

The Sentinel

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

Subscription Rates.
One Year..... \$1.50
Six Months..... .75
Three Months..... .45
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.

In such times as these it behooves all of us to try to think of something we can do for our country.

Bluestem wheat was quoted at \$1.75 in Portland one day this week. Not much hope for cheaper flour while the war lasts.

How many hundred thousand yards of gravel were the Smith-Powers people going to put on the Marshfield to Myrtle Point road anyway?

The tornado season is on in the East and Alabama and Indiana have both been hit lately. Still some people complain because it rains so much in Oregon.

The Sentinel invites a discussion of the road bond issue in its columns. Let us hear from our readers on this question that must be decided by the voters in about two months.

In 1916 the foreign commerce of the United States amounted to \$7,873,000,000, which was probably the high water mark not only for this country, but for all countries.

Of the thirty-nine months the writer has lived in Coos county the one that ends tomorrow has given the fewest days of sunshine and the most days of rain and storm.

It has reached a point in this county, especially on the railroad, that any passenger whose business is not known is suspected of being either a German spy or a secret service man in the employ of the national government.

The Sentinel is under obligations to Secretary of the State Oloott for copies of all the road laws enacted at Salem this year, and also of the Rural Credits law, the Bone Dry law and all the acts relating to newspaper publications.

Coquille people who took time by the forelock and planted their gardens in January are pretty well contented now; but those of us who have been waiting six weeks to get our ground plowed when the rain stops are still on the anxious seat.

All the heroes are not on the battle fields. Think of the captain of the St. Louis on the bridge for three days and nights after that liner entered the danger zone and all the while on the lookout for the periscope of a German submarine! Who envies him his job?

The pacifists who have been so much worried about the profits the munition makers are going to make if we go to war may yet have occasion to thank heaven that we have plenty of well equipped munition plants prepared to furnish missiles to use against our foes.

How the belts are being drawn up in Vienna now is indicated by the statement that the potato ration has been cut to a pound a week and restaurants have been forbidden to serve sugar with either food or drinks. Four or five ounces of meat can be purchased six times a week.

Last Saturday the weather bureau at Washington promised us fair weather with occasional showers in the Pacific Northwest this week. After three days we were trying to find a new definition for "occasional" and concluded the only one that would apply would be "on all occasions."

In France and Italy last Saturday all the clocks were moved ahead one hour, so that workers can begin earlier in the morning and get through sooner in the afternoon. In the United Kingdom the same change will be made on Sunday, April 8th. There has been a great deal of agitation in favor of adopting the same plan in this country. Personally we are inclined to favor it.

Now that the State Highway Commission has assumed the expense of the supervision and engineering for all the roads to be built in Coos county with the \$362,000 bond issue we are wondering if we shall hear any more of the old talk about that amount being eaten up with costs of

these kinds. Looks as if the fellows singing that song were out on a limb that had been cut between the tree and themselves.

The Coos country as a summer resort and fishing ground is to be given publicity in bulletins to be issued by the Southern Pacific company during the coming summer. Articles telling the sportsman and tourist of the new country opened by the building of the Coos Bay line of the Southern Pacific system are now being prepared. The railroad company also is planning to give similar publicity to McKenzie, Willametta and Siuslaw fishing resorts.

When the Democrats were in the saddle in Oregon before the Civil war, they left their mark in the names of a good many counties in the western portion of the State, as instance Jackson, Douglas, Lane, Benton, Polk. Since, however, a Lane of the third generation has made himself conspicuous by standing up to be counted in favor of backing down to German threats, 200 members of the Eugene Commercial Club have voted unanimously to rename Lane county.

We are wondering what sort of a mood the remainder of the dirty dozen senator's who gave aid and comfort to Germany a month ago will be in when Congress meets again next Monday. They ought to know what the loyal citizens of the United States who have been standing back of President Wilson ever since he has been insisting on American rights on the high seas, think of them by this time. Their bad break may in time be forgiven, if they break forth fruits meet for repentance, but it will never be forgotten.

The talk of raising an army of a million men to protect our country suggests the query how many would be expected from Coquille to make her pro rata in case the president made a call. It's very easily figured. With a hundred million population in the United States, a million men would be one from each hundred people; and Coquille would stand for not more than 20. In this connection it is worth noting that during the past week eight men from here have gone into active military service—Stanley Bartlett, Paul Gary, Earl Nealer and J. C. Miller, of the O. N. G., Claire Mintonye in a Canadian regiment, Rev. T. H. Downs' two sons and Melvin Kern.

