

## MORE TAX MONEY

### Senator Chamberlain Gets Bill Through Senate To Help County Treasury.

Last Monday's special dispatches from Washington to the Oregon Journal brought the news that Senator Chamberlain had on that day secured the passage in the senate by unanimous consent of his bill amending the recent act providing for the disposition of the O. & C. of the Railroad land grant so as to authorize the payment by the United States to the various Oregon counties in which that grant lies of penalties and interest to date as well as the original amount of the taxes.

Should this bill also pass the senate and be approved by the president, it will mean a good deal to Coos county.

The taxes on the O. & C. lands in this county which the national government will pay are for the years 1913, 1914 and 1915 and amount to considerably more than \$100,000.

This we knew the government would pay as soon as it had finished checking up the lands in question—a work that is now in progress—but until the passage of such an act as Senator Chamberlain has been pushing, it might have been questionable about the penalties and interest. Inquiry at the Sheriff's office elicits the fact that these latter sums now amount to more than 50 per cent of the original taxes or between \$50,000 and \$60,000. This added to the principal makes nearly \$175,000 as the amount the United States Treasury will pay Coos county, probably before the close of the present year, and the relief this will furnish can well be imagined.

That the excess payment over the original tax due on these grant lands will not only pay all the interest the county now owes on outstanding warrants and enough more to provide the money necessary to pay the first year's interest on our \$362,000 of road bonds may appear to be an extraordinary statement, and yet it is one that is fully warranted.

Coos county's outstanding warrants on the first of June amounted to \$242,707.48. The warrants issued by the county court last week brought this sum up to about \$250,000. By the end of the present year that amount of warrants will average about two years, as there will then be outstanding all that have been issued from Jan. 1, 1914, to Jan. 1, 1918. Add to that the first year's interest of \$18,100 on the road bonds for the current year and the total is \$48,100.

But this is not all. The payment of the O. & C. taxes will put the county treasury in shape to reduce the floating warrant debt to about \$130,000. The annual interest charge on that amount will be less than \$3,000. But the Southern Oregon taxes will probably come in just the same way as the O. & C. taxes and will much more than extinguish that amount and put the county on easy street—to say nothing of the \$150,000 or more of taxes, interest and penalty that must come from the Kinney and Boutin tracts.

So even if the county is now paying 21 1/2 per cent interest on the \$11,000 warrants issued in November and December 1913 that were called a couple of weeks ago, so far as the interest account is concerned Coos county will be a long way's ahead of the game.

With ten per cent penalties and 15 per cent annual interest accruing on delinquent taxes, the county is bound to be no loser when it pays only six percent annual interest on the warrants that cannot be paid while the taxes are still unpaid and drawing interest.

An individual, who could borrow money on long time at six per cent and reloan it all at 15 would think he had the world by the tail and a down hill pull. So, Coos county should worry because she has to pay 21 per cent interest on the called warrants of November and December 1913.

Since the above was in type the following associated press dispatch has been sent out from Washington, indicating that the House may not pass the Senate bill without some modifications:

The Chamberlain bill passed by the Senate authorizing the payment to the land grant counties of additional taxes on railroad grant lands and

paying also certain interest and penalties, will encounter difficulty in the House.

It developed that the bill was not referred to the Interior Department or the Department of Justice while pending in the Senate, but will be referred by the House committee, in accordance with custom. Both the Department of Justice and the Interior Department look with disfavor upon the bill, taking the position that the counties should receive no payments other than authorized in the act of June, 1916.

### Sentinel Has the New Numbers.

County Clerk Oddy is not willing to undertake the job of hunting up the new serial number of every man enumerated in the war census and telling him what it is, as the Record has told its readers he would do, and we don't blame him. The men listed in this section can all find their red numbers in the Sentinel this week. When word comes what numbers have been drawn at Washington they will know whether or not they have been drafted.

## CASE OF YEAR'S STANDING ENDS

County Commissioner Archie Philip says the County court has offered to make a settlement with Manager Herbert Armstrong, of the Southern Oregon Co., on the \$157,000 judgment for the tax money in escrow which Judge Skipworth had awarded the Company. Manager Armstrong wanted the money and two percent interest. The county offered him the fund without interest providing his company would pay costs of litigation and release the county and banks from all liability. He has taken it under consideration.

Judge Skipworth was here today and in court this afternoon gave an order and decree that the \$157,000 and odd dollars of Southern Oregon funds the county has had in its hands for several years last to secure the taxes it owed, should be repaid to the company, and that the question of interest should be left for future adjudication. The company wanted a judgment for the \$157,000; but this Judge Hall objected to and the claim was not pressed.

