

The Sentinel

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

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OFFICE, NORTH END OF B STREET

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Those who are now insisting that the stars and stripes should not be left out over night have evidently forgotten about "the dawn's early light" and "the twilight's last gleaming."

New Jersey, having decided to spend \$15,000,000 on a new highway system, has very wisely decided to let General Geo. M. Goethals, the man who built the Panama canal, boss the job.

All of the Oregon delegation in Congress except Lane and Hawley are enthusiastic supporters of President Wilson's war policies. We feel both regret and chagrin that two of the three men who directly represent our section should be slackers.

The American citizen of German ancestry is in a position somewhat resembling that of a man who finds that the wife of his choice does not get on well with his mother. The sacrifice of filial affection is painful but the course of duty in such a situation is clear, says the Coos Bay News.

Something humorous and unexpected almost always develops during the trial of a lawsuit. As for instance when one of the First street ladies testified in relation to the First street paving that when she saw the go-pheers begin to come up through that paving she thought it didn't amount to much.

Our observation has been that those who engage in mining for gold in the beach sands earn all they get. Still the announcement has just been made that the sands of the Deschutes canyon contain six billions of gold. That would go a long way towards financing a war if there was any way to get it out economically.

From a recent number of the Christian Science Monitor, of Boston, we learn that Col. Theodore Roosevelt has just transmitted to William B. Thompson, treasurer of the Belgian Children's Relief Fund a contribution of \$5,000 from the First Church of Christ, Scientist, of Boston, Mass. This fund is growing by hundreds of thousands now, but it ought to be by millions.

The rumor that Bulgaria is ready to make a separate peace with Russia has at least a reasonable basis. That country went into the war because Russia couldn't get to Constantinople without crushing her on the way. Now that the Russian government has ceased to have imperial dreams of conquest the Bulgars no longer have reason to fear it, and may well decide that they have no longer any reason to shoot or be shot at by their fellow Slavs.

That the potato and onion speculators are finding their stocks rotting on their hands and are due to lose heavily on their investments is exactly what might have been expected. Pity it couldn't be made impossible to speculate in the necessities of life in that way. And how much better off both sellers and buyers would have been if those potatoes and onions had been sold at a price the people could have afforded to pay than held at a prohibitive price to rot and do no one any good.

It was Solomon who said there is nothing new under the sun. We thought the same thing one day this week when we were looking through an old genealogical book and found that a hundred and forty years ago our ancestors were divided on the question whether to support Congress or not. Nearly all were loyal then, though there are a few who were listed as "objectors." We were gratified to find that our great grandfather was for the Congress and for the fight being made to secure American Independence.

The designation by the State Highway Commission of the roads from Coquille to Bandon and from Bandon south through Curry county to the California line as post roads has caused quite a change in sentiment down in Curry county on the road bond issue. Of course it is possible that in view of foreign complication,

the federal government may take steps immediately to build the Pacific Coast highway as a military road; but even so the designation of this line as a post road that may be improved by the state out of state funds and federal funds already appropriated for such roads went to any harm.

TAFT COMMENDS WILSON.
Ex-President Taft commends President Wilson's stand in the following strong and earnest words:

"The President's message is an admirable setting forth of the causes that must lead the United States into a declaration of war. It is a great historical state paper. Its approval of universal compulsory service and of a close practical alliance with England, France and Russia in overcoming Prussian militarism shows the President's determination that the country, when in war, shall wage it effectively. The entente allies are now fighting our battles, as well as the battles of world progress, and we should be recant to every principle of honor and decency if we do not subscribe to the President's policy in a firm union in this war with France, England, Russia, Italy and their allies."

WAR WAS INEVITABLE.

When the Lusitania was sunk almost two years ago the Sentinel thought the hour for war with Germany had struck, and that the United States to vindicate its honor and help maintain free government in the world could do nothing less than accept the gage of battle Germany had thrown down to us. We felt then that there was no other way to make our influence felt for lasting peace and insure the safety of all we hold most dear. It is therefore with profound gratification that we now see the government and the people of this country taking the same position and expressing a grim determination to put an end in the world to that form of government which breeds war as a dead fish does maggots.