OREGON'S GREATEST NEED.
The greatest need of the State is more producers to go upon the unused lands and make them productive.

To bring down the high cost of living, to produce more of the necessities of life, we must encourage families to make homes on the land.

To accomplish this result and develop the State industrially, speculative prices of land must be eliminated.

To get colonies of five or ten or twenty families to locate on land near towns, the land must be productive and the price must not be prohibitive and terms easy.

Real estate speculations in land at two-hundred to five-hundred dollars an acre with big commissions and high rates of interest and taxes make this impossible.

Land is only worth, from the standpoint of production, what a family can produce out of the soil by labor, deducting taxes, interest and cost of upkeep on land and improvements.

There should be land open to colonization on these terms in the vicinity, or in marketing distance from every city and town on the Pacific coast.

Commercial clubs should try to find openings for colonization of lands in tracts of from 50 to 1,000 acres and let them be filled with families of laboring people.

In these days of social unrest, of foreign wars, of bread riots and revolutions, it is important to keep alive the idea that real producers are needed and industrial development must continue.

Many communities are land-poor and production-poor. The problem is to bring over-taxed, over-valued and under-productive lands within the reach of landless families who need homes and employment.

It is seldom we see anything we can indorse in the big bunch of stuff Colonel Hofer sends us from his "Industrial News Bureau" at Salem. So we are glad to give place to the above from that source and heartily indorse every word of it. We have long been of the opinion that excessive speculative prices for land are the only great impediment to the development of the Pacific Northwest and we know that ridiculous over-valuation of uncleared lands is the rule everywhere. Indeed we have known of lands sold and bought for pure speculation at \$100 an acre, which we should consider a sheer liability instead of an asset. Any move to squeeze the water—or the fictitious price—out of logged-off lands

and put them on the market at prices at which actual settlers can afford to buy them, will command the hearty support of the Sentinel.

WHAT THE STATE WILL DO.

The Sentinel has repeatedly referred to the clause in the new road bond law we are going the vote on in June which provides that if Coos county puts 20 miles or more of the Marshfield-Roseburg road on line and grade, and the work is approved by the State Highway Commission they "shall immediately pave" the section so prepared. Work has so far progressed on the Perham contract north of Overland that it is practically assured it will be completed this year. The remaining six and a half miles between Overland and Cedar Point is expected to be advertised and let in April. The plans for the section from Coquille to Myrtle Point are so far perfected and that road itself is so near line and grade already that both these projects ought to be nearing completion a year from now. Very few other projects in the State bid fair to be completed as soon as these, so that if the bonds carry we look to see the road from Marshfield to Myrtle Point among the first to be hard surfaced from the proceeds of the six million bond issue.

The amount of money the State will have to expend for that purpose at \$10,000 per mile will be \$290,000. When it is considered that this county contains only two per cent of the wealth of the State and if the six millions were divided according to assessed value we should get only \$120,000 of the proceeds of that bond issue, it certainly looks as if we got into the road improvement game just at the right time and if it rains porridge our bowls will be right side up to catch it. Furthermore it behooves the voters of Coos county, if they are awake to their own interests, to line up solidly for the bonds.

SHALL WE MOVE FORWARD?

Oregon is going to decide this summer whether to go ahead or stick in the mud. A comprehensive road program has been mapped out; and it has been fixed so that the joy riders who use the roads most will pay the big end of the bills. The six-million dollars won't furnish all the highways in contemplation, of course not. But it will give us a start that will make travelling at all seasons possible and pleasanter over hundreds of miles of Oregon highways and give us a chance to say how much more of the same kind we want.

All this talk about this being a Warren Construction company paving scheme to hold us for high prices on bitulithic patented stuff that will expire a couple of years hence is the veriest moonshine. We have a commission who will not stand for any holdups. If the bids are unreasonably high, they are pledged to reject them all, erect their own plants and do the work on force account.

What good roads contribute to the unbuilding of a country, the economical marketing of products and the enjoyment of travel, those of us who have recently visited California are well aware. And while the winter rains of Oregon will perhaps prevent as many tourists being attracted here at that season as to our neighbor on the south, it is our opinion that our green fields and splendid scenery will eventually draw more summer visitors than California can boast—when we have roads that will compare with hers.