As to the two per cent annual interest the banks have been paying the county, and the company has been demanding from the county, the idea seemed to be that the thing was loaded, and that if that was awarded to the Southern Oregon, the banks might then sue the county to recover the interest they had paid so that the county might have to pay it twice. So if the matter comes up hereafter all sides of the question can be decided at once.

Judge Skipworth vacated his former decree in this case in which he awarded 2 per cent annual interest to the company.

### Some Victims of the Explosion.

Among the victims of the explosion at the Mare Island navy yard last Monday were the family of James L. McKenna, a brother F. E. McKenna, of this city. The first news the latter received after the press dispatches, came in the shape of a message from his parents in the east telling that the house in which his brother's family were living had been blown up. This came from the officials there, Mr. McKenna being too badly injured to himself telegraph.

On Wednesday, however, came another dispatch stating that Mr. McKenna, his wife and their two months' old baby and the nurse were all in the hospital but were doing well, which did much to relieve F. E.'s anxiety.

Mr. McKenna, who is a naval officer, was living in a double house at Mare's Island, the other side of the house, which was occupied by an officer named McKenzie, with his wife two children and two servants, was blown to atoms and Mr. McKenzie's body was found 200 yards away. The side of the house in which the McKenna family were living collapsed when the other part was blown to pieces, so that their injuries were due to the house falling in on them. The explosion is supposed to have been the work of Germans. Events like this bring the war home to us in a most vivid way.

Marshal Epperson is preparing to notify those who are allowing rubbish to accumulate on their premises to clean up "under penalty of the law."

## AFTER HIS SCALP SAVING THE FOOD

### Myrtle Point Commercial Club Is Not on Murdock's Trail.

Last week the Sentinel published the fact that the gravelling of a road out of Myrtle Point had been stopped by order of the county court owing to lack of funds. The following letter from Claud Giles by J. O. Stensmiller, as secretary of the Myrtle Point Commercial Club, has just been received by the Coquille Commercial Club:

At a meeting of the Myrtle Point Commercial Club held on the 11th day of July, 1917, there was a resolution passed by unanimous vote of those present directing the secretary to write a letter to each commercial club in the county asking each club to adopt a resolution directed to the County court demanding the County court of Coos county, Oregon, to at once ask the resignation of R. B. Murdock, County Roadmaster, believing it to be to the best interest of the taxpayers. That no good has been accomplished in the way of road construction during the administration of the present county roadmaster. That the practice of extravagance of his office is now unbearable, believing him to be incompetent to fill such a position.

The following statement in relation to this matter has been made by Roadmaster Murdock:

"P. W. Laird, patrolman for the Myrtle Point section and city councillor there, was recently discharged because of proceeding with work involving considerable expenditure without authorization or knowledge of the Roadmaster's office or County court.

"He had made a request to do the grading and gravelling of a section of county road in the City of Myrtle Point and had been advised that if, after consultation with supervisor Clinton, it was decided that the work could be done from the maintenance fund allotted to this section, he could proceed. He did not consult with Clinton but proceeded with the work and spent the balance of the maintenance fund allotted for the year before the job was one half completed, and advised Clinton that he had authority from the court and Roadmaster.

"His discharge has evidently been the cause of activity of himself and friends in opposition to the Roadmaster's office.

"The office of Roadmaster is going to be handled without regard to politics even though numerous enemies are made by doing so and road funds are not going to be spent without due authorization and regard to general conditions.

"The old system or lack of system where every road patrolman or supervisor spends money until the funds are gone has been eliminated. We are working to our budget."

The Sentinel regrets to see the friction here manifested arising between the Roadmaster's office and the Myrtle Point people and hopes that on fuller investigation they will find that Roadmaster Murdock has been doing faithful and efficient work for the county, as we have always believed that he was. In big road projects such as this county is now engaged in, there must be centralized management and concentration of authority. The old way of each district being a law unto itself had a thorough test and was not found to produce the best results.

### The Long Fill is Begun.

The work on the Fairview road between the Henry street bridge and the McCurdy place north of town is proceeding and the big fill across the Cunningham bottom to take the place of the trestle work about 800 feet long has just been begun. Travel will not be interrupted there, as a temporary road has been constructed across the bottom beside the bridge.

The gravelling of the new grade from the Henry street bridge north is now in progress, though it is not progressing as fast as intended, owing to delay in gravel shipments, but four or five carloads have already been put on where they will do the most good.

Send the Sentinel to eastern friends

### Mr. Hoover Tells the People How to Win the War in the Kitchen.

The food economics which Herbert Hoover, of the Food Administration, desires to suggest to the American people constitute the cardinal principles of the Food Campaign and are set forth in clear type on a small card in terms so definite and concise that all will know exactly what and how to save.

