

# THE SCENIC ROAD

State Commissioners Say the Coast Highway Will Be a Most Wonderful One.

From the Oregonian.

Enthusiastic over the possibilities of developing a world-surpassing scenic road along the coast was expressed by S. Benson, chairman of the State Highway Commission, and John B. Yeon, roadmaster for Multnomah County, who returned to Portland yesterday after a week's motor trip through the southwestern part of the state on which they were accompanied most of the distance by Governor Withycombe, State Highway Commissioner Adams and Amos Benson.

Both Mr. Benson, Sr., and Mr. Yeon are convinced that the coast road, as well as the mountain routes from Grants Pass to Crescent City, Cal., and from Roseburg to Coos Bay will, when completed along standard lines, be instrumental in attracting many motor tourists to Oregon. They point out, too, that each of these roads is of tremendous economic importance, being needed to the full development of these communities.

They feel that the coast road from Coos Bay to the California line will be of scenic rather than commercial significance and, therefore, it must wait until the opportune time for completion.

Over and above all else they believe that the Pacific Highway and other main trunk roads must have first consideration and the coast and scenic roads secondary consideration.

"After the scenic road down the coast from Coos Bay to Crescent City is finished, I do not believe anything in the world will surpass it," said Chairman Benson yesterday. "From an economic standpoint this road would not be of great importance, the Curry county district being less important, industrially, than its sister county on the north, Coos. Because of the fact that the proposed coast road is to be of scenic rather than commercial significance, the more important trunk roads, such as the Pacific highway route, should receive consideration ahead of it."

"I do not want to be understood as meaning that the proposed coast road will not be built, as it most certainly will be, but it is to be done gradually and in such a way as not to interfere with the more important work."

"The road from Grants Pass to Crescent City is to be a most important commercial highway, as is evidenced by the large amount of travel which is already going that way. But the state should not, and will not, spend its money on that route until it is properly located."

"This matter is entirely up to the counties through which the road runs, Josephine County, Oregon, and Del Norte County, California, and these two counties have not thus far come together on a right of way. When they agree to meet on a new location and put their plans forward definitely the state then probably will be in a position to do its share."

"The road from Coos Bay to Roseburg over the Myrtle Point-Camas Valley route is in fairly good shape, except about 20 miles over the mountains. The traffic over this road has been heavy and it has been cut up rather badly. The state will do some work on this road in the near future and will also lay some hard-surface along the newly completed grades between Marshfield and Coquille. This road from Coos Bay to Roseburg is highly important, from a commercial standpoint."

If anything, Mr. Yeon is even more enthusiastic than Mr. Benson over the scenic possibilities of road development in the district covered by the road authorities on the recent trip.

"Improvement of the Coast route from Coos Bay south will be one of the greatest assets Oregon could possibly possess," said Mr. Yeon yesterday. "Furthermore, I think the completion of this road along standard lines will come quicker than people now realize due to the demand and the recognized opportunity to make a tenstrike along scenic lines."

"Once the Pacific Highway is completed on a proper line and connected with a wonderful Coast road, including the stretch from Coos Bay to Crescent City, the Pacific Coast will have a 1500-mile highway from Seattle through Washington and Oregon to Los Angeles that will challenge the whole world for an equal. This route will embrace all varieties of climate, some of the finest scenery outdoors, and will pass through a country of tremendous natural resources and beauty."

"The completion of these roads will, I predict, make Portland as important from a tourist standpoint in the summer as Los Angeles is in the winter time. Good roads offer the key to the great treasure store of tourists. We have the greatest scenery in the world. All we need is standardised

roads to pull the tourists from all directions. At the present time we are losing them from both directions because Oregon roads are poorer than the roads of California and Washington.

"Some of the road from Grants Pass to Crescent City is exceedingly narrow and in places it curves along the sides of canyons that seem to rub down for miles below the road. Over on the coast road there are also magnificent views of the same sort, except that the Pacific Ocean rather than a gulch is at the bottom of the picture. In some places the drop from the road to ocean must be at least 2000 feet."

## Spruce for Aeroplanes.

Herbert Armstrong, with Henry Buehner, Albert Brix and Geo. Stephenson, of North Bend, attended a convention in Portland last week of all the spruce manufacturers of the coast, who met with four representatives of the U. S. government, one of the British, one of the Italian, and one of the French.

