number will gradually be increased as the machinery gets in better running condition. At its capacity the mill will employ about forty men.

Spruce lumber, for which Mr. Johnson has a large contract with the Sitka Spruce company of Portland, is being cut.

The prospects of the Coquille valley have brightened very materially within the last week. Besides the starting of the Dollar mill word comes from Bandon that the shipyard at that place is about to start and that an endeavor is being made to have the woolen mills reopened. About these matters the Western World has the following to say:

Capt. George Ross of San Francisco, a shipbuilder of wide experience, upon the solicitation of local people, and largely through the efforts of Postmaster R. E. L. Bedillion, arrived in Bandon several days ago to inspect the plant and see what arrangements could be made. After conferring with the owners of the yard and receiving a favorable offer for a lease, he took the proposition up with the New Era Club Monday night of last week. He stated that it would be necessary for him to expend between \$1500 and \$1800 to furnish the plant with tools and equipment which at present the plant does not contain, and he felt that the business men would be sufficiently interested in getting the industry started to see that the yard is repaired. The repairs would cost probably \$1200.

The committee got busy Tuesday morning and by night had the assurance that their end of the deal would be taken care of. They have a little over \$700 in money subscribed and considerable labor promised, which together with what they expect to get in addition within the next few days will be all that is needed.

Several boat contracts are under consideration, but the first to be negotiated for is the proposed boat to be constructed for the Portland Coquille river run. The committee was authorized to get into communication with the Portland Chamber of Commerce by night letter. This was done and the Portland people replied the following day that they had their money raised and were waiting for Bandon to act. The committee then got busy with petitions to secure the required \$5,000 subscription for stock in the proposed vessel. This matter had at one time been started but was allowed to drag. It was found that many are willing to go in for amounts from \$50 to \$500 and at present more than half of the \$5000 is in sight. The Portland message also stated that within a few days their representative would come to Bandon to make final arrangements.

If the financing of the proposed boat can be satisfactorily arranged upon the arrival of the Portland representative, no doubt the deal will go through without further delay. Mr. Ross states that his part of the contract will be complied with on short order and he would be ready to start operations at once.

The opening of the yard will mean the employment of between 40 and 50 men at good wages. It will take at least seven months to complete that portion of the vessel that can be built here.

The matter of starting up the local woolen mill was also discussed at the meeting of the club. A practical woolen mill man was there and a proposition was made whereby operations could be resumed within a short time. A committee was appointed to see what could be done and this committee is now at work.

Many Matters Come Before County Court

Petitions from various parts of the county and on various matters were considered by the County Court during their session Wednesday and Thursday. The Fair Association of Myrtle Point appeared before the court and asked that the fair appropriation be increased. This item in the budget was cut to \$800 and it is claimed that the fair cannot be given for that amount. The court is endeavoring to figure out some way to raise the required amount by cutting some of the other items.

A delegation from Bandon Thursday laid before the court the proposition to cut down the grading and bridging expense on the Coos and Curry road in

order to provide more money for graveling. It is probable that this will be done as far as possible.

A petition was presented to the court by residents of the Beaver Slough section asking for a road from the Coquille river up the slough and connecting with the Coquille-Marshfield road near the John Yoakam place. The county engineer was instructed to look the matter up and see if such a road would be practical.

The contract for assistant county physician to take care of the business on the bay was awarded to Dr. H. M. Shaw at \$44 per month. The contract for drugs used by the county was let to Winkler's Pharmacy, Marshfield, for cost plus five per cent.

Some difficulty is being experienced by the court in regard to the county road at Lockhart Ave., Marshfield. The Southern Pacific claim that the road is upon their property and the surveyors who have investigated the matter do not agree as to whether it is or not.

The court unanimously adopted resolutions indorsing Charles Hall, president of the Coos and Curry Telephone Co., as a member of the proposed Stat Highway Commission, and imploring Governor Withycombe to appoint him to that high office.

The resolution outlines the fact that Mr. Hall is a capable man, one who has ever been foremost in road construction both in Coos county and other portions of the state, and that his judgment has always been found as the best. Mr. Hall is given the unanimous indorsement for the reason that not only Coos county's interests will be served but that the entire southern Oregon section will beably represented.

Those who pretend to have an insight on the situation state that Governor Withycombe will look with favor on a Coos county applicant and that since he is being indorsed by the county court, the various business organizations and the press of the county, that he will very likely receive consideration at the hands of the Governor. The position sought is one of three who shall constitute the board of State Highway Commission, and each must serve without pay.

Expects Mrs. Branstetter

L. P. Branstetter was in Bandon Tuesday and while there he closed a deal with E. Thrift, of that place, for the purchase of 100 steers which he will put on his place south of town. Mr. Branstetter says that they are a fine lot of cattle and that before the summer is over he expects to have at least a thousand head on his place. He has more grass at present than he knows what to do with and still has a large amount of hay.

Mr. Branstetter is expecting Mrs. Branstetter to join him here in the near future, she being at present at Portland. The following report is given by the Oregonian of the presentation of a clock to Mrs. Branstetter by the manager of the San Francisco & Portland Steamship Co. for her kindness to the passengers of the steamer Bear which was wrecked near their home near Cape Mendocino. Mr. Branstetter says that he was not at home at the time:

A bronze clock, appropriately engraved, has been presented to Mrs. Lewis P. Branstetter, formerly of this city, by the manager of the San Francisco & Portland Steamship company for taking care of the survivors of the steamer Bear, wrecked off Cape Mendocino last June. Mr. and Mrs. Branstetter were on a ranch within a mile and a half of the wrecked steamer.

