

# The Sentinel

A GOOD PAPER IN A GOOD TOWN BY H. W. YOUNG.

Subscription Rates.  
One Year.....\$1.50  
Six Months......75  
Three Months......40  
No subscription taken unless paid for in advance. This rule is imperative.

Advertising Rates.  
Display, 12 1/2 cents per inch. Reading notices, 5 cents per line each insertion. Want ads, 1 cent per word; no ad less than 15 cents. No position given.

OFFICE, NORTH END OF B STREET

Entered at the Coquille Postoffice as Second Class Mail Matter.

The dividing line is growing sharper every day between those who stand up for America and those who stand up for Germany. "Choose ye this day."

The Farm Loan Board at Washington has announced that the rate of interest farmers will have to pay on the new federal loans will be 5 per cent.

Notwithstanding all the slapping that has been done on the willow land in this section during the past two years there still remains over a thousand acres to be cut between Norway and Riverton.

There have been abundant indications lately that if the Brooklyn did jettison her cargo of booze as told in an item we reprinted from the Bendon World last week, there must have been plenty of other boats that did not.

As usual when there is anything out of the ordinary going on in Coquille, as there was last Saturday night, the bootlegger gets in his work. How long is it going to take to put a little respect for law into these violators?

The Bulletin says that potatoes and onions were rotting in the warehouses in San Francisco last week, the average sales having fallen off 50 per cent since the high prices prevailed. Prices have recently been lowered and speculators are losing heavily on their investments.

When the European war began the only way in which it seemed possible for it to result in any good was to destroy the aristocratic system of government that produced it. It appears to have accomplished that purpose in Russia; but several more abdications are still needed.

An eastern paper says that American farmers should plant every available acre. A starving world will need every pound of available food when the next winter comes, and not only farmers but the owners of city lots should try to make every available foot of ground produce something for human needs.

It makes all the difference whose ox is gored. Our contemporary appears to be of the opinion that a bunch of schoolboys playing their usual pranks when a contest is on and interrupting a picture show are "degenerates," deserving little short of death, while nothing at all ought to be done to interfere with the German submarine pirates when they sink our ships and murder our people.

"Without vision the people perish," said a writer some millenniums ago. The men who can see nothing more in the enforcement of our right to freedom of the seas than the profits of munition makers, whether they be in the United States senate or in our own city, lack larger vision. If a majority were of their way of thinking, the United States would become an abject spectacle among the nations.

Senator Albert B. Cummins, of Iowa, who had a strong following in Oregon in the Oregon primaries last year as a candidate for the republican nomination for president, collapsed one day last week while attempting to explain his position in opposition to the bill giving the president power to arm American ships for self defense. Cummins is not the only man who is learning what it is to feel the white wrath of the American people.

To advocate submission to Germany's action in demanding that a portion of the Atlantic ocean shall be absolutely controlled by her piratical submarines is the same in effect as to advocate leaving a highway in the possession of a lot of murderers and cut throats if they see fit to camp there and kill everyone who comes along. Indeed we think the defenders of the German submarine warfare would have to advocate moving out of your house and leaving it for any man with a big club who threatened you, to be consistent. There were men

like that in 1776 who wanted to submit to England's yoke rather than fight for freedom; but they made the name of "tory" infamous for all time.

The State Public Service Commission says that only corporations formed under the laws of the State of Oregon can engage in the business of booming, driving, rafting or holding logs for hire. It was deemed by the Commission that the provisions of the bill limit booming operations to the incorporated corporations in the State.

The Commission will proceed, when the law goes into effect on May 20, to formulate regulations covering the business.

The railroad brotherhoods are, of course, gratified to have the Supreme court decide that the Adamson law is constitutional, and that Congress has the right to legalize the 8-hour day in Interstate Commerce. At the same time they are making wry grimaces over the additional statement that Congress has the right to prevent strikes and compel arbitration of points in dispute between the railroad managers and workmen. In other words that there can be law for the employers as well as the employees.