At this convention the United States officials announced that the government will have to have 117,000,000 feet of spruce timber for aeroplane stock within the next twelve months. By close estimates, to secure this amount of clear stock for aeroplanes will require a cut of 1,100,000,000 feet of logs as not more than 10% can be used.

The best spruce, which is the only kind that can be made available for this use, grows with fir, cedar and hemlock, and in order to get out the spruce, at least as much more of other timber would have to be cut. According to manufacturing experts, this cut would tax more than all the available mills on the coast. This seems to indicate that every saw here must be pushed to its utmost capacity.

Mr. Armstrong states that about half of the Southern Oregon Company tract at Empire is spruce. The Smith Lumber Co. is not cutting any spruce at the present time, having practically exhausted their available supply. Probably the biggest amount of spruce on the coast is at Grays Harbor.—Harbor.

## Germany's Railroads Scrapped.

Those who do not realize fully the importance of railroads to the safety of the nation should heed the significant message brought from Germany by Raymond B. Swing, special correspondent of the Chicago Daily News.

"The really acute danger for Germany," says Swing, "is the German railway system. Heretofore, it has been Germany's greatest strength, the pulsating arteries of her National Anatomy. The Railways have made it possible for the Central powers to utilize their advantage of the inner lines. But the German railways are giving way. The roadbeds are rocking, the cars are wearing out and the locomotives cannot haul the loads necessary. Germany cannot manufacture enough locomotives and cars to save herself. I vouchsafe the statement that the German government would willingly pay more for 200 American locomotives than for all the wheat raised west of the Mississippi last summer. The government is keenly aware of the danger."

According to the same authority, the food problem in many German cities is not so much a food problem as a transportation problem. Freight which is not needed for the national defense is not carried. Passenger service is uncertain and uncomfortable.

## Water Instead of Gasoline.

There is joy in the hearts of the owners of the ubiquitous flivver and of the more pretentious limousine. A San Francisco chemist has perfected a chemical compound which he claims will give to ordinary water all the energy and speed of the most highly refined gasoline, and at a cost that will make the motorist "smile at miles," as the tire-maker delights to advertise. Ten cents' worth of this chemical compound, it is said, has run a six-cylinder car loaded with passengers one hundred miles of ordinary road travel. It is claimed that the motorist cannot tell the difference between gasoline and the new mixture, so far as results are concerned. Two ounces of the mixture are required to a gallon of water.

If the new compound is all that is claimed for it, the problem of a cheap motor fuel has been solved, and this would result in not only a great saving in expense to the motorist, but also relieve the demand for gasoline, now constantly growing in all parts of the world. Incidentally it would result in enormous saving to the government and its allies, which are now using vast quantities of "petrol" in the movement of armies and stores.

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

Send the Sentinel to eastern friends

## Some Striking Statistics.

That the war burdens are resting like a nightmare on the spirits and the nerves of the German people is indicated to some extent by the following summing up of war losses published by the Berliner Tageblatt, of Berlin:

War loans, \$87,000,000,000; loss in dead and wounded, 24,000,000 men; killed, 7,000,000; crippled for life, 5,000,000 men; loss through decrease of birth rate in all belligerent countries, 9,000,000 men.

"The gold production of the world during the last 500 years amounted to \$15,000,000,000, or less than one-fifth of the cost of the awful world war," the paper continues.

"When the war began the combined public debt of all European states was a little over \$25,000,000,000 and now it is over \$112,000,000,000. The British merchant fleet in 1914 represented a value of about \$950,000,000. That is less than the annual interest England now has to pay for her war debt. Before the war Germany exported goods to the amount of \$113,000,000 per year to the British colonies. By cutting off this export England can eventually reimburse herself for her losses, but this will take more than 200 years.

"Germany, with the amount spent by her for the war, could have bought all the cotton fields, the copper mines, and the whole petroleum industry of the United States and still would have had several billion dollars left over. Russia, with her war expenses, might have covered her immense territories with a network of railways as close as that of Belgium and France, whose losses in men are larger than the entire male population of Alsace-Lorraine, could have bought all of the Portuguese and Dutch colonies with the money she sacrificed for the war.

