

## THE RETIRING FROM BUSINESS

## SALE

## At the Fair Store Still Continues

This stock, representing thousands of dollars' Worth of First Class Merchandise has been greatly reduced.

## A few of the many bargains are priced below for Early Shoppers

Men's 15c Sox in black and tan now	10c	Splendid lot of Bath and hand towels now 35c, 25c, 20c, 15c.	& 10c
Men's 15c heavy Canvas gloves now	10c	Large assortment of Ladies' sleeveless undersuits 35c, 25c, 19c 15c.	& 9c
Men's 75c and 85c Chambray Working shirts	59c	Infant sweaters, Booties, Mittens, and sacques, all	at Reduced Prices
Ladies' Newest House dress aprons were 85c now	69c	Clark's sewing cotton 3 spools	10c
Child's extra heavy hose supporters now	10c up	Ladies', Children and Men's wool and cotton underwear all at	sale prices
35c Infants' stork pants now	25c	Ladies' Latest styles in shirt waists, beautiful patterns, all at reduced prices	98c up
Ladies' long Chamollette gloves were \$1.00 now	75c	We are showing several hundred ladies' latest collars in voiles, laces and embroidery all at	Sale Prices
Ladies' Gaiters and Indian Head Middy Blouses \$1.25 and \$1.50 Values now	95c		

## THE FAIR STORE

Martin Block, Front Street - Coquille, Oregon

## Items From the Bay.

(From the Coos Bay News.)

W. J. Wilsey has written to parties on the Bay from Chicago stating that his Coos Bay proposition is being underwritten.

J. W. Reid, representing the Dutton Lumber Co., of Poughkeepsie, N. Y., arrived here last week to contract for aeroplane spruce. A number of orders were filled here previously for the company.

Trains commenced bringing in logs from the Siuslaw last week for the C. A. Smith mill. Most of the logs are old growth and have evidently been in the water for a long time, as barnacles are much in evidence.

F. E. Skinner, of Coquille, has purchased Newman Moon's lease of the Blanco hotel, and took charge Saturday. Mr. Moon, who is a member of the firm of Moon & Gidley, contractors, will remain in Marshfield.

News was received here Thursday that Roy J. Rhodes had been nominated for postmaster at Powers, to fill the vacancy caused by the death of G. A. Brown. It is said that the office pays about \$100 per month.

There is an increasing demand for ship knees, and the price is going up. California shipbuilders have been purchasing knees here since early days, but recently inquiries are coming from Seattle and other northern points.

News was received here Monday that the gas schooner Rustler, which left Coos Bay on Saturday for Curry county ports, was ashore about a quarter of a mile north of the mouth of Rogue river. She was high and dry at low tide and the cargo was being removed.

Cattle buyers are still busy among the ranchers in this section, and are offering tempting prices for almost any kind of stock. It is different from what it used to be some years ago, when ranchers had to sell their cattle for what was offered, and were mighty glad to get even that.

The Southern Pacific bridge across Davis slough, a tributary of Isthmus slough, is being remodeled so as to permit of a 40-foot way for the passage of boats. The railroad company intends replacing the present wooden structure with a steel structure later on. The War Department ordered that a 40-foot way for boats be provided.

The C. A. Smith company posted official notice Saturday that the wag-

ons of all employees will be advanced, effective March 1st. It is said that the increase also affects the employees of the Smith-Powers Co. The Smith mills employ about 550 men, and the logging camps between 600 and 700. The notice reads that in addition to the advance in wages, a bonus system, based on production, will be in effect, in which every man connected with the sawing and handling of lumber can participate.

## Fawns Easily Caught.

Doc Barker, of Fairview, was in town one day last week. He relates quite a story, which will no doubt interest our local sportsmen. While driving down the Sumner mountain, a deer was seen trotting down the road in front of the machine. Doc at once gave chase and soon overhauled the animal. It proved to be a last year's fawn and was almost starved to death which no doubt was due to the snow which has covered the ground for some time past, making it hard pickings for the little fellow. Doc says the deer eats candy, bread and butter and most any kind of food it is offered, and has become very tame. The stage driver on the Sumner line caught the deer's mate the next day after Doc made his catch. A permit has been applied for to keep the deer. —Herald.

## Many Deer Killed in Snow.

While walking the eleven miles between Whiskey Run camp and his ranch, Ed. Hamlin, a couple of days ago counted over 73 deer struggling through the snow which was over three feet deep. In several instances coyotes or wolves had pulled down one of the animals and after making a meal had left a part of the carcass. The deep snow prevented the deer from running and they were easy victims for the wolves and coyotes. —Roseburg News.