Representatives of a neutral government in Mexico, who passed through Washington, D. C., recently on their way to Europe, said that the German bank in Mexico City and the German legation there are guiding virtually the entire diplomatic and financial affairs of Mexico. According to these reports the action of Mexico in sending recently to the American republics a note on the subject of peace in Europe was directed by the officials of the German legation, while the German bank is said to have come into control of the Mexican financial situation. The German legation is said to be virtually directing every move of the Mexican government.

### RUSSIA BECOMES FREE.

Nothing since the Declaration of Independence—not even the French revolution—has done so much to hearten the believers in self government as the quick and effective blow by which imperialism has just been dethroned in Russia. With the loss of a few lives and in a week's time the Russian empire has been transformed into a democracy, and the shackles stricken from the limbs and the prisons opened for every political prisoner there—an event which recalls the miracles of Paul and Silas' days. In our own revolution it was three millions of people that ceased to be subjects and became freemen. In Russia it is a hundred and eighty millions. Since 1876 the United States has been a beacon light to the oppressed of the world and all her wars have been for freedom. Henceforth the greatest nation of the Eastern hemisphere is going to line up with the nations of the Western for the rights of manhood. It is an inspiring spectacle—a boon that would have been worth the cost if all the blood and treasure Russia has sacrificed in the present war had been poured out to secure it.

Such events make one feel that "In an age on ages telling, to be living is sublime." When the German Kaiser heard of the abdication of the Russian Czar he must have felt the premonition of approaching doom. The house of Hohenzollern must follow the house of Romanoff off the stage.

If William would abdicate today the war would end tomorrow.

### AUTOS TO PAY FOR ROADS.

There has been much wild talk about the way in which the automobile license fees will pay the \$5,000,000 State road bond issue if it is approved by the people at the election June 8. Figuring on an increase of 20, or even 10 per cent, in the automobile licenses for the 20 years which the bonds are to run, an incredible and impossible revenue from these licenses can be very readily shown on paper.

As the Sentinel was desirous to know under what circumstances and in what way these auto license fees could be made to pay the \$5,000,000 bonds and the interest on them, it has made a little computation of its own without prejudice either for or against the bonds.

The list of license fees under the new law just enacted, but which cannot go into effect until January 1, 1918, provides for a \$6 a year license fee for electric pleasure cars and gasoline pleasure cars up to 26 horse power. This schedule is double the license heretofore charged, and will undoubtedly to some extent discourage the purchase and use of pleasure cars, though not perhaps to any marked extent.

But as the rate runs up to \$20 for cars of 40 horse power and as high as \$40 for the heaviest motor trucks, we have estimated the average license fee at \$10, which is perhaps a little

high. With 29,074 automobiles in the State and the number having increased 10 per cent in December, January and February, there are without any question 30,000 cars in the State now, and this increase will without doubt keep up. With the average license fee after this year fully \$10, the total fee next year will be \$300,000. And it is probably safe to allow that the increase will also take care of the small percentage of the income it costs the State to run the automobile department of the office of the secretary of state.

Figuring then on net receipts of \$300,000 a year from automobile licenses and the issue of \$1,000,000 road bonds in 1917 and the same amount each year for five years thereafter; that the rate of interest on these bonds will be five per cent—and that the legislature will not diminish the license fees while the bonds are outstanding—we find that these bonds and the interest they will carry can be wiped out in about 30 years. As they are to run only 20 years, however, a portion of them in this case would have to be refunded at the end of that time.

Now let us make one more calculation. We will assume that for five years the number of automobiles in the State will increase 10 per cent a year but that there will be no further increase after that time. This estimate we really think is conservative, and it will permit the extinguishment of the debt, principal and interest, in the 20 years the bonds are to run. But in order to do this without calling on the taxpayers to dig up a dollar on road bond account, after having issued a million of road bonds a year for six years, we will have to hold ourselves and issue no more for fourteen years thereafter.