"With the enormous wealth destroyed by the war Europe might have been made a paradise on earth instead of a howling wilderness. There is no doubt that the awful struggle would have been avoided if the nations had any idea of its enormity when it started."

## What Washington is Doing.

John Sarginson, auditor for the Industrial Insurance Department of Washington, arrived in Coquille Tuesday night from Spokane enroute to Bandon to join his wife who has been a summer visitor at the home of their daughter, Mrs. A. S. Elliott. They will return home next week. Mr. Sarginson states that nearly a million dollars was paid through his department during the past year and nearly a quarter of a million in pensions. He is pleased with the new Washington medical aid bill which covers the physician's services to injured men in addition to paying them for lost time.—Times.

## Fire on the Dement Ranch.

The Myrtle Point Enterprise says: "Fire in a lot of slashings, the origin of which is unknown, endangered the buildings on the Dement stock ranch south of this city. While the flames got very close to even under the big stock barn that was just built last year, the only damage done was the burning of a small tool house. Mr. and Mrs. Claire Dement were alone on the ranch and while Claire was fighting the flames, Mrs. Dement rode back four miles to the W. T. Dement place to get help."

## Was No Name for a Jackass.

On a road in Belgium a German officer met a boy leading a jackass and addressed him in heavy jovial fashion as follows: "That's a fine jackass you have, my son. What do you call it? Albert, I bet!" "Oh, no, officer," the boy replied quickly. "I think too highly of my King." The German scowled and returned: "I hope you don't dare to call it William." "Oh, no, officer. I think too highly of my jackass."—Paris Liberté.

## Aeroplanes Last Fifty Hours.

The life of an airplane engine in service on the front is variously stated to approximate 50 hours, perhaps 75. After that amount of service the engine is removed from the plane, taken apart and rebuilt as necessary. It is reported that in normal service on the western front an airplane engine is given approximately two hours service each day. One aviator may have five different planes, all of which he may use on the same day. For each aviator there are approximately five mechanics who keep the different engines and planes in commission.

## Knit! Knit!

Our soldiers need woolen socks, sweaters, mufflers, etc., to be comfortable and the ladies of the Red Cross association have been urged to knit these various articles, and to do it quickly, so everybody knit—if anyone can, you can,—show 'em! Next week every afternoon at the Laird rooms.

## For Shipyard at Bandon.

The Bandon Western World learns on what is believed to be authentic information that the old Price shipyard, about two miles up the river from Bandon, has been purchased by the Pacific Steamship Co., of San Francisco, and that work will soon be commenced on a number of four-masted schooners. Capt. Hans Reed, of Marshfield, will be master builder, so it is said.

## NOTICE TO CONTRACTORS.

Highway Construction, Coos County, Oregon.

Sealed bids for the macadamizing of a portion of the Empire-Sunset Bay Road: Tar Heel to Charleston Bay in Coos County, Oregon, will be received by the County Court of said County at its office in the Court House, Coquille, Oregon, until 10:00 A. M. Sept. 1st, 1917.

No bid will be considered unless accompanied by cash, bidder's bond, or certified check for an amount equal to at least 5 per cent. of the total amount of the bid.

A corporate surety bond will be required for the faithful performance of the contract in a sum equal to one-half the total amount of the bid.

Proposals and full information for bidders may be obtained at the office of the County Clerk of said County, or at the office of the Roadmaster, in the Court House, Coquille, Oregon.

Plans and specifications and forms of contract may be seen at the same place or may be obtained upon the deposit of \$15.00.

The right is reserved to reject any or all proposals or to accept the proposal or proposals deemed best for said County.

## COUNTY COURT OF COOS COUNTY.

James Watson  
County Judge  
C. J. Armstrong  
County Commissioner  
Archie Phillip  
County Commissioner

Attest: L. W. Oddy  
County Clerk.

Coquille, Oregon,  
August 23rd, 1917. 32:2

## NOTICE OF MEETING OF THE COUNTY BOARD OF EQUALIZATION.

The Coos County Board of Equalization will meet at the Court House at Coquille, Oregon, on Monday, the 10th day of September, 1917, and publicly examine the assessment rolls, and correct all errors in valuations, descriptions or qualities of lands, lots or other property assessed by me. It shall be the duty of all persons interested to appear at the above place and time stated. Petitions or applications for the reduction of a particular assessment shall be made in writing, verified by oath of the applicant or his attorney and be filed with the board within fifteen days from the time it is by law required to meet; and any petition or application not so made, verified and filed shall not be considered or acted upon by the Board.