## Notice of Call for Bids.

Bids for cream and milk hauling on the lower river from April 1, 1917 to April 1, 1918, will be opened March 10, 1917, at the Coquille Valley Creamery. Also bids will be opened at the same time and for the same period for the buttermilk output of the Creamery. The directors reserve the right to reject any and all bids.

Coquille Valley Creamery,  
H. P. Belloni, Sec.

## Might Try It Here.

The coal shortage, which in recent weeks has threatened to bring about very serious conditions in many parts of the country, has stimulated agitation for municipal coal mines that would supply the schools and the departments of the local governments with fuel, and, in some cases, would sell to individuals as well. According to the March Popular Mechanics Magazine, this proposal has already been adopted in Terre Haute, Indiana, and a mine four miles from the city has been leased from which coal is sold for \$2.75 per ton. An alderman in Detroit has advocated that that city buy or lease a mine, contending that by so doing the city could save \$3 per ton on its fuel. A similar plan has been proposed in Cleveland. The undertaking is regarded as most feasible for municipalities in or near coal-bearing regions.

## Did Nann Smith Sink?

According to a report brought here by members of the crew of the Adeline Smith, says the Coos Bay Times, the Nann Smith which was sold last summer to a Swedish firm, was recently sunk in the English channel. She was torpedoed by a German submarine.

No particulars are available nor has the report been definitely confirmed. It is hard to check up on the Nann as no one here knows definitely the new name that was given her by the Swedish owners. After being transferred at San Francisco, the Nann was sent to Chili to load nitrates for the east coast and was there to load for Europe. Whether she was bound to England with a war cargo or bound for Germany is not known.

## Items From Arago.

Mr. Corbet Robison moved his family into the Frank Fish home on Fishtrap Monday. Mr. Robison will work for Mr. Marion Clinton this year.

There was a large attendance at the Cheese Factory meeting Monday. Mr. and Mrs. Clarence Schroeder, of Arago, are very much pleased over the arrival of a little boy Feb. 25.

Quite a number of farmers from Fishtrap and Arago attended the Norway Creamery meeting Tuesday and report a very good time.

A little daughter came to live with Mr. and Mrs. Ray Lewis, of Arago Feb. 24.

**Ford**  
THE UNIVERSAL CAR

320,817

Have been built and actually delivered to retail buyers since August 1, 1916.

These figures—320,817—represent the actual number of cars manufactured by us since August 1st, 1916, and delivered by our agents to retail buyers.

This unusual fall and winter demand for Ford cars makes it necessary for us to confine the distribution of cars only to those agents who have orders for immediate delivery to retail customers, rather than to permit any agent to stock cars in anticipation of later spring sales.

We are issuing this notice to intending buyers that they may protect themselves against delay or disappointment in securing Ford cars. If, therefore, you are planning to purchase a Ford car, we advise you to place your order and take delivery now.

Immediate buyers will have prompt attention.

Delay in buying at this time may cause you to wait several months.

Enter your order today for immediate delivery with our authorized Ford agent listed below and don't be disappointed later on.

## PRICES:

(Signed)

Runabout \$345, Touring Car \$360,  
Coupelet \$505, Town Car \$505, Sedan \$645, f. o. b. Detroit.

*Ford Motor Company*

**ISAAC R. TOWER**

The Gunnery Marshfield, Ore.

FOODLESS, THEY TAKE  
TUG ACROSS ATLANTIC

Remarkable Feat by Mate, Engineer and Fireman of Vigilant.

London.—One of the most extraordinary voyages ever made across the Atlantic has just been completed by the Vigilant, a little American tug belonging to New York and bound from St. John's, N. F., for Cardiff. Two days out from St. John's the Vigilant experienced terrific weather, and on the fifth day she sent S O S calls, the captain fearing she would founder. The Holland-American liner Ryndam picked up the signals and proceeded to her assistance.

The captain and twelve of the tug's crew were taken off by the Ryndam, which was bound for Rotterdam, but three men refused to leave. They were the second mate, Robert Ferguson, a Scot; the third engineer, Thomas Walsh, an Irishman, and an American, John Smith, a fireman.

Taking control of the tug, these three men overcame tremendous difficulties and actually succeeded in bringing her within sight of the Irish coast, where they were picked up by a British patrol vessel. Ferguson was locked in the wheelhouse and the other two in the engine room. The terrible weather prevented them moving, and they remained at their posts for fifty hours without food, water or sleep. Several parts of the tug were smashed in the gale, including the shaft of the dynamo in the engine room. This caused the tug to be in total darkness by night and added to the horrors of the situation.