This Food Administration card will soon hang in every American kitchen and its directions should be followed with scrupulous care by the housewives of the land. Already the appeal has met with a generous response. A million Food pledges have already been signed.

A reading of the suggestions printed below, shows that to follow them entails no real hardship. The rules are concise and simple. Less wheat, meat, milk, fats, sugar and fuel. More fruits, vegetables, foods that are not suitable to be sent to camps or firing lines. No limiting the food of growing children; not eating by anyone more food than is needed. Buying food that is grown close to the home. Is any of this too hard?

### THE FOOD RULES

Save the Wheat—One wheatless meal a day. Use corn, oatmeal, rye or barley bread and non-wheat breakfast foods. Order bread twenty-four hours in advance so your baker will not bake beyond his needs. Cut the loaf on the table and only as required. Use stale bread for cooking, toast, etc. Eat less cake and pastry.

Our wheat harvest is far below normal. If each person weekly saves one pound of wheat flour, that means 100,000,000 more bushels of wheat for the Allies to mix in their bread. This will help them to save Democracy.

Save the Meat—Beef, mutton or pork not more than once daily. Use stews, soups and fish. At the most meat serve smaller portions, and stews instead of steaks. Make made-dishes of all left-overs. Do this and there will be meat enough for every one at a reasonable price.

We are today killing the dairy cows and female calves as the result of high prices. Therefore, eat less and eat no young meat. If we save an ounce of meat each day per person, we will have additional supply equal to 2,200,000 cattle.

Save the Milk—The children must have milk. Use every drop. Use buttermilk and sour milk for cooking and making cottage cheese. Use less cream.

Save the Fats—We are the world's greatest fat wasters. Fat is food, butter is essential for the growth and health of children. Use butter on the table as usual but not in cooking. Other fats are as good. Reduce use of fried foods. Soap contains fats. Do not waste it. Make your own washing soap at home out of the saved fats.

Use one-third ounce less per day of animal fat and 373,000 tons will be saved yearly.

Save the Sugar—Sugar is scarcer. We use today three times as much per person as our Allies. So there may be enough for all at a reasonable price. Use less candy and sweet drinks. Do not stint use in putting up fruit and jams. They will save butter.

If every one in America will save one ounce of sugar daily, it means 1,100,000 tons for the year.

Save the fuel—Coal comes from a distance and our railways are overburdened hauling war material. Help relieve them by burning fewer fires. Use wood when you can get it.

Use the Perishable Foods—Fruits and vegetables we have in abundance. As a nation we eat too little green stuffs. Double their use and improve your health. Store potatoes and other roots properly and they will keep. Begin now to can or dry all surplus garden products.

Use Local Supplies—Patronize your local producer. Distance means money. Buy perishable food from the neighborhood nearest you and thus save transportation.

### General Rules.

Buy less, serve smaller portions. Preach the "Gospel of the Clean Plate."

Don't eat a fourth meal. Don't limit the plain food of growing children.

Watch out for the wasters in the Community.

Full garbage pails in America mean empty dinner pails in America and Europe.

If the more fortunate of our people will avoid waste and eat no more than they need, the high cost of living problem of the less fortunate will be solved.

Herbert Hoover, United States Food Commissioner.

### Don't Forget That Bridge.

Just now Christmas seems a long way off; but the County court is going to get busy making up next year's budget some time before Christmas and if something is not done meanwhile to fix upon the site and the approaches for the river bridge we want built here, we are not likely to get that \$10,000 appropriation promised for a starter for that work. Coquille needs that bridge more than any other material improvement we know of, but while it is to be built in the air its foundations and approaches must be built on the ground, and it is up to the people of this city to provide them. Don't lose sight of this matter for a day.

## WORK BEGINS AT COQUILLE

Wm. Kiser, of Grant-Smith & Co., the Portland contractors, started work on the Coquille-Myrtle Point road last Saturday with a force of about 20 men. The work was begun at this end of the line at the Collier bridge over Dutch John creek. The cut is being deepened, widened and straightened at the east end of this bridge, and the material excavated is being used to make a fill in place of the old bridge that has done duty so long here. A railroad track, as yet only a few rods long, has been begun on which the loaded dump cars are run out just north of the bridge to make the fill. This will be lengthened as the work proceeds. Meantime the bridge remains open for travel, though the approaches at each end have been narrowed.