In the world today the Hohenzollern dynasty and that alone appears to be in the way of a permanent peace. So we are glad to see our government lining up with the entente allies to wipe that plague spot from the face of the world. With the German people freed from the despotic rule of the Kaiser we would have nothing to fear from them and could have only good will for them. The old Romans declared that Carthage must be destroyed feeling that their safety could never be assured with an African empire across the Mediterranean. So the free peoples of the world are coming to realize that Kaiserism must be overthrown if peace and liberty are to be assured to the nations of the earth. President Wilson's message has done more than anything else could have done to weld this nation as one man in the defense of democracy on earth. It is realized that this speech was epoch making. It is compared to things as fundamental as Magna Charta and the Declaration of Independence in 1776; to addresses like that of Patrick Henry in revolutionary days and Lincoln's at Gettysburg, which are still ringing down the corridors of time.

WHAT LONDON PAPERS SAY.

The London papers commend President Wilson's message with deep feeling and the most heartfelt enthusiasm.

The Westminster Gazette says: "The stirring words with which the President's address closes should remove all hope on the enemy's part and all fear on the part of the allies that America, having made her choice, will pursue it half-heartedly. She comes as a great ally with immense reserves of man-power to be used, as she tells us, without stint to supplement and fortify the heavily drained resources of the other nations who are fighting in the same cause."

"America enters the war without reservations. Her action will be welcomed both for the substantial aid which she will bring and for the community of spirit which she will further among the free nations of the world. It is a great satisfaction to be joined thus with the nation carrying so much of our blood in a crusade worthy of its best tradition and ours."

The Globe says:

"German statesmen have scornfully affected to regard the entrance of the United States as negligible. We can safely leave them to find out their mistake. In the meantime we are content to stand shoulder to shoulder with the land of the free in the greatest battle for freedom the world has ever seen."

"A second Lincoln; a Lincoln inaugural." "In these simple words," says the Evening Star, "our emotions find expression as we read the majestic closing words of President Wilson's message. We are not ashamed

to say that these words are destined to echo through the ages and to be read by free men with grateful hearts. They fill our eyes with tears of pride and gratitude. Here and now the future of humanity is being shaped and molded for all time."

"Lacking America, the allies could, and would, have won the victory over organized evil, but the victory would not have been complete. Now we know that the world's freedom is won and that the great peace for which we pray will be established for evermore."

WAS WHAT GERMANY INVITED.

Speaking of the stand our government has taken this week in deciding to fight again, as it has always fought, for freedom and to reiterate and defend the doctrine that men are born to govern themselves, the Portland Journal says:

"It is a course that the Hohenzollerns gambled on when they chose to inaugurate ruthless submarine warfare. Every American ship sent to the bottom by a German diver was an act of war. Every time an American life was destroyed, it was an act of war. Every munition works blown up in America by secret German agents, the facts of which have been established in the courts, was an act of war. The proposal to Mexico for an offensive alliance between that country, Japan and Germany against the United States was an act of war."

The filling of this country with spies and secret agents acting in connection with the Hohenzollern ambassador to America to interrupt the industry of America was a hostile act.

HIGH SCHOOL PATRIOTISM.

This resolution was adopted by the civics class of the high school Tuesday morning and was unanimously signed. The high school body as a whole at assembly also signed the resolution, and it was sent by special delivery to President Wilson:

To His Excellency, the President of the United States of America:
Honored Sir:

Whereas, We appreciate your untiring efforts to maintain a state of neutrality between the European belligerents and these United States of America; and

Whereas, We believe that you have used the greatest discretion in your actions to serve the wishes of this entire nation; and

Whereas, It has become impossible for the United States to further maintain neutrality with honor; therefore be it

Resolved, That we, the faculty and student body of the Coquille High School, do heartily approve your action in declaring a state of war to exist between the Empire of Germany and these United States, and that we pledge our hearty support in all future moves which you make in preserving the national honor and integrity.

Potatoes stand second only to lumber in Oregon's exports, according to data compiled by Allan C. Hopkins, of the University of Oregon School of Commerce, for the United States Department of Agriculture. In 1916, Mr. Hopkins finds, 35,791 tons of potatoes, or 2386 carloads, were shipped out of the state, bringing to the producer an average price of \$1.90 a hundred, approximately \$14,000,000. This sum is an average of \$20 each for every man woman and child in the state. The yield varies from 56 bushels in dry Wasco county to 200 in the moist Coos.

"What could be more sad than a man without a country?" asked the patriotic speaker, feelingly.