The taking off of the crew of the Vigilant by the Ryndam was reported by cable from Rotterdam.

## The Sting Ray.

Of the many dangers which beset navigators of the tropical rivers of South America perhaps the natives fear the sting ray most. It is poisonous and is to be found in very large numbers when the river is low. That is the time when boatmen have to get in the water to push their canoes over the shallows. They are often stung by the tail of the ray and usually die unless medical assistance is promptly given. The ray cannot be seen, as it is of the same color as the sand on which it coils itself. The stab of its sharp knife-like tail is the unwary navigator's first intimation of its presence. —Pearson's Weekly.

## The Pyramids.

Scattered about Egypt, the only one of the seven wonders of the world which are still standing as sentinels of the very distant past, are the pyramids, seventy in number, and, as Thomas Fuller described them, "dotting with age, have forgotten the names of their founders."

To fully appreciate the wonderful work required in their construction a historian has reckoned that it required 100,000 men ten years to build the pyramid of Gizeh, and to build the great pyramid it required at least twenty years more and consumed a mass of stone weighing, it is calculated, not less than 4,800,000 tons. —Exchange.

## AN APPEAL TO OREGON PEOPLE

Let Us All Do Something to Help Feed Belgium's Million and More of Starving Children and Do It Now.

This is an appeal on the behalf of little children, and we want to reach: The wheat growers east of the Cascade mountains, The cowboys of the same district, The fishermen of the rivers of Oregon, The dairymen in the valleys west of the Cascade mountains, The mothers and fathers, and the school children of every school district in the state.

I want to remind you wheat men and you cow men, dairymen and home builders of the unprecedented prosperity that has been yours during the past two years, and to point out that it is possible for you to enjoy the good things of life because (and for no other reason) of the most awful war in the history of the world.

In the pathway of that contest stood a little country which was unfortunate enough to oppose the advance of the invading army—it was Belgium.

Today the little children of Belgium—over a million of them—are paying the price. Innocent the children of any wrong doing, but nevertheless they pay.

A million Belgian children are hungry today. A large percentage of them are starving, and will die regardless of the haste with which money is raised and rushed to them to buy food.

But a larger percentage of them can be saved.

Will you try to get this picture in your minds? Imagine a long bread line; every child in it is hungry; some of them are starving, and there is not enough food for all. An officer comes down the line. He examines each child and he separates the hungry from the starving, and the "hungry" are pulled out of the line, screaming and kicking.

Get that again. The "hungry" are separated from the "starving." That is a true picture, and it is the basis of this appeal to all Oregonians who have received big pay for their products sent to the war zone.

We ask you to pay back a little sum of money to send to these children, so that all may have sufficient food to keep them alive until the war is over. We appeal for any sum you wish to give, but send it quickly. All remittances should be made to S. L. Eddy, care of the Ladd & Tilton bank, Portland, Oregon. It will reach the committee in charge of the Belgian Children's Food Fund, and will be promptly forwarded.

The committee can keep a Belgian child alive at a cost of \$1.00 per month, or a little over three cents a day. One hundred dollars will feed 100 children one month; \$1,000 will feed 1,000 children one month. The children will only have three slices of bread spread with grease and a bowl of vegetable soup, but it will sustain life.

I want to ask some big-hearted fellow in every town where my appeal is printed to read this appeal and to then get right out and pass the hat for contributions. Don't wait for some other fellow to do it; do it yourself.

I want to ask every school in Oregon to undertake the support of as many Belgian children as the pupils think they can care for. A fund of \$5.00 a month from every school in Oregon would be caring for several thousand hungry kiddies.

Sunday, March 4, has been designated as Belgian Children's Relief Fund Day. I urge every minister and every priest to speak of the conditions in Belgium, and to take up a collection to buy food for the little ones.

I urge every mayor, every county school superintendent, every commercial organization to help in this work. Call meetings and organize to save these innocent lives. Each community should go at the work in its own way, but all remittances should be sent to Mr. Eddy. They will be acknowledged, and full credit will be given each town and city for what it does.

Sincerely yours,

J. E. WERLEIN,

Chairman Belgian Children's Food Fund Progressive Business Men's Club, Portland, Oregon.

All contributions may be sent to the Sentinel which has already acknowledged gifts of \$157.50.

Louis Wier, 25 years old, of Larson Inlet, was on Wednesday fined \$125 and costs in Justice Shuster's court in North Bend for killing two deer on February 24th. On payment of \$35 and costs, the remainder of the sentence was suspended during good behavior.

Calling cards 75c per 100 here.