Mrs. Branstetter is in the city, en route to Coquille, where her husband is in business. They formerly lived on Sauvie's island and are well known in this city. While in this city she is visiting Mrs. A. E. Caton, 825 Tillamook street.

The clock is a Chelsea bronze clock the face representing the porthole of a ship set in the steering wheel. The hours and half hours are sounded by the exact tones and numbers of a ship's bells at sea. On the pedestal of the clock is engraved the following: "Presented to Mrs. L. P. Branstetter by the San Francisco & Portland S. S. Co., in appreciation of her sympathy and kindness to passengers and crew of the wrecked S. S. Bear, which went ashore June 14, 1916."

Bound Over to Grand Jury

The preliminary hearing of Ralph D'Ambrose charged with assault upon Andrew Dresta at Conlogue's camp Sunday morning, took place before Justice Stanley Wednesday with the result that he was bound over to the grand jury on \$250 bail.

The trouble arose over a small pearl handled knife and the one used by D'Ambrose in the alleged assault. The defendant missed his knife and accused Dresta of stealing it. This was refuted by the latter and in the encounter, which followed, it is said that D'Ambrose secured the knife and stabbed Dresta, the knife blade hitting his ninth rib, this preventing it from doing great damage.

Mrs. G. W. Norris, of Fairview, visiting her daughter Mrs. Ed Aasen, of this city.

SYNOPSIS OF MANY EVENTS

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

WILL DRILL 3000 FT. FOR OIL

Sugar Company Contracting for Beets

S. P. Co. to build large floating dock at Reedsport.

Cold storage plant to be built at Reedsport.

Contract let at Florence for \$8,389 new Coast guard station.

Coquille Lumber Co., closed four years, will reopen with sufficient orders for a year's run.

During the first half of January Coos Bay shipped more lumber to San Francisco than any other harbor on coast.

City council at Medford agrees to assist proposed establishment of box factory by extending water main to north boundary of city.

International Paper Co. of Boston takes option on large timber holdings in Umpqua country at \$4,500,000 and prospects are for large pulp and paper mill on lower Umpqua river.

Sugar beets are taking the place of hops around McMinnville and if experiments are successful, a sugar factory is promised that section by Salt Lake interests.

Utah-Idaho Sugar Co. contracting beets at \$6.50 f. o. b. cars at Cottage Grove. The sugar factory recently built at Grants Pass is a great asset to farmers of that section as it permits development of one of the most staple farm crops, sugar beets.

During 1916 Portland, Oregon, shipyards commenced the construction of eight vessels of 6000 tons each. Eight steel snips of 6000 tons each will be launched during 1917 and 1918, according to the report of the Bureau of Navigation.

Secretary of State Ott shows that \$275 was received by the state in 1916 from Curry county for auto tax, and \$225 has been returned to the county for the road fund.

Railroad construction in Oregon during the past year includes: S. P. company complete Coos Bay line, 118.3 miles; O. W. R. & N. complete Eastern Oregon line to Crane, 127 miles; California & Oregon Coast R. R. put in operation 15 miles proposed Grants Pass to Crescent City line; Portland & Oregon City have 15 miles in operation and Valley & Siletz complete 13 miles.

The lease between a number of Roseburg property owners and a representative of a large eastern oil company was signed at Roseburg last week. The lease provides that work must be commenced within six months and that three holes must be bored, the first to a depth of at least 3,000 feet. The property involved consists of over 3200 acres owned by the Lexington Investment company, J. W. Perkins, J. E. McCintock and J. H. Marsters, and is situated in Flournoy valley.

Chief Noshirt, past 70 years of age, the venerable head of the Walla Walla tribe of Indians, died at Pendleton last week after an illness of several days. The funeral was conducted with tribal ceremonies in accordance with tribal rites. Noshirt lived in a tenee at Thorne Hollow, on the reservation, and was one of the few Indians who clung to the old mode of Indian life. He leaves a widow, but no children.

Sells His First Maxwell

N. N. Neiman, who recently secured the agency for the Maxwell automobile, made his first sale Saturday only a few days after having received one of the cars for demonstration purposes. Dr. G. Earl Low was the purchaser and hereafter the doctor will answer his calls in "the Maxwell way." Mr. Neiman reports that, since the new Maxwell 41, which is the only car manufactured by the Maxwell people, was put on sale in this county the first of the year, 14 of the machines have been sold.

Mr. Neiman is enthusiastic about the qualities and appearance of his car and expects to place a good many of them with motorists of the valley during the coming season.

A Good Sign

Beginning the first of the coming month the Oregon Power company will cut its power rate 19 per cent over the old rate. This was done voluntarily and means a lot to Coos Bay. One cannot hope to argue for the location of factories, if the electric power rate is excessive. With a cut of this kind in view and many factories looking for sites upon which to operate, Coos Bay should be the scene of considerable more activity the coming spring and summer.—The Record.