It is expected to have this road completed to Myrtle Point ready for paving this year; but we can hardly expect the state commission to begin the paving from Marshfield to Myrtle Point before 1919, as it will probably take all of this year and most of next for E. G. Perham to complete his two grading contracts on the Marshfield road from Cedar Point west. And there is yet to be let the contract for widening the grade from Cedar Point to the Cunningham bottom and across that and into town. It is expected that the state road will come in from the north on Taylor street, involving the construction of a new bridge across the draw from the Bledsoe north, thus obviating the two elbows on Moulton street.

### Moon & Gidley Get Contract

At a meeting here last Saturday the county court let the contract for the clearing and grading of the Coos City-Sumner highway a little over four miles in length. The only bid was that of Moon & Gidley, of Marshfield. Their figures were \$4,800 for the clearing, 31 cents for dirt excavation, 65 cents for rock, two and a half cents for overhaul, and \$28.50 for lumber. According to the roadmaster's estimates this makes a total of a little over \$27,000 for the entire work. Newman Moon will begin the work as soon as he can get his force together and expects to finish it before winter.

The contract for the bridge over Isthmus Inlet at Coos City will not be let until next year, and an appropriation for it will be included in the budget next December.

As all the contracts for right of way on the Coquille-Bandon road have not yet been secured, it will be impossible to advertise that project in time for the work to be done this year, so it will have to go over until 1918, and will probably be the last of the work done under the bond issue voted last year.

News comes from Washington that the draft drawing will probably be made next week. If all the states had been as prompt in their registration returns as Oregon, it would have been made before this. For this section the new draft numbers will be found on the fifth page of this issue.

Strawberries had been abundant for seven or eight weeks until three or four days ago, when they all at once disappeared from market. Our rainless June did it.

## SALE IS IN SIGHT

### The Order in the Kinney Tax Cases Will Be Made This Evening.

The Kinney tax case came up for hearing before Judge Skipworth in the Circuit court here this morning, with L. A. Liljeqvist representing the county and Attorney Hammond for mortgagee, F. B. Waite, and Bryson for Receiver Watters. The latter who has been for years the receiver for the Kinney properties by appointment of the court was on the stand. He testified that the secured mortgage judgments against those properties amounted to \$420,000 and the unsecured indebtedness to \$160,000. He thought that at any time since Judge Harris' decree in this case in 1914 these properties could have been sold for enough to pay the county's taxes interest and costs; but did not appear to think that very much more could have been secured.

He said that the appraised value of these properties was \$507,000 with \$85,000 more for contracted properties, on which \$35,000 was due. He had in the past three years received no offers for the property, though he could have given a clear title except for the taxes due the county. Little or no effort had been made to sell the properties, owing to the dullness in the real estate market since the beginning of the European war.

Answering a question by Mr. Liljeqvist he said he did not think the fact that Mr. Kinney had two divorced wives had anything to do in invalidating the title that could be given to these properties.

Asked if he had endeavored to stave off tax litigation Mr. Watters replied that he had been guided wholly by his attorneys in his acts in that respect. He said that it looked to him as if the county would not want to wipe out the other security holders entirely by forcing a sale when its claim was simply protected and it was sure of the full interest upon it.

On cross examination Mr. Watters told of a recent increase of about 600 men in the mills at North Bend with 300 more to go on soon on account of government contracts already made.

On account of these conditions and the high wages being paid, there was more inquiry for real estate and better prices could be secured than at any time during the six years he had been in North Bend.

At the annual meeting of the Southern Oregon company at Empire yesterday the old officers were all elected, with Herbert Armstrong as president and treasurer.

At half past three this afternoon the hearings in this case were about closed and there appears to be no doubt that there will prompt action to insure the collection of the taxes due for the past ten years on the Kinney properties.

The only question appears to be whether Receiver Watters shall be given an opportunity to sell and thus secure his costs within the next two or three months, failing in which the county will proceed to sell the properties at once and secure its dues, or whether the receiver shall be frozen out by an immediate sale.

The indications are that the former course will be taken and that Receiver Watters will be given an opportunity to sell the properties and clear up the taxes if he can possibly within a reasonable time.

Judge Skipworth, who has just called, informs us that he will give a final hearing on this matter in chambers at Judge Coke's office at Marshfield and that it will be decided tonight.

### The Klihyam is All Right.

The regular meeting of the Port of Bandon Commissioners was due Tuesday at Bandon but was deferred until Wednesday to meet the government assistant inspectors of steam vessels, Captain Edthofor and George Weldin there.

There had been disquieting rumors that the Port tug, Klihyam was in bad shape, that her main shaft was bent, etc., and they wanted to hear what the inspectors had to say about her. The result was that they found everything O. K. and gave her a clear bill of health, which was very gratifying to the commissioners.

Calling cards 140 for \$1.00.