

# The Sentinel

And The Coquille Herald  
A \$225 PAPER IN A GOOD TOWN  
BY H. W. YOUNG

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## GREATEST WORLDS

Did you ever hear of Betelgeuse? Perhaps not; nevertheless, it is according to the story now told, the biggest thing in all the universe of worlds. This star is, as students of astronomy early learn, one of the stars in the constellation of Orion, and is known as Alpha Orionis, which means the first star in that constellation in brightness.

Prof. Michelson, of Chicago University, has discovered a new method for measuring the size of stars; and he says that Betelgeuse has 300 times the diameter of our sun and is 27,000,000 times as big. Standing by themselves these figures, of course, seem very large, but don't convey any definite idea of its size to the mind. Our own sun is towards a million miles in diameter—800,000 to be approximately correct. A sun with 300 times that diameter, has some waist line, let us observe.

So Betelgeuse, which is so far away that it requires 150 years for its light to reach us, has a diameter of 250,000,000 miles; about ten miles for every dollar of Uncle Sam's big war debt. If there was a railroad line running to Betelgeuse it is very evident that the biggest war profiteer in the land wouldn't have money enough to pay for a sleeping car berth, let alone a second class ticket. Indeed, John D. Rockefeller's fortune would look like thirty cents at the ticket window.

The sun is between 92 and 93 millions of miles from the earth, but double that distance to reach entirely across the earth's orbit and you have only 185 million of miles. So it appears that Betelgeuse would fill all the space inside the orbit of our planet and then some 37 millions of miles farther, almost to the orbit of Mars in fact.

Now about those 150 years that it requires for Betelgeuse's light to reach us. Light travels at the incomprehensible velocity of 180,000 miles a second; and yet if the Betelgeusans have telescopes proportioned to the bulk of their world, and keep them trained on so insignificant an atom as the earth they would not yet have seen the beginning of the revolutionary war.

Of course, though, a star which can make itself seen at the inconceivable distance of Betelgeuse is not much more than an immense conflagration and can hardly be habitable by intelligent beings. But what about the dozens or scores or hundreds of planets invisible to us which very likely circle around that Behemoth of suns? If they are as large in proportion to their sun as even the earth is to ours, they would have a diameter of ten millions of miles or forty times as far as from the earth to the moon. No wonder the Oregonian suggests that it will be some stunt to learn the geography of a world four hundred times as thick as ours.

How little we know about the astronomical universe is made apparent by every new discovery like this as to the size of just one of the thousands of stars that shine down upon us every night. Of even the extent of the starry fields about us we haven't the faintest conception. Every addition to the power of our telescopes discloses vast additions to the millions already visible by their aid.

## REMEDY FOR HIGH PRICES

Many people who complain of high prices and other business difficulties, help exaggerate these conditions for everyone by their persistent buying on credit. The credit habit adds to cost of living, it ties up the country's resources, and is a drag on all business.

If every person in Coquille would pay his debts for home and personal supplies, and hereafter pay cash, it would release a lot of local money now held up in credits. The merchant who has to borrow heavily to offset the debts the public owes him, could pay off these loans. This would cut out the charge for interest and bad debts which he now has to add to the price of his goods.

But even more important, it would

release many thousands of dollars to be used right around home for business enterprises, building houses, and helping farmers finance their next crop. If more money were available for loans all over the country, interest rates would come down, which would reduce one important expense of production. Factories that had allowed up an account of high interest rates, could go ahead with full force.

The business disturbances of the year 1920 were due principally to a shortage of capital. There was not enough money in the country to do its business on the inflated price level. Conditions are essentially sound, since there is a good banking and currency system which protects solvent business men and stocks of merchandise are not heavy. Business could go ahead with greater confidence if the people will provide the loanable capital needed for maximum production.

There are two ways for such capital to be provided. First, everyone to save money and deposit it in good banks. That is always necessary. Second, everyone to quit buying on credit and to pay cash, so as to release unnecessary loans. Considering how this would relieve difficulties and reduce business costs, it is a wonder people don't see it. When you make the dollars work faster, you accomplish as much as if there were more of them.

