

GOING FOR GOLD

Mining on the Sixes Will
(Soon) Begin on an Im-
mense Scale.

(From the Bandon World.)
Approximately 1100 acres of land along Sixes river in Curry county is now in possession of the National Underwriting Syndicate of New York City and will be the base of extensive mining operations the coming summer, according to C. C. Inman, local mining man, who during the past few days received a substantial check from the eastern concern with which to make payments on part of the holdings and start operations. The investments so far made according to Mr. Inman, have reached a total of \$100,000 of which between \$12,000 and \$15,000 has been paid out in cash. They include the purchase of the property owned by the Pelikea Mining Co., a local concern, which has been a producer in the past.

"A sawmill on the Pelikea property is now being put in operation by a crew of ten men," stated Mr. Inman Tuesday, "and I expect to leave for the place this week to superintend the work of cutting 200,000 feet of lumber with which to build a long pipe line."

"The line will be two and one-half miles in length and will be of a 30 inch wood stave pipe, bound with steel bands. To assist the work we have purchased a planer from the Brown & Gibson planing mill in this city and are today shipping it to the property via Myrtle Point and Eckley, that being the easiest way to get in at this time of the year."

"Between four and five months of the year during the summer and fall the entire body of water in the river will be conveyed through this pipe, thus making it possible to work the river bed. There will be sufficient power to operate eight 6-inch giants for sluicing if necessary."

"Much mining has been done in this section in the past and the greater part of the platinum has been washed into the river with the tailings, thus it is believed that some rich dirt will be found there. In the winter season the gravel bars will be worked, therefore operations can be carried on the year round."

Mr. Inman states that he will have charge of construction work of installing the hydraulic plant for several months the coming summer and expects to employ between 25 and 40 men. W. B. Carleton, representative of the company is expected back here in May.

The Pelikea property is located eleven miles up the river from the Sixes bridge on the main Curry road. It is planned to build a good wagon road to the place. The government forest service is now constructing a telephone line to the property, the wires having already been strung.

Marrying Justice Busy.

Our "Marrying Justice" J. J. Stanley reports the following cases of nuptial happiness to which he has recently contributed in his official capacity:

Saturday, March 31, he pronounced the words that united Harry McAdams and Rose Frey, both of Powers. The bride is one of the teachers in the schools there.

Last Sunday at the residence of the bride's parents at Cedar Point Lester Johnson, of this city, and Amanda Johnson were made one.

On Monday at the justice's office John Windsor and Daisy Pearl Shields, both of Bandon, were united. The groom, who is employed at Arlington, returned there and the bride went back to Bandon to finish her studies in the High School there from which she expects to graduate in June.

Many Over Seventy-Five.

Mr. D. P. Strang furnishes the Sentinel the following list of Coquille people who have passed their seventy-fifth birthday—25 of them. This is an unusual number to be found in a place no larger than Coquille:

Mrs. Elizabeth Leneve, 91; Henry Waltermire, 88; Francis A. Kelley, 83; J. H. Aker, 83; D. P. Strang, 82; Mrs. Ella A. Ross, 81; J. S. McEwen, 81; David Fulton, 81; Mrs. John Kronenburg, 80; Mrs. N. J. Messer, 80; J. P. Messer, 80; J. B. Hill, 80; Mary Wilson, 81; A. J. Wilson, 79; Martha Pratt, 79; Mary A. Goodman, 79; Matt Kerrigan, 80; B. H. Harkin, 76; Jane Magill, 79; W. A. Custer, 77; S. D. Gullford, 77; George Stevenson, 77; Mrs. M. J. Shuck, 76; T. N. Johnson, 79; Mrs. Ellen Church, 75.

* Those marked with a star are soldiers' widows.

Send the Sentinel to eastern friends

Oratorical Contest.

At a tryout last Friday afternoon, Ada Downs was chosen to represent the Coquille high school in the declamatory section of the county contest to be held at the Masonic hall next Friday evening at eight o'clock. She will present "Her First Appearance," an exceedingly well written short story by Richard Harding Davis. The Coquille entrant will be Arthur Hooton, who will deliver an oration on "John Brown" written by W. M. Thompson. The selections and the speakers are all good and the local high school is sure to be well represented.

Marshallfield will be represented by Gwynedde Tower and Jesse Frantz. The North Bend speakers will be chosen at a tryout this evening. The local management of the contest has not been notified as to who will represent Bandon and Myrtle Point.

