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Will Try Again

John M. Scott, general passenger agent of the Southern Pacific railroad, sends us the following statement by Wm. Sproule, president of that company in regard to the status in which the refusal of the Supreme court to grant a rehearing in the merger case leaves the question of separating the two parts which compose that system, the Southern Pacific and Central Pacific.

The United States Supreme Court having granted a period of sixty days within which the Southern Pacific might file an application for rehearing in the Central Pacific case, such application was made, but the Court has not deemed it advisable to reopen the case and so has refused a hearing. Of course, no new testimony could be submitted.

The mandate of the Supreme Court will be handed down in due course to the District Court and presumably, when the proper time comes the Attorney General will suggest the form of decree, to the end that the Central Pacific problem may be finally determined insofar as jurisdiction over it rests in the courts.

The decision of the Supreme Court, as rendered, turns upon the Sherman Anti-Trust Act under which the suit was brought. But six years after the Government brought the suit Congress passed the Transportation Act of 1920. The decision of the Supreme Court has no reference to this Act, and could not have, because the issues in this case were made up several years before the Transportation Act of 1920 became law.

This act contains an instruction to the Interstate Commerce Commission to consolidate the railroads of the United States into a limited number of groups, and this Act relieves the railroads in such consolidation from the provisions of the Anti-Trust laws under which the Supreme Court has ordered the Central Pacific stock sold by Southern Pacific. Hence if the Interstate Commerce Commission finds it in the interest of the public to maintain the present Southern Pacific System, the Commission has authority in the law so to do.

On August 3, 1921, the Commission served upon the railroads notice of its plan made pursuant to the requirements of this Transportation Act of 1920. Under this plan the Central Pacific is retained as part of the Southern Pacific System, just as it has been for more than half a century. Announcement has been made that hearing upon this grouping will be held very soon.

The public has shown overwhelming interest in the continued operation of the Southern Pacific System and full opportunity will now be afforded the public to appear before the Commission to give their views upon the Commission's plan.

There is nothing in the situation in Oregon that should be in conflict with the action already taken by the Com-

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The Variety Shop

mission under this modern law applying to the Central Pacific problem. In fact it would seem to be clearly to the interest of the State of Oregon that the Commission's plan, made after deliberate consideration, should receive the support of the people.

The Transportation Act of 1920 is intended to merge independent and smaller lines with lines that are stronger. Hence the suggestion that a single road may be erected until a unit standing alone is a proposal that cannot be found in the Transportation Act. The Act contemplates the creation of large operating systems, equally balanced and able to compete with one another. The letter and spirit of the Act and the whole trend of modern transportation development are against small independent carriers. Therefore, the Commission cannot be expected so to deal with the present situation as to permit either

part or all of the Central Pacific to stand alone. Considering the intent of the Act, as already promulgated by the Interstate Commerce Commission, it is evident that the Central Pacific must be left in its entirety with the Southern Pacific, or attached either in part or in whole to other large systems. On the other hand, it is not likely that the Commission will sanction any arrangement pertaining to the Central Pacific that will have the effect of unbalancing the transportation facilities of the Pacific coast by so weakening the Southern Pacific that it cannot any longer compete with equal opportunity against its strong competitors."

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True Bills Found

The grand jury which concluded its session last Friday morning reported to the court the same afternoon. They found nine true bills against seven individuals as follows:

- J. C. Chandler, giving checks without funds.
- Tom Morris, larceny in a dwelling.
- Geo. Sargent, burning with intent to injure insurer.
- Theodore Pullim, larceny in a dwelling.
- Hazel Pulliam, receiving stolen property.
- C. L. O'Brien, larceny in a dwelling.
- C. L. O'Brien, grand larceny.
- C. L. O'Brien, petit larceny.
- J. B. Vasque, grand larceny.

The date set for most of the above to plead to the above indictments was ten o'clock this morning.

Send the Sentinel to eastern friends.

School Notes

The County Health Officers have made an examination of all the grade pupils and have listed their defects. The pupils were given a card indicating to the parents what should be done. The office would appreciate it very much if the parents would cooperate by returning the card indicating, thereon, what has been done to correct the defects.

A committee representing the Health Association has been investigating the proposition of hot lunches for the school pupils. A hot lunch would better the health conditions and aid the pupils to work more effectively.

Writing is receiving greater emphasis in the schools this year. We are following the State Course of Study which provides the Palmer System. We are expecting a good

many Palmer awards before the close of the year.

You are cordially invited to visit the schools and see the work that is being done. A closer co-operation is necessary to produce the greatest good.

Mrs. A. W. Jones, mezzo soprano of North Bend, gave a musical recital, assisted by Mrs. C. H. Worrel, pianist, and Mrs. Areta Everson, violinist, Thursday evening in the high school auditorium.

The per cent of attendance in the high school for the first month was 98.5 per cent, in the grades 98.8 per cent. The high school attendance is about where it should be, but the grade attendance is too low. Parents should realize that a pupil who is out can not keep up with the work as it should be done and in many cases will fail at the end of the term.

Lantern slides furnished by the University of Oregon are being used by Miss Stewart to aid in explaining biology. Other departments of the school are planning to take advantage of the materials offered by the state schools.

Monday evening, October 16th, there will be a school meeting in the High School Auditorium at which time the annual school budget will be acted upon.

The Woman's Club is planning a reception for the teachers for next Thursday evening.

The high school student body fee has been reduced to \$0.25; an athletic ticket will be sold for \$0.75, which will admit students to all athletic games. We expect to have a 100 per cent student body membership by the end of the first period.

North Bend to Observe It

North Bend will take the lead in the celebration of the fourth anniversary of Armistice Day Nov. 11. All the American Legion posts in the county and the Reedsport post in Douglas county are expected to join in the celebration. The number of this anniversary indicates that in a few months more as much time will have passed since the end of the war as during its progress.

"NOW OR NEVER." It's a Harold Lloyd Comedy—it's human and wholesome—at the Liberty next Tuesday and Wednesday.

The Sentinel and the Oregon Farmer can still be obtained for \$2.15 for one year

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