Of course it is possible that after what is done in the six years in the way of road betterment, with the six millions of dollars, the auto people may be willing to have their license fees doubled again in order to get more good roads. On the other hand it is possible that long before the bonds are all paid they will feel that they have done enough and that there ought to be a property tax to finish the payments.

The future is always uncertain, and while a higher tax has been imposed on the autos for next year, that by no means insures that the six millions in bonds and the three millions in interest will all be paid by auto licenses. It is something of a gamble, like everything else in which we figure, for a long period of years.

### STATE WON'T PAVE ALL.

Let's keep the record straight. The Coos Bay Harbor says:

"We have a law wherein a provision distinctly states that we shall have our roads paved whenever we prepare same for line and grade. The only provision made is that we shall prepare at least 20 miles as a beginning."

The law doesn't read that way. It says:

"If the County of Coos shall prepare and make ready for paving, according to the requirements of the State Highway Commission, twenty or more miles in length of the post road between Roseburg and Marshfield hereinafter described . . ." and then after reciting a similar provision for Tillamook county goes on to add that whenever these roads are so prepared "then said commission shall immediately" pave them. Not only this but the old highway commission promised to expend a sum not less than \$50,000 in improving the same road between Myrtle Point and the Coos county line, as we understand it. So if Coos county with that amount of State aid will, after finishing its present project from Marshfield to Myrtle Point, a distance of 26 miles, go on, and with the help of the State's appropriation of \$50,000, complete the road from Myrtle Point to the county line, some twenty odd miles more, we can see no reason why, under the road bond law quoted, the State would not be under obligations to pave from Marshfield to the Douglas county line—provided that law is approved by the people in June. The words "twenty or more miles of the post road between Roseburg and Marshfield" would certainly cover the whole forty odd miles from Marshfield to the county line.

Butter Wrappers and Trespass signs at the Sentinel office.

business. The rumble is already heard and must now be quite a topic of conversation inside of those countries that the inhabitants would be much better off with no rulers, and with a republican form of government and less militarism. The rumble will grow into a concerted action if there is not soon a cessation of hostilities, for the peoples will stand so much and so near, and will become revolutionary in spirit rather than be willing to enter into a barbaric state. They are the ones who will suffer the most and they are fast finding it out. The widowed or bereaved mother is receiving news of her dead and is beginning to ask how much sacrifice must be made for patriotism's sake, especially when there is no valid excuse for murderous war. Kings and emperors are fully aware of this growing sentiment in their dominions and are fearful of the final outcome that may deprive them of their thrones. When this war is ended there will be more republics established in Europe.

### "INLETS" OR "SLOUGHS"?

The name "inlet" and "slough" are applied rather indiscriminately to the salt water connections of Coos Bay, and one can easily understand why, after seeing them under different conditions. When the tide is at flood and the pulsing sea reaches these estuaries with its overflowing abundance and one has the sense of a real, full and joyous life they convey to us, no one could call them anything but inlets. Then when the tide turns and runs out and they lie partially dry, exposing acre on acre of mud flats, there is the depressing sense of loss and emptiness, as well as ugliness and filth, and "slough" is the most fitting appellation one can imagine. So it is that these tributaries and recesses of the bay endlessly oscillate between "inlets" and "sloughs." Here, as well as in light and darkness, heat and cold, youth and age, the blood throbbing in our veins, work and play, tears and laughter, hunger and satiety, we find illustrations of Nature's eternal law of rhythm.

Had those twelve highbinders been members of the Mexican congress, they would have faced a firing squad the next morning without a chance to explain their traitorous actions to their people. The Berlin papers came out the next day eulogizing these twelve Ku Klux for the favor they did the Germans by blocking the resolution, and even hinted that the Kaiser was greatly pleased with the course his friends were taking in America to help the fatherland.—Gold Beach Globe.

