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This offer applies to all those who renew or extend their subscriptions as well as to all new subscribers. If you are interested directly or indirectly in Oregon agriculture, do not miss this unusual opportunity, but send your order in now.

THE OREGON FARMER is the one farm paper which is devoting itself exclusively to the farming activities and interests of Oregon. It has a big organization gathering the news of importance to farmers, dairymen, fruitgrowers, stockraisers and poultrymen; and it has the backbone to attack wrongful methods and combinations and bad legislation, and support honest leaders and beneficial measures. We are confident that our readers will congratulate us on our being able to make this splendid and attractive clubbing offer.

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INTEREST PILING UP ON COUNTY WARRANTS

On June 23 County Treasurer T. M. Dimmick issued a call for county warrants bearing date of November and December, 1916, and since that time many warrants bearing dates in these months have been presented for payment. The largest individual warrant was for the sum of \$2,964.43 drawn in favor of Dennis McCarthy and issued for the crying of Coos county's timber. When Treasurer Dimmick figured up the interest on this warrant he was sure he had made a mistake but after carefully going over his figures found them correct. The interest amounted to \$648.32, which means a little more than 21 per cent.

Accountant Wann, who is going over the books of the county, had the same impression when he came to check the item but found it correct. This means that Coos county is now paying interest on many thousands of dollars at this rate of interest, or rather that interest has accumulated to this amount against many outstanding warrants. In round numbers our county now owes outstanding warrants to the amount of \$236,580.11, issued subsequent to January 1, 1914, and bearing interest at the rate of 6 per cent. Many of these warrants will not be paid for years to come unless some of the delinquent taxes of the county are paid.

The amount of warrants affected by the call just issued by Treasurer Dimmick is approximately \$11,000 and the interest on these warrants will be \$2,000. In addition to the \$236,000 above mentioned warrants are now outstanding to the amount of nearly \$100,000 which come under special departments and the funds to retire them will be forthcoming every year, but these bear the regular 6 per cent rate and this interest in the aggregate will be no small sum.

A solution of a part of this interest problem was promised in the settlement of the Kinney tangle but with the proposed delay in ordering the sale of this property there is no immediate relief in sight. However, it is hoped by those at the head of the delinquent tax collecting movement that this delay will not be forced upon the county but that these lands will fall under the hammer in the near future.

Death of J. H. Upton.

J. H. Upton, a veteran newspaper man of Curry county, died at 6:30 a. m. Sunday morning, at his Langlois home.

Mr. Upton was the pioneer newspaper man of Curry county having established the Post at Port Orford in 1880, selling the paper two years later and again entering the field with the Southwest Oregon Reporter at Langlois in 1888.

Mr. Upton had led a very busy life and was for many years connected with newspaper work in the Willamette valley. During the latter years of his life he became crippled and unable to attend to ordinary newspaper work and retired. He was appointed United States Land Commissioner and served in that capacity for the past 10 years. He resided on a ranch two miles from Langlois for some time but moved to Langlois several years ago.

Having been interested in current events and history of the past 50 years, Mr. Upton retained his interest in public affairs until the end and the Port Orford Tribune carried a column of his writings every week. Few men of the state were so well versed in the political history of the United States as Mr. Upton. He had everything of importance that has occurred in the country at his mind's call and his opinions were considered final. He was of a socialistic turn of mind and a critic who could show the weaknesses of politics and big business.

Through his unlimited knowledge of events and excellent judgment he commanded a very high respect from all who knew him and from others who only knew him through his writings.

Fees From Motor Vehicles.

Figures compiled by Secretary of State Olcott show that the fees received from motor vehicle registration since the first of the year total \$166,324—an increase of \$20,070 over the whole of last year.

The figures cover a period extending from January 1 to June 30, and the total is an increase of \$40,592 over the corresponding period of last year. During this period last year there were registered 29,158 automobiles, and this year 41,559. There was a decrease in the number of motorcycles, the total for the first six months of this year being 2964, last year the total was 3048. The total number of automobiles for all of last year was 33,917.

Mrs. Hardy Mast and Mrs. Aletha Slagle will give a dance at Lee Saturday night, July 14, for the benefit of the Red Cross. Everyone is invited to be there.

Coquille Has Big Payroll.