"A country without a man," responded a woman in the audience.—Chicago Herald.

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Mrs. A. M. Evensen, 625 S. Fourth St., Grants Pass, Ore., says: "I was nearly laid up with sciatic rheumatism in my hip and down through one of my limbs. At times, the pain was almost unbearable. Often the muscles and cords in my limbs seemed to contract, causing intense pain. During this trouble my kidneys were more or less affected, which prompted me to take Doan's Kidney Pills. The first box regulated the action of my kidneys and I took about three boxes in all when the rheumatism pains in my hips and limbs left me entirely. Now, when I notice my kidneys are affected, I use Doan's Kidney Pills and they always do me good."

Price 50c, at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mrs. A. M. Evensen uses. Foster-Milburn Co., Props., Buffalo, N. Y.

RAILROAD SITUATION IS NOW LARGELY UP TO CONGRESS

Must Share Responsibility in
Future Development.

ROBERT S. LOVETT'S VIEWS

"Unification of Regulation is Essential."
A Complete, Harmonious, Consistent and Related System Needed—Federal Incorporation of Railroads by General Law Favored.

Washington, March 26.—Responsibility for the railway development of the country, for providing necessary transportation facilities to care for the growing business and population of the country, now rests largely with congress and not entirely with the railroad managers. This was the statement of Judge Robert S. Lovett, chairman of the executive committee of the Union Pacific system, to the Newlands joint congressional committee when that body resumed its inquiry into the subject of railroad regulation this week.

In making this statement of the changed conditions of the railroad situation Judge Lovett undoubtedly had in mind the decision of the supreme court on the Adamson law, handed down last week, which establishes the right of the federal government to fix railroad wages and to prevent strikes. This decision is regarded by railroad men and lawyers as marking an epoch in the development of transportation in the United States.

"We have our share of responsibility," said Judge Lovett, "but it rests primarily on congress. When the government regulates the rates and the financial administration of the railroads, the borrowing of money and the issuance of securities it relieves the railroad officers of the responsibility of providing and developing transportation systems, except within the limits of the revenue that can be realized from such rates and under such restrictions."

"For a country such as ours, for a people situated as we are, to blunder along with a series of unrelated, inconsistent, conflicting statutes enacted by different states without relation to each other, instead of providing a complete and carefully studied and prepared system of regulation for a business that is so vital to the life of the nation, is worse than folly."

He summed up the present problems and difficulties of the railroads as follows:

First.—The multiplicity of regulations by the several states with respect to the issue of securities, involving delays and conflicting state policies generally dangerous and possibly disastrous.

Second.—The state regulation of rates in such a manner as to unduly reduce revenues, to discriminate in favor of localities and shippers within its own borders as against localities and shippers in other states and to disturb and disarrange the structure of interstate rates.

Third.—The inability of the Interstate Commerce Commission, whose the commissioners may be, to perform the vast duties devolving upon it under existing laws, resulting in delay which should never occur in commercial matters and compelling the commissioners to accept the conclusions of their employees as final in deciding matters of great importance to the commercial and railroad interests of the country.

Fourth.—The practical legality that has been accorded conspiracies to tie up and suspend the operation of the railroads of the country by strikes and violence and the absence of any law to compel the settlement of such disputes by arbitration or other judicial means, as all other issues between citizens in civilized states are to be settled.

Fifth.—The phenomenal increase in the taxation of railroads in recent years.

Sixth.—The cumulative effect of these conditions upon the investing public, to which railroad companies must look for the capital necessary to continue development.

"We believe that the unification of regulation is essential," said Judge Lovett, "and that with the rapid increase of state commissions in recent years congress will in time be compelled to exercise its power in the premises. To unify regulation there should be a complete, harmonious, consistent and related system. We believe the best, if not the only practical plan, is the federal incorporation of railroads by general law, which will make incorporation thereunder compulsory, thus imposing on all railroad companies throughout the United States the same corporate powers and restrictions with respect to their financial operations and the same duties and obligations to the public and the government, so that every investor will know precisely what every railroad corporation may and may not lawfully do."

Judge Lovett contended that the solution of these problems and difficulties rested with congress. He told the committee that under the constitution the authority of the federal government is paramount, that congress has the power to legislate for a centralized control of railroads under federal charters and that it only remains for that body to exercise that power.

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