The Oratorical-Declamatory contest is held in the various towns of the county in rotation so it has been five years since the last contest was held in Coquille. At that time there was only one section to the contest and boys competed against girls. The new arrangement by which boys and girls are in separate sections is considered a great improvement over the old scheme. A silver loving cup is the prize competed for in each section. Supt. W. R. Eutherford, of Eugene, has been invited to act as judge of the contest.

Wants Better Side Roads.

Coquille, Oregon, April 11—In the Sentinel of March 30th, 1914 I see a piece asking, "Shall We Go Forward or Stick in the Mud?" To all appearances we are there now, especially in the north end of Coquille with a street boarded up like a Fair or Circus ground and mud holes almost impassable in our beautiful Coquille. We need wood and other necessities to sustain life, but it is almost impossible for a team to pull a load through them. While we have a right of way to the county road, it is narrow and a steep grade like the minds of some men, no room to turn or swing out with a load. I came to Coquille 14 years ago and bought a little home of 2 1/2 acres on the line of the city limits, started in on \$4.00 taxes a year and since then it has gone as high as \$16.00. While building the Fairview road and while on the city limits I used to vote in Coquille. They have put us in the Cunningham precinct. We have to go through Coquille towards Myrtle Point this side a little way to vote, and it makes me feel sorry. But "Why Should the Spirit of Mortal Be Proud?" It is all in a life time. I am an Old Soldier, am patriotic and go in for universal training and while I am a black Republican, I stand for Wilson and Geo. E. Chamberlain, our U. S. senator. Now can't the city give us a street or the county a road, is the prayer of your humble servant. I would like to see Coquille progress, but God only helps those who help themselves. The front streets are paved in good shape but the outside is as God made it, or the whole of this coast, which has never been levelled down.—John H. Aker.

To Build Many Boats.

While nothing will be officially closed before next week, the understanding reached by Federal Shipping Commissioner Brent and Coos Bay shipyard and lumber men last night is that Coos Bay shall build twelve of the new wooden vessels for the government. These are to be delivered at the average rate of one per month for twelve months.

The plan, if the contract is closed, is for the C. A. Smith Company to put in a shipyard adjoining its mill and take four of the first twelve, Kruse and Banks building the other eight.

In addition to the practically sure order for twelve vessels, the local men understand that they may be allotted twelve additional, making a total of twenty-four in eighteen months if they can make arrangements to build that number.—Coos Bay Times.

Logger Violently Insane.

Sam Bruner, a logger at Crane's camp down the river became violently insane last Saturday evening and on Sunday morning he was brought up here by his brother and placed in the padded cell of the new jail. He was extremely violent early in the week but has since grown much weaker and become more quiet. He was examined both by Dr. Richmond, county health officer, and Dr. Keiser, of North Bend, but owing to the absence of Judge Watson, it was not possible to order him committed to the state hospital until today.

There having been plenty of rain on Easter Sunday, according to the old saw, our chances for any fair Sunday before June must be very slim.

AS PRICES RISE HIGH COST OF LIVING HITS THE RAILROADS

Service Will Be Grippled Un-
less Relief Comes Soon.

EXPENSES UP, RATES DOWN

Wasteful and Conflicting Regulations Hamper Railroad Credit, While Advances in Labor and Materials Out-
strip Revenues, Chairman Kruttschnitt Tells Congress Committee. United Federal Control Will Improve Conditions.

Washington, April 2.—The condition in which the railroads find themselves as a result of constant increases in wages, prices of material, taxes and other expenses, while their revenues are restricted by legislation, was strikingly described by Julius Kruttschnitt, Chairman of the Executive Committee of the Southern Pacific Company, in his testimony during the past few days before the Joint Congressional Committee on Interstate Commerce, which is making a study of the question of railroad regulation. Mr. Kruttschnitt urged the committee to recommend a plan of regulation which will center responsibility for regulation and its results in the federal government, so that conditions affecting both expenses and revenues may be made subject to a uniform policy instead of the waste and often conflicting policies involved in the system of combined state and federal regulation.