The total payroll of the principal industries of Coquille for the month of June was \$34,459.00 in round numbers, which is perhaps the largest it has been for many years. Of this amount, \$8,750 was paid to actual residents of the city, \$13,229 to residents of the valley between Fishtrap and Riverton, and the balance, \$12,480 to members of the logging and other crews at camps whose headquarters are in this city and many of whose men reside here.

The larger sum of \$13,229 represents the amount paid to the patrons of the local creamery and this sum will be still further augmented when the final payment for the June milk is made. It is expected that in the neighborhood of \$3,000 additional will be apportioned to the patrons when this final payment is made.

The sum of \$8,750 represents the payroll of the two saw mills and this sum is still further increased by the \$12,480 which is indirectly paid by them to the two logging camps. Of the first named sum The Sitka Spruce Company pays to its men today approximately \$4,500 and E. E. Johnson will pay his men approximately \$4,250 before 7 o'clock this evening. This sum will practically all be spent in this city for some commodity used in the families of the workers, though of course a certain amount will find its way over Uncle Sam's counter in payment for money orders which will be sent to outside cities.

The balance of \$12,480, the payrolls of Aasen's and Craine's logging camps, will to a greater or less extent find its way into Coquille and be distributed through the usual channels of trade. The payroll of the Aasen camp for June was about \$4,300 and for Craine's about \$8,180. Of the latter sum a considerable part will no doubt be diverted to Bandon but even then Coquille will indirectly handle a considerable portion of this fund.

After thoroughly digesting the above figures it will be seen that the money distributed in this section for the past month's labors of our citizens justifies us in the thought that Coquille is in a fairly prosperous condition and even the business men of the city should begin to perk up and carry out some of the enlargements and expansion plans they have been making for so many years.

To Be Built at Coos City.

The long fight to prevent the construction of a bridge at Coos City on Isthmus Inlet, about four miles this side of Marshfield, has been given up, and last Monday morning at its regular meeting the Commission for the Port of Coos Bay approved of the project for an 80-foot drawbridge span at Coos City. Various interests at the Bay had opposed this project as long as there was a ghost of a show of being able to defeat it. These interests wanted a bridge at Eastside directly across from Marshfield instead, and though such a bridge might be built in the future its estimated cost would be half a million dollars, and there would have to be a good many more people on the Bay and a good deal more property there before it is seriously undertaken.

The Coos City bridge will connect the Coos Bay wagon road by an extension from Sumner over a low divide with the Coquille-Marshfield road and will accommodate many people who would never live to see an Eastside bridge built. It will, of course, render Marshfield much easier of access from the North fork and East fork and is not entirely in Coquille's interest in that respect. But for the accommodation of the travelling public and as a necessary part of a comprehensive system of highways there is no question that the improvement is one that ought to be made. If the bridge at Coos City could be completed before the Perham contract on this end of the Coquille-Marshfield road, there would be a large amount of travel from the valley to the Bay by way of Fairview and Sumner, but that is hardly probable.

Good Words From Commission.

At a meeting of the Marshfield Chamber of Commerce, says the Times, Chas. Hall made a verbal report on the plans of the State Highway Commission for improving the roads in this section which was highly pleasing to those assembled.

Mr. Hall said that Chairman Benson, of the State Highway Commission, had recently assured him that the stretch of roadway from Coos Bay to Myrtle Point would be hard surfaced just as soon as Coos county had completed the grading and surfacing. The cost of the paving will be borne out of the \$6,000,000 bond fund recently voted by the state.

Mr. Benson also assured him that the Commission planned to improve the Roseburg-Myrtle Point portion of the road, making it a fine highway, connecting with the Pacific highway in Douglas county.

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Coast Military Highway.

At a meeting of the Pacific Coast Defense League at Portland Thursday evening of last week, L. J. Simpson, of North Bend, president of the association, and R. W. Emerson, of Seaside, secretary, discussed the advantages of a coast military highway as a measure of defense for the Pacific coast.

The league was formed for the promotion of defense measures for the Pacific coast. A military highway from the northern boundary of Washington to the southern boundary of California is held to be a military necessity. It is pointed out that such a road could be constructed by the government at a cost of \$35,000,000. The route of such a proposed road would be chosen by the war department.