## A THRILLING BIRD STORY.

From an article on "Our Animal Allies in the World War," in Harper's Magazine, we quote the following gripping story:

It was late afternoon. One of England's largest seaplanes had just completed a long antisubmarine patrol above the North Sea, and her tired pilot gladly swung her round and headed for his base. Then something went wrong. The huge craft plunged downward, righted itself, plunged again and dived sideways into the water. There was an ominous cracking and ripping, some quick, dangerous work by the crew, and four men stood upon a wrecked and wave-swept seaplane. How long she would float, heavily laden as she was with motor and armament, none could tell, but what every man did know was that help must come quickly from somewhere or it need not come at all.

Then somebody shouted, "The pigeons!" A dripping basket was found and opened; but, alas, two of the three birds were dead, and the survivor so wet and chilled that its recovery was doubtful. But it seemed to be the only chance, and an officer wrapped it in a woolen muffler, which by some miracle was dry, and placed the bundle inside his shirt. In half an hour the pigeon had somewhat revived, and as the daylight was already falling it was decided to wait no longer. A brief message was written and attached to the right leg of the bird. It was an anxious moment when the lot climbed to a high point on the wreck and tossed the little messenger into the air. It fell, and every heart sank with it, but it lifted a little as it sought itself just above the waves. For several seconds it barely held its own, then, seeming to gain strength by its own effort, it arose slowly, squared away, and disappeared in the rattle-ship gray.

Somewhere on the northeast coast of England night was approaching under a drizzly mist, and a raw wind whipped land and sea around the lonely group of buildings of a Royal Air Force Pigeon Station. It was tea-time, and a welcome hour to the little group who were chatting and laughing around the small fire in the messroom. One of them was telling a story of a Portuguese commander who had mistaken a gift of two baskets of British homing pigeons for an addition to the food supply, and who, in his letter of thanks to the British commander, had naively remarked that he and his staff had "enjoyed them very much indeed." But the laugh which greeted this story was cut in two by a sound which caused every man in the room to pause and listen—it was the sharp, insistent call of an electric bell which rings automatically when a homing pigeon enters the "trap." A non-commissioned officer set down his cup of tea untasted, arose and opened the door leading to the pigeon loft. From a corner where it was huddled he lifted a little-blue pigeon, very wet and bedraggled, skillfully removed a small aluminum cylinder from its right leg, slipped the bird into a pigeon basket, and carried it into the messroom.

"Ere!" he called, "set this blasted pigeon on the 'arth till it dries art," and before the order could be obeyed he had drawn from the little cylinder a roll of tissue paper, smoothed it out flat, and was reading aloud:

"Machine wrecked and breaking up fifteen miles southeast of Rocky Point. Send boat."

Two men had already reached for their oilskins and were passing out of the door into the fog. Another minute and those sipping their tea heard the staccato "put-put-put" of a motor boat dying away in the general

direction of Rocky Point. Darkness had fallen on the North Sea, and four men, wet and chilled, still clung to a wrecked seaplane. They had little hope that the message had been delivered, or, if it had, that help would come in time to save them. The wind had risen, and now and then the waves tore away some portion of the wreck which sank lower and lower in the water. At last there came a sound—the sweetest music they had ever heard—the siren of a motor boat. Again and again it sounded, each time nearer; then the heartened men arose and sent up a wild shout in answer, and a hissing bow shot toward them from the darkness.

On top of a little basket by the fire in the messroom a modest blue pigeon sat quietly preening its damp feathers. And the next morning the British papers reported:

"Seaplane N-64 lost in the North Sea, fifteen miles southeast of Rocky Point. All the crew were saved."