All these arguments will apply to the State at large. In Coos county there is the additional one that we can probably get \$300,000 worth of paving done by the State right away without increasing our taxes at all. Come in, the water is fine.

BELGIAN RELIEF SUPPLIES.

Many people have expressed the fear that if they contribute to the Belgian Children's Fund the supplies bought with their money will be sent to the bottom of the sea by German submarines. Mr. Herbert C. Hoover, who has been so long chairman of the Relief commission, says that out of 500 ships that have sailed from this country loaded with supplies for the Belgians, only 15 have been lost and that every one of the 15 was insured. He further said that the commission had 16 ships on the sea at the time he was speaking and that six more would start the same week and that "ten millions of people are dependant for their very lives upon the arrival of these cargoes before mid-April." He also assures us that "every one of these ships that leaves a North Atlantic or Gulf port carries with her a safe conduct from the Swiss Minister, acting upon authority from the German Government, guaranteeing our flag, and their routes are accepted by the German Government as safe from German attack."

What it means to the farmers of the United States to be able to get farm loans from the federal loan board few people probably appreciate. The outstanding farm loans at the present time probably reach four bil-

lions of dollars and the rate paid their holders averages very nearly seven and a half per cent. The rate just fixed means a saving of about two and a half per cent in interest charges or about one hundred million dollars a year. That will certainly help some.

HUTTON IS MISQUOTED.

E. P. Hutton, of the State Anti-Saloon League, is quoted by the Coos Bay Times as saying that "there were only two liquor licenses or U. S. tax stamps issued which could be used in Coos county, one for this county to James B. Bering and one to the North Pacific S. S. Co., which of course, would permit their boats to sell if they came here or anywhere else.

The Times reporter evidently misunderstood Mr. Hutton, as a United States license to sell liquor confers no power to violate the laws of a State. There used to be hundreds of U. S. tax stamps in Kansas, but instead of being a protection to men who held them and sold liquor in violation of the State law, their possession counted as additional evidence of the guilt of the jointkeepers who held them. Of course the Breakwater and other N. P. boats may sell on the high seas under a U. S. license, but that gives them no right to sell within the jurisdiction of the State of Oregon.

WOULD CHANGE COUNTY NAME

No doubt Harry Lane made an excellent inspector of paving when he was mayor of Portland. But the job of being United States Senator proved a million times too big for him. What a petty, piffing little soul a man must have to stand in the way of the passage of an act to protect the nation's life and the nation's honor in order to try to get it amended so that the ship owner instead of the government should pay for the expense of arming merchant ships and paying gunners' wages. And yet that is one of the excuses he gives his constituents for helping make a split when all the members should have lined up shoulder to shoulder behind the president. That would not only have been the noble and patriotic thing to do, but would have done more to prevent war than anything else possible.

NEED MILITARY COAST ROAD.

County Commissioner Armstrong talking about the proposed Pacific Coast Highway says that wagon roads would be much more reliable than railroads in case of war. Bridges on the railroads are easily blown up or put out of commission by accidents, but improved automobile roads can hardly be damaged so as to render it impossible to use them. And in no other way could a large force be concentrated at any point on this coast to resist invasion so quickly as by the use of autos and motor trucks. If Uncle Sam had realized what was coming three years ago he might have had a pretty fair road along the Pacific coast by this time.

Free Board for Soldier Students.

Students who enroll for four years of military training in the course to be established in the University of Oregon next year will get their board free from the government, if a plan now under consideration by the war department and the University authorities is adopted. Two years of drill will be compulsory. The only thing now standing in the way of military instruction at the University is lack of suitable quarters. During the present semester, however, a class in field tactics and map making is to be organized by Dr. Warren D. Smith, professor of geology, who has had military instruction.

Beginning January 1, 1917 all automobile and repair work must be settled for before it leaves the garage.

A. A. Paull.

UNCEASING MISERY.

Some Coquille Kidney Sufferers Get Little Rest or Comfort.