J. P. Beyers,  
Assessor.

31:4

## Professional Cards

**J. A. RICHMOND**  
PHYSICIAN and SURGEON.  
Richmond-Barker Building.  
Coquille, Ore.  
Phone, Office 626, Res. 214.

**W. C. CHASE**  
ATTORNEY-AT-LAW  
Richmond-Barker Bldg  
Coquille Oregon

**DR. G. W. LESLIE**  
Osteopathic Physician  
Graduate of the American School of Osteopathy of Kirksville, Mo.  
Office in Eldorado Block.  
Marshfield Oregon

**DR. C. W. ENDICOTT**  
DENTIST  
First N'l Bank Bld'g Phone  
Mail 11, Coquille, Oregon.

**J. J. STANLEY**  
LAWYER  
Office in Farmers & Merchants Bank Building, Coquille, Ore.

**A. J. SHERWOOD**  
ATTORNEY AT LAW  
First National Bank Building  
Coquille Oregon

**DR. F. G. BUNCH**  
DENTIST  
Office in Bank of Myrtle Point Bank building.  
Office phone 178 Res. 19:4

# FINANCIAL PREPAREDNESS

in the United States really began two years ago when the Federal Reserve System was organized. It will be complete when every citizen is doing his share towards the maintenance of the system.

By depositing your money with us you can help directly in developing and strengthening it, as we are required to keep on deposit with our Federal Reserve Bank in San Francisco a portion of your balance with us.

At the same time, and without cost, you benefit directly from the protection the system affords us.

## First National Bank

The Oldest National Bank in Coos County

# QUICK'S Second Hand STORE

First and Willard Streets

DRESSERS	KITCHEN and DINING TABLES
STOVES	BED SPRINGS, New and Old
HORSE COLLARS	BEDSTEADS
HARNESS	CREAM SEPARATORS
SADDLES	CHURNS
BABBY BUGGIES	GREEN BONE CUTTERS
GO-CARTS	SHEEP SHEARING MACHINE
COMMODES	GARDEN TOOLS
STANDS	CARPENTER TOOLS

and many other New and Second Hand Goods

Will exchange Guns, Phonographs, and Kodaks for other reasonable goods. Also make special size SCREEN DOORS and WINDOWS.

### Call and See These Bargains

## TELEPHONE HELPS MAKE MILLIONS.

The Oregon Voter last week told of the recent business successes of Max H. Hauser and Robert N. Stanfield, each of whom are said to have made over two million dollars this year in the wheat and sheep business respectively.

The Voter says: "Both men are comparatively young men. Stanfield has barely turned forty. Hauser is well under fifty. Both work night and day. Both get out at four A. M. in the height of the season. Both work the long distance telephone the same as a local merchant works his town phone."

Hard work and the intelligent use of the long distance telephone, are the great twin factors which contribute to the success in big undertakings. It may not be easy to work hard but this company offers the excellent long distance telephone service which you need.

COOS AND CURRY TELEPHONE COMPANY

# THE ONE INDUSTRY IN COQUILLE

that has operated continuously since its establishment some fourteen years ago has been your Laundry.

Rain or shine, good times and bad, it has been on the job. We have a number of customers that have patronized it continually from the beginning. We are grateful for this appreciation of our service. Our aim is to improve the service in every way possible. We wash every thing washable.

## COQUILLE LAUNDRY & ICE COMPANY

# Str. Elizabeth

Bandon to San Francisco  
Fare, First class—\$10.

Sells from Central Warehouse Company  
J. E. WALSTROM, Agent, Bandon, Ore.

E. & E. T. Kruse, Mgrs., 24 Calif. St., S. F.

## J. E. Norton, Agent, Coquille, Ore.

## ABSTRACTS

For reliable Abstracts of Title and information about Coos County Real Estate see

### TITLE GUARANTEE & ABSTRACT COMPANY

Marshfield and Coquille, Ore.

Special attention paid to looking after assessments and payment of taxes.  
Phone Marshfield Office Phone Coquille Office  
14J HENRY SENGSTACKEN, Manager 191

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