Why Roads Need More Money.
Mr. Kruttschnitt's testimony also had a bearing on the reasons for the application of the roads to the Interstate Commerce Commission for a general advance in freight rates. He showed that while the price of transportation has declined in recent years, the cost of producing transportation, like the cost of almost everything else, has rapidly advanced. This he illustrated by showing that if freight and passenger rates had increased during the past twenty years in the same proportion as average commodity prices the railroads of the United States would have received \$1,654,000,000 more for transportation in 1915 than they did receive.

This saving to the public was effected, in spite of an increase of 93 per cent in the cost of operation of trains, by a reduction in the average passenger rate per mile from 2.04 cents in 1890 to 1.95 cents in 1915, a decrease of 5 per cent, and by a reduction in the average freight rate per ton mile from 8.39 mills in 1890 to 7.5 mills in 1915, or 10 per cent. During the same period the cost of operation per train mile rose from 92 cents to \$1.78, almost doubling. At the same time the average price of 346 commodities enumerated in a bulletin of the Department of Agriculture increased 115 per cent. Transportation is practically the only commodity in general use that has not increased tremendously in price during the past twenty years, freight and passenger charges being lower than they were twenty years ago.

Big Saving to Public.
If rates had risen proportionately to the increase in the cost of other articles of ordinary use, Mr. Kruttschnitt told the committee, the average passenger rate in 1915 would have been 2.95 cents a mile, or 50 per cent higher than it was, and the average freight rate would have been 1.21 cents, or 60 per cent higher than it was. The saving to the public in passenger fares through this difference was \$314,000,000 and in freight rates \$1,340,000,000.

Universal railroad bankruptcy under this reduction in rates and increased cost of operation, he said, was avoided only by heavy expenditures to obtain increased efficiency in train movement, making it possible to haul more tons of freight per locomotive. This had reduced the average cost of hauling a ton of freight, but the decline in the average freight rate had reduced the net revenue of the roads from each ton hauled. If the operating costs of the railroads, including the prices of coal, labor and material, continue to advance at the present rate a lot of railroads will be in the hands of receivers by 1918 unless some relief is afforded. Mr. Kruttschnitt told the committee.

"Owing to the rise of commodity prices," he said, "the purchasing power of the dollar has fallen 50 per cent and the railroads are in the position of being compelled by law to accept payment for their service to the public in currency worth 45 cents on the dollar."

Public's Chief Interest.
"The public's chief interest is in adequate transportation facilities and not so much in low rates. As to most commodities freight rates form a very small proportion of their cost. Excluding low grade commodities, the percentage of the freight rate to the cost is so slight as to offer no justification for any substantial increase in prices to the consumer. It may be stated with little fear of contradiction that the consumer seldom, if ever, profits from a lowering of freight rates."

"Exorbitant charges are a thing of the past, and under the attempt to cut rates to their lowest possible figure the interest of the whole public in the character and standard of transportation is subordinated to the interest of that part of the public only that profits by lower rates—that is to say, the shipper and their agents and not the general public, the ultimate consumer."

FOR GOOD ROADS AT LOWEST COST

Social Bonds May Be Issued
and Taxes Imposed.

FAIRFAX HARRISON'S PLAN.

President of Southern Railroad and American Highway Association Says There Are Only Two Ways of Raising Money For Road Improvement, Direct Taxation and Sale of Bonds.

There are some people living in the country who do not believe they should pay money for road improvements, says Fairfax Harrison in the Philadelphia Public Ledger. They are satisfied with their rutted, straggling lanes. Their number is growing less as knowledge of what good roads mean to country districts is acquired by those who live there. Good roads not only mean that hauling to market places and shipping points is easy, but they mean that farm life changes from a state of isolation for each family into one having



FAIRFAX HARRISON.

the advantages of a community, with its educational, social and religious life.

There are only two ways of raising money for such work—direct taxation and the sale of bonds. A small amount of public road work is done annually by private subscription, but it is too insignificant to be considered in the general problem.

The annual sum that can be raised in any limited district by direct taxation is too small, as a rule, for the maintenance of existing roads and any extensive permanent reconstruction. On the other hand, the annual road taxes of a whole state yield a very large sum, which ought to furnish far better results than it does. The trouble with the work done with these taxes is that it is not carried out with the knowledge, energy and economy necessary to achieve the largest measure of success. A recent report by the state highway commission of Arkansas explains the trouble in that state, which is also the trouble in most states, as follows:

"Under our present lack of system the enormous sum of \$1,200,000 per year is being spent from the general \$ mill tax alone, with no great improvement over conditions of the past. Our present law provides that each county be divided into numbers of road districts and that the taxes collected in any district be spent only in that district. Pulaski county is divided into twenty-six road districts, several of which do not have more than \$200 per year. These small districts are each in charge of a road overseer. I venture the assertion that 5 per cent of our road overseers have never spent an hour in reading up on road matters. I do not blame the road overseers; it is the system which is to blame. Their term of office is indeterminate in some cases, their pay is small and, lastly, their labor, known as free labor (furnished in place of a money tax), is very unsatisfactory in most cases because of the ever changing organization. By the time a man gets in shape to do something his time is up."