There is little sleep, little rest, little peace for many a sufferer from kidney trouble. Life is one continual round of pain. You can't rest at night when there's kidney backache. You suffer twinges and "stabs" of pain, annoying urinary disorders, lameness and nervousness. You can't be comfortable at work with darting pains and blinding dizzy spells. Neglect these ailments and serious troubles may follow. Begin using Doan's Kidney Pills at the first sign of disorder. Thousands have testified to their merit. Coquille readers will find convincing proof or merit in the following testimony:

D. C. Hubbard, retired farmer, 640 Sixth St., Cottage Grove, Ore., says: "I have used Doan's Kidney Pills off and on for the past ten years. Whenever I noticed that my kidneys were not acting properly, I have used Doan's Kidney Pills and they soon put them in good working order. I have always said it is Doan's Kidney Pills that are responsible for my permanent good health." Price 50c at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mr. Hubbard uses. Foster-Milburn Co., Props., Buffalo, N. Y.

No Eggs, Milk or Butter

The following recipe shows how an appetizing, wholesome cake can be made without expensive ingredients.

In many other recipes the number of eggs may be reduced one-half or more by using an additional quantity of ROYAL Baking Powder, about a teaspoon, in place of each egg omitted.

EGGLESS, MILKLESS, BUTTERLESS CAKE

1 cup brown sugar	1 teaspoon nutmeg
1/2 cup water	1/2 teaspoon cinnamon
1 cup scalded raisins	1/4 teaspoon salt
1/2 cup oil	1/2 cup flour
1/2 cup shortening	1/2 teaspoon Royal Baking Powder

The old method (fruit cake) called for 2 eggs

DIRECTIONS—Put the first eight ingredients into swisspan and beat three minutes. When cool, add the flour and baking powder which have been sifted together; mix well. Bake in moderate oven in loaf pan (round tin with hole in center is best) for 25 or 30 minutes. See with white icing.

Booklet of recipes which economize in eggs and other expensive ingredients, mailed free. Address Royal Baking Powder Co., 137 William Street, New York.

ROYAL BAKING POWDER

Made from Cream of Tartar, derived from grapes, adds none but healthful qualities to the food.

No Alum No Phosphate

Not Bogies to Fear.

States which have already adapted themselves to prohibition can smile at the arguments advanced by its opponents in New York, for they have already been exploded. The lost revenue is already made up by other forms of taxation without hardship or complaint, especially as the effect of prohibition is already becoming apparent in a diminution of crime and insanity and consequently of public burdens. Breweries are applied to other uses than making beer and other retail business has occupied vacant saloons. Former employees of breweries and saloons have found other occupations, for there are practically no unemployed in Oregon who wish to work. States and cities have learned that they can get along without liquor revenue, capital has learned that it can find profitable use for property which was formerly applied to production of revenue and workmen have found other jobs. The liquor traffic has disappeared and we have quickly closed the gaps which it left.—Portland Oregonian.

Million Dollars' Worth of Beans.

Four solid trainloads of beans from the Orient, valued at over a million dollars and constituting the largest single movement of this commodity ever coming to the United States have arrived in San Francisco to be trans-shipped by the Western Import company to Eastern markets. The Southern Pacific has already started one train of twenty-nine cars over its Ogden route to New York. Three others will be required for the total shipment which amounts to 65,000 bags. They were brought over from Japan on the steamship Kotsu Maru. The beans are of all varieties and their appearance is one of the new developments that the European War has brought about in this country.

Take that sick car to A. A. Paull, Coquille Garage. Satisfaction guaranteed.

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 MEETS A DISCONTENTED WESTERN MAN.

HENRIER, YOU LOOK AS IF YOU HAD LOST YOUR LAST FRIEND—ANYTHING I CAN DO FOR YOU?

LOST MY LAST AND BEST FRIEND! THAT WAS A POUCH OF W-B CUT TOBACCO. YOU KNOW A LITTLE CHEW LASTS AND CONTENTS A MAN.

IF HE GETS A CHEW OF W-B TOBACCO, HE'S CERTAINLY GOING TO GET ONE TOO.

WHO is there that's got the heart to refuse a man a little chew from his pouch of W-B CUT Chewing—especially if he's a gentlemanly fellow who would appreciate rich tobacco? Once a man gets used to real tobacco, it goes mighty hard with him to swing back to the ordinary over sweetened kind. W-B has cut in two the amount he tucks away in his cheek.

Made by WETHEAR-BRUTON COMPANY, 1167 Broadway, New York City