## HARDING'S CABINET

The following list is now given us as the probable members of President Harding's cabinet:

- Charles Evans Hughes, of New York, for secretary of state.
- John W. Weeks, of Massachusetts, for secretary of war.
- Andrew Mellon, of Pennsylvania, for secretary of treasury.
- Will H. Hays, of Indiana, for postmaster general.
- Harry M. Daugherty, of Ohio, for attorney general.
- Henry Wallace, of Iowa, for secretary of agriculture.
- A. B. Fall, of New Mexico, for secretary of the interior.
- Herbert Hoover, of California, for secretary of commerce.
- Frank O. Lowden, of Illinois, for secretary of the navy.
- James J. Davis, of Pennsylvania, for secretary of labor.

This ought certainly to make a strong cabinet. Five of the men named have been considered as of presidential stature by large numbers of their countrymen, Judge Hughes having come very close to election in 1916, and Herbert Hoover having demonstrated executive abilities during the world war.

That the federal government is co-operating with the state of Oregon in building a road through the most excruciating portion of the old road between Myrtle Point and Roseburg to the extent of an appropriation of \$196,841, as stated in the report of the State Highway Commission, indicates that Coos county is getting some favors from Uncle Sam. We are sure, though, that the postoffice department has spent ever more than that in hauling our mails over that route during the past 30 or 40 years.

In four states over a hundred million pounds of newspaper were carried in the mails during the last fiscal year. New York, of course, stood at the head with 287,617,347 pounds; Pennsylvania came next with 180,545,941; Illinois third with 137,928,195; and Ohio fourth with 103,064,587. Nevada was the lowest state, with 402,128 pounds. The total number of pounds of newspaper carried in the entire country during the fiscal year 1920 was 1,368,755,302 pounds.

The Medford Tribune's prayer meeting editor claims that the heavy rains this winter are in answer to the prayer offered up for rain in 1914-15. If returns are as slow as that coming in, we suggest that the Medford editor call a special meeting and start praying for it to stop. Otherwise there is going to be another flood in this country and we haven't any ark.—Corvallis Times-Gazette.

The center of population in the United States moved nine and eight-tenths miles westward and about one-fifth of a mile northward between 1910 and 1920. It is now located in the southeaster corner of Owen county, Indiana, near the White river in the southwestern part of the state.

On July 1, 1920, there were 27,413 periodical publications in the United States having the privilege of second class rates in the mails. During the fiscal year ending at that time, 3,560 new papers were granted mail privileges and 3,587 had been discontinued, the net decrease being 27.

E. J. Adams, formerly of Eugene, and one of the first members of the State Highway Commission, has been selected by Senator Stanfield as his private secretary.

## To Whom It May Concern

This is to certify that I refuse from this date (Jan. 28, 1921), to pay any bills other than those contracted by myself.  
C. A. Pendleton, 214

Most of our readers will, as we did, find a good deal of new information in regard to the worst section of the highway, which is to get Coos county in connection with the highway system of the state and within in the following extract from the biennial report of the State Highway Commission, which brings the history of work in the Rock Creek Canyon up to Dec. 1, 1920:

## Remote-Camas Valley Post Road Project

This work consists of 14.2 miles between Remote and Camas Valley on the Coos-Ray-Roseburg Highway in Coos and Douglas counties. The project was financed by the State and Federal Government under Project Agreement No. 29. Construction was contracted under two separate units, these units being divided at the Coos-Douglas County line. Contract Nos. 207 and 208, for the grading of both units to a standard 20-foot roadbed, were awarded to John Hampshire & Co., of Grants Pass on October 7, 1919. Work was started immediately after the awards were made and pushed during the winter of 1919-1920. Clearing was done and some heavy rock work completed during the rainy season. The hauling in of supplies and equipment during this part of the year proved very expensive to the contractor. One steam shovel was hauled over 19 miles from Myrtle Point during the winter and a second shovel was brought in and started early in the spring of 1920. The contractors carried on operations to the summer of the present year, but in July found themselves unable to finance the work any further. They requested that the State Highway Commission take over the work and finish it by State forces, with the understanding that they would liquidate any expense on the part of the State in excess of the amounts due them based on the quantities involved and the unit price items of the contract. Work was taken over by the Department August 1, 1920, and Superintendent J. D. MacVicar placed in charge. At this date all work not complete has been sublet to station-men, with the exception of approximately two miles. This two miles was held to be done by steam shovel, but the early rains have made this impossible and it is expected that the work will be either held over until spring or let out to station gangs. All station work which is under way at the present time will be completed by December 1, if reasonably good working weather prevails.