It is really no wonder that a farmer who knows no other system of road construction than that outlined in this quotation or an equivalent is not inclined toward real road improvement. He knows that his taxes, or his labor given in place of taxes, yield an insignificant return. He does not know that the same money and labor spent at the right time and in the right way would accomplish far more. One of the great problems in paying for roads is how to stop the waste of large sums through ignorance. A great improvement can be made by placing the work under overseers who are intelligent, energetic and faithful and then placing these overseers under competent technically trained men who cannot only guide the overseers, but also have sufficient personal influence to educate the people to an appreciation of how much can be accomplished if the available means are used properly. Finally, the whole work should be guided by a state highway commission.

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their eyes.

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Queen of Water	\$1.00 per doz.	Cow Dung
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Senate Gut Leaders	15c and 30c	
Oregon Spinner	30c	
Queen of Waters Spinner	20c	
Salmon Eggs	25c	
Colorad Spinner, assorted	20c	
Kirby hooks, per dozen	5c	
Reels	25c and up	
Rods	\$1.25 and up	

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M. E. Church South.

The Sunday School at 10 a. m. C. D. Hudson Supt.
The Union League service at 6:30 Everyone urged to be present.
H. Marvin Law, Pastor.

Methodist Episcopal.

Sunday School at 10 a. m. Mrs. Georgia Richmond, superintendent; H. O. Anderson, musical director.
The church service at 11 a. m. The Epworth League at 6:30 p. m. The topic is "How God Guides." Mrs. H. L. Johnson is the leader.
The evening service at 7:30 p. m. Both morning and evening Prof. John Gary will be the preacher.
The second quarterly conference will be held on Tuesday, April 17th, at 7:30 p. m. The Rev. James Moore, District Superintendent will be present. All members of the Quarterly Conference are requested to be present.
Midweek union prayer meeting on Wednesday evening at 7:30 in the M. E. church, Rev. H. M. Law leading.
A cordial welcome is extended to all.

T. H. Downs, Pastor.

St. James Episcopal Church

Sunday school at 10 a. m.
Rev. F. G. Jennings.

Christian Church.

Bible School at 10 a. m.
Y. P. S. C. E. at 6:30 p. m.

Presbyterian Church.

Teaching service from 10 to 11 a. m. Preaching service at 11 a. m. We extend a hearty welcome.
F. B. Shimian, Pastor.

Christian Science Society.

Services next Sunday at 11:00 a. m. Subject, "Are Sin, Disease, and Death Real?"
Wednesday evening meeting at 8 o'clock.
Sunday school at 9:30 a. m. Corner Third and Hall streets.

WANTED.

500 to 1000 acres or more, cheap land, suitable for stock raising. Must have some agricultural land. Have cash for substantial bargain. Give full particulars as to location, condition of roads, price, terms, etc., in first letter. Address J. Frank Stroud, Beaverton, Oregon.

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Want Ads

One Cent a Word Each Insertion

Lost \$25.00 in bills Thursday afternoon in business section of Coquille. Finder notify Mrs. Laura Watkins, Coquille, Ore.

WANTED—Chittam Bark 1917 Peel. Wool & Mohair. Geo. T. Moulton.

MONEY TO LOAN on improved farms at 7 per cent interest. Apply to Sentinel.

\$550 PIANO, one of the very best, will sell cheap or trade for good team, cows or auto. Inquire at this office. 1213

SECOND HAND FURNITURE wanted at the Coquille Furniture company. Highest prices paid.

TO TRADE—Automobile for cattle or horses. G. A. Colvin, Coquille.

FOR SALE—15 acres, all bottom, one mile from Coquille postoffice; city water. Inquire John Hickam. 914.

\$100 Reward, \$100

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative power that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials.
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Take Hall's Family Pills for constipation.

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