The chief aim of the league is to create a sentiment for the highway among the people of the coast. Two routes have been suggested by the military engineers at Washington; the all coast, or Balboa route, and the Pacific highway route. The Pacific highway route is the favored road with the exception of a slight deviation to avoid winter snows.

The need for such a road is self-evident, the speaker said. For heavy traffic of military necessity, the Pacific coast has no roads that are sufficient it was asserted. The heaviest pieces of the coast defense ordnance weigh 54 tons. To get a road that would stand up under this traffic a roadbed of nearly 10 inches is necessary.

In view of this necessity, congress recently adopted a resolution to investigate the need of such a military road, and to make such surveys as might be necessary to locate it. The measure has the unanimous support of the congressmen from the Pacific coast.

Vicious I. W. W. Threats.

Considerable excitement has been caused over at the Bay by reported I. W. W. threats to burn the Virginia Olson, the vessel that is to be launched at the Kruse & Banks shipyard at North Bend tomorrow. Armed guards are on duty at night to forestall any such attempts. It looks as if one of the first war duties confronting the United States is to put the I. W. W., who seem to be the paid agents of the Kaiser, where they can do no further harm. Their threats to burn the wheatfields of Washington, Idaho and eastern Oregon at a time of universal food shortage are aimed directly at the life of the nation in the world struggle in which we are engaged.

Governor Moses Alexander, of Idaho, is proving a weakling too. He has so far refused to call out the militia to suppress the I. W. W. rebellion. If he takes this action through fear of consequences, he ought to realize that he had better be blown to pieces as Stuenberg was than to live a poltroon.

"Beware of itinerant peddlers," is the warning given by a Sioux City paper, which tells of a German having been caught by a Nebraska sheriff selling court plaster that had been inoculated with leprosy. Is there anything too infamous for the Kaiser's agents to be guilty of?

Immense Sums for Insurance.

From the annual report of State Insurance Commissioner Harvey Wells just at hand, we learn that there was \$703,558,000 of insurance written in Oregon, in 1916 and that the amount is steadily increasing. This is pretty nearly an average of \$1,000 of insurance for every man, woman and child in the state in a single year. The cost of all our insurance must be a staggering total—and only a small percentage of our insurance is written by Oregon companies.

The new insurance of 1916 in Oregon is listed as follows by Mr. Wells: Fire insurance on insurable property to the amount of \$362,359,000.00; life insurance, \$152,877,000.00; accident insurance, \$35,000,000.00; automobile insurance, \$6,766,000.00; miscellaneous insurance, \$52,678,000.00, and insurance carried in fraternal societies, \$92,868,000.00.

The following suggestion from this report is worth pondering:

We will endeavor to impress upon all, that among the enemies we face during these war times is the destruction by fire of grain, flour, hay, groceries and other necessities of life. Not only is this waste by fire an unmitigated calamity but a fire waste is an added burden and reduces our resources.

It has been said, "Why worry over the loss of foodstuffs when the insurance companies have to pay the actual loss?" It must be understood at this time, that insurance is not to be reckoned with for you can not eat money and money can not replace what has been burned.

Items From the Bay.

(From the Coos Bay News.)

It is the intention to launch the new steam schooner, Virginia Olson, from the Kruse & Banks yard on Saturday. She will be towed to San Francisco, where her machinery will be installed. The keel for a government vessel will be laid as soon as the Olson is launched.

Van Scoy, of the Pathe News Bureau, was here last week by request of the Southern Pacific and took pictures for the movies at various places, including beach resorts and Shoreacres. These pictures will be released to moving picture houses of the country and run as scenic views.

A. A. Eichler, a California U. S. Shipping Inspector, arrived on the bay last week to secure data concerning the Kruse & Banks shipyard, where several government vessels are to be built. Mr. Eichler is in charge of the district from Coos Bay to San Diego.

The Eleventh Company, Coast Artillery, is to be mobilized July 25th, instead of July 15, as first understood, according to a telegram received yesterday by Capt. F. K. Gettins. It is said that the company goes to Palo Alto, Cal., for training instead of Fort Stevens at the mouth of the Columbia.

Paints at Wholesale.

White lead 12 1/2 per lb. Mixed paints—32 colors—\$2.50 per gal. Barn Paint—8 colors—\$1.50 per gal. Creosote shingle stain, 50c per gal. Harry A. Miller Jr.