Work has been carried on in unit No. 1 in Douglas County under the supervision of Clement F. Waits, Resident Engineer, and on Unit No. 2 in Coos County under W. M. Stromeyer, Resident Engineer.

The total estimated cost of this work is \$390,500.00, the Federal Government co-operating to the extent of \$193,550.99, with the State paying the balance of \$196,949.01. At the date of this report, total expenditures of \$237,711.69 have been made, \$168,019.00 by the State and \$69,692.69 by the Federal Government.

## About Deductions

Numerous errors in claims for deductions have been discovered in taxpayers' returns, says the Bureau of Internal Revenue.

To be allowed, deductions for losses must be confined to the following classes: Losses sustained in trade or business; losses sustained in transactions entered into for profit, though not connected with a trade or business; losses sustained of property not connected with trade or business if arising from fire, shipwreck, storms, or other casualty, or from theft. To the extent any of the above losses are compensated for by insurance they are not deductible.

To be allowed as a deduction in the return for 1920 a loss must have been actually sustained during that year. A taxpayer may feel certain that real estate owned by him is worth less than what he paid for it. A merchant may be convinced that certain stock can not be sold unless marked below cost. In neither event, however, is he entitled to a claim for deduction until the loss is made absolute by sale or other disposition of the property.

Claims for losses must conform closely to the wording of the statute. A loss sustained in the sale of an automobile purchased for personal use is not deductible, because it is not a transaction "entered into for profit." A loss sustained by a taxpayer in the sale of his home is not deductible for the reason that ordinarily when a man buys a residence and moves into it he has no intention of selling and has not "entered into a transaction for profit."

## Alder Pails

That candy pails can be successfully manufactured from Oregon alderwood has been demonstrated by Herbert Armstrong, manager of the Menasha Woodware company's interests in this section. A carload



The best lesson a boy or man can learn is to **BANK HIS MONEY.**  
Bank a part of your earnings **REGULARLY** and you will get ahead.  
Spend all you make and you will always be "broke."  
That's **ARITHMETIC.**  
And that's all this time.  
We invite **YOUR** Banking Business.

**Farmers & Merchants Bank**  
of Coquille, Oregon

## One Woman told us:

"Five minutes in the morning with my Electric Iron makes wash day so much lighter."

This woman realized how often blouses, frocks and even lingerie found their way into the laundry bag ahead of time, just slightly mused. Even a hint of untidiness made dainty things unwearable and added to the weekly wash. Now she uses an Electric Iron. With just a twitch of the switch and a few moments of gentle ironing, crumpled garments become smooth and lovely—altogether wearable.

At Any Dealer  
**Mountain States Power Co.**  
Coquille Oregon

## "In Every Respect" says the Good Judge

You get more genuine chewing satisfaction from the Real Tobacco Chew than you ever got from the ordinary kind. The good tobacco taste lasts so long—a small chew of this class of tobacco lasts much longer than a big chew of the old kind. That's why it costs less to use. Any man who has used both kinds will tell you that.  
Put up in two styles

W-B CUT is a long fine-cut tobacco  
RIGHT CUT is a short-cut tobacco

of alder staves, made by the North Bend box factory, was shipped to the Wisconsin concern, from which lot Mr. Armstrong has received a standard candy pail that compares very favorably with the basswood product of his company, weighing only one-sixth of a pound more. The company is now planning to make these staves in large quantities for shipment east. Daily News.  
Acetylene welding, brazing and machine work at Graham's Garage.

**Hall & Ireland**  
Contractors & Builders  
Estimates Furnished  
Coquille - Oregon