It is interesting to note that the Jackson county boosters are turning their attention towards Coos Bay as a much more promising locality to reach tidewater with a railroad than Crescent City, California. Another big factor in that problem is to be found in the fact that in the road already built from Marshfield to Powers they can find a considerable percentage of the track ready for the cars.

The sailings and arrivals of vessels on this coast, too, are going to cease to make newspaper items very soon, as it is the policy of the government to give the enemy as little useful information as possible. So we will hereafter see less about the Breakwater, the Kilburn, the Adeline Smith and other ships, and the newspapers will have to cut out the advertisements of their sailing dates.

One can buy "squirrel" whiskey in California for 65 cents a gallon, and limited amounts of it can be retailed in Oregon for from \$3.50 to \$5 per quart. The profits of that sort of a business are, of course, very tempting to the unscrupulous—however great the risks.

### DOUBLY PROVEN.

Coquille Readers Can No Longer Doubt the Evidence.


This grateful citizen testified long ago.

Told of quick relief—of undoubted benefit. The facts are now confirmed. Such testimony is complete—the evidence conclusive. It forms convincing proof of merit. Mrs. S. Y. Abbott, Sevanth & Oak Sta., Eugene, Ore., says: "Last winter I was taken down with a bad spell of kidney complaint. I couldn't attend to anything. My back was so weak and lame that I could hardly move without pain. I didn't get a bit of benefit from the medicine I used until I began taking Doan's Kidney Pills. The pain and weakness left me, my kidneys were strengthened and I became well." (Statement given February 9, 1906.)

DOAN'S ALWAYS RELIABLE. On March 25, 1916, Mrs. Abbott said: "I still hold as high an opinion of Doan's Kidney Pills as when I recommended them several years ago. I am always relieved of backache and kidney disorders when I take them." Price 50c at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mrs. Abbott has twice publicly recommended. Foster-Milburn Company, Props., Buffalo, N. Y.

# Chi-Namel

## The Chinese Oil Varnish




Is supplied in the following colors and colorless:

- SATINWOOD-GREEN
- GOLDEN OAK
- ROSE WOOD
- MANOGANY
- LIGHT OAK
- DARK OAK
- WALNUT
- CHERRY

It is as transparent as glass, yet a single coat imparts color and high gloss, tones up the old dingy surface and makes white scratches disappear. Dries quick and gives a hard, washable surface. Easy to apply, costs only 1/4 cent per square foot.

### Fuhrman's Pharmacy

# Of All the Books



known to man, the savings bank book is the one that will come in handiest in days of trouble. Get one of these books by opening an account with this bank. It doesn't take much to start an account and it will grow amazingly if you give it attention.

## FARMERS & MERCHANTS BANK

Commercial and Saving Deposits  
COQUILLE OREGON

The material for your

# Wisconsin Silo

is ready for use.

Come in and let us give you an estimate on the cost.

They are indispensable to dairymen


## E. E. JOHNSON

THE GOOD JUDGE OVER-HEARD THE TRAVELER MAKING W-B CUT TALK.

YOU SAY YOU ENJOY GOOD TOBACCO? THEN TAKE A CHIEF OF THE W-B GET ONE TELL US HOW IT GOES.

I DO ENJOY GOOD TOBACCO AND HAVE A CHEW IN MY MOUTH NOW—IT'S W-B CUT T-01.

W-B CUT T-01 IS THE BEST OF THE BEST QUALITY.



IT'S natural that a gentlemanly feeling should prompt one man to tell another about W-B CUT Chewing, so he, too, may enjoy the contentment there is in rich, suppy tobacco—and also avoid so much chewing and spitting.

The common-sense of it appeals to people with brains. There's no getting 'round facts, W-B will save a man money—a little chew lasts and satisfies. A 10c. pouch goes twice as far as ten cents' worth of the old ordinary kind of chewing.

Made by WETHEAR-BUTON COMPANY, 1207 Broadway, New York City