

# The Sentinel

A GOOD PAPER IN A GOOD TOWN  
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## THE PLAN IS RIGHT

If we are to have a state income tax in Oregon—we like the suggestion that the amount paid by one who is also paying taxes on property shall be deducted from his other taxes. The amount of income tax to be paid will probably be a certain percentage of the federal income tax, to be paid at the same time the latter is paid. The suggested percentage for the state varies from one-fifth to one-half the amount paid the United States. So long as it all goes to reduce the amount of state tax paid on property the amount will make little difference except to those who have been paying no state tax heretofore—and those are just the guys it is intended to catch.

The federal income tax now paid in Oregon is stated to be fifteen millions of dollars and even one-fifth of that will make a tidy sum for the state and ease the burden considerably for those who are paying state taxes on other property.

## TEACHING NOT MONOTONOUS

Somewhere recently (probably in one of Lyman Abbott's books) we came across a new idea in regard to the teaching profession. An old teacher was asked if he did not find it very monotonous to go over the same lessons year after year without any variation. He made the entirely unexpected answer that he did not, and then proceeded to tell the reason why. Although the lessons were the same the pupils were different and they all reacted in entirely different ways, and no two pupils are ever exactly alike. This is obvious enough when it is stated, but during the writer's brief experience as a teacher, it never occurred to him in just that way, though we, of course, knew the infinite variety of mentalities that developed among the young. Of all the hundreds of billions of people who have lived on earth no two have ever looked exactly alike, to say nothing of having just the same minds or souls. The endless variety in human beings, as well as in other products of nature is evidence of the infinite resources of their creator. When a man makes a box or a book, after he gets started at the work he is liable to go and make a hundred, a thousand or a million more exactly like it. Not so the one who makes man and the trees and the flowers.

## CHAPMAN KNOCKING HARD

We are a little astonished to see our friend Chapman in the last issue of the Oregon Voter make a bitter and vindictive attack on the bill providing for free text books in the public schools. In an issue of money vs. manhood, it is disappointing to see any newspaper become a protagonist of money. About as long ago as the Sentinel scribe can remember, he heard an uncle of his telling how when he proposed to pay for some text books in the college of the city of New York, he was rebuked by the statement that that city was not too poor to pay for the text books its students used.

All our life long we have been hoping to see the same feeling prevail in all the states, as we believe it already does in most of them. Let the opposition to this altogether wholesome measure be left to soulless corporations and childless bachelors.

In one legislature of which the writer was a member he was happy to vote and work for such a measure, and if he were a member of the present Oregon legislature he would be glad to do so again. Suppose it does cost \$200,000. No one but a cheese paring skinflint should oppose it. Save anywhere but in what the kiddies need to make them broad-minded citizens. I am afraid the Voter is on duty as the watchdog of the predatory corporations. People who raise families deserve recognition and ought to have their paths made smoother in this race suicide age.

# THE FAL ELK ROAD

## Mrs. Fish Still an Ardent Advocate of River Bank Route

Because the Sentinel admires a game fighter even in a lost cause, we give place to the following communication from our Fat Elk road correspondent:

I am pleased that the editor of the Sentinel saw fit to comment on my article of last week for by so doing we both may be set right on some points.

While I knew the demand for 150 feet was made for the road across the marsh land I was not aware that the road in general called for so much. I thought it needed that much so as to make the grade as high as it will need to be made to be three feet higher than the river bank. But I did not think that the Pacific highway, as I rode over it through other counties, seemed to be 150 feet wide. Not that 150 feet would be any too wide but I had thought sixty feet was the usual width. That is the reason I spoke of twenty or thirty feet more being purchased along the river bank.

But even at a 110 feet more to be obtained along the river bank I find by talking with many of them that they were willing to give that much more and only asked that their buildings be moved for them and one or two have orchards of some value. But there are not many orchards of value. One pear orchard that has stood for twelve or fifteen years without ever producing a half dozen boxes of pears can't be considered very valuable. One young orchard, small, but just coming into bearing, may be considered of some value. And one old orchard that was standing 35 years ago may be of some value but if there are any more they are only scattering trees.

You suggest that it would be better to move their buildings back to the new proposed highway, which would mean to move them about a quarter of a mile back in the low marsh lands and set them on pilings, which should be at least ten or twelve feet high and even at that they will be in water badly in years when the water is fifteen to twenty feet deep on the marsh. What has been may be again sometime. 'Tis well to use caution.

The citizens would not like their houses back in the water where it will be from two to five feet deep for weeks at a time and everywhere they want to go about their farms, they must go in a boat out to their higher lands.

There are evidences that the river has flowed in its present channel for hundreds of years. There are or have been tree trunks along the river banks many years older than any grown back in the marsh. That shows that until civilization came in and brought with it the stern wheel boats, the river bank did not cut. Our port commission is supported on purpose to remedy this evil which it don't seem to be doing. There is where I propose the road gets some help.

When the Russ Developing Co. came in here it was their intention to clear and drain this marsh and sell it off in tracts so the marsh land would soon be all settled up in small homes; hence it was Mr. Russ' idea to have a road built back in the marsh.

Mr. Russ found it was not practical and could not be settled without there was either high river bank or foothill land on which to build.

These folks along the river must have approaches built from the high river bank back to the highway or go in a boat from their houses back to the highway.

They might as well cross the river and use the highway on the north side which would mean they could as well take the stage for Marshfield as the one to Coquille, again cutting Coquille's trade with what ought to be her own people. But as long as people have to have a boat or an airplane to get onto the highway it won't make any difference what town they patronize.

The roads on the back of their farms are simply no good to them for several months in the year. They will be no better off with them there than they are now without much of any and it will cause much more aggravation to stand and look over at a road that they can't use than to be able to see any road and know that they must depend on the river for transportation.

I think it most proper to consider the families of today, who are paying the taxes for the roads and I think such roads should be built where the most of them will get the most use of the roads.

Talking of the thousands of people who will travel over the road—who are they?

If you speak of the people of Coos

county, every one must acknowledge that the road should be placed where it will benefit the citizens of the locality through which it passes.

Or if it is tourists of which you speak, they neither know nor care where the road is laid as long as it is on a good grade, smooth traveling and the more scenery the better.

They won't stop long enough in any one place to be of any great benefit to the place or know much about surrounding countries.

When we build roads for posterity, it is an uphill business. Each generation knows more, or think they do, than the last generation, and wherever it is laid, in time it will be remodelled, wondering why the people of long ago didn't know better than to do it this way or that.

This piece of road will be out of date in style or engineering and they will want something more modern.

Even the old Roman roads which have stood for hundreds of years are reported to be giving away since the automobiles and trucks have been in use and those roads have been considered marvels of structure.

As for the state having control of the road, it may be all right, but it is not exactly a business proposition to let the heaviest paying partner have no say in the business. The state is no larger nor stronger than the citizens that live within her borders make her. There would be no state if there were no citizens to back her and pay her expenses and it wouldn't take so much extravagance or mismanagement to put the state into bankruptcy.

While we all want roads and good roads we don't have to have a state road. If the roads of the county are put right—where they will benefit the most people, and put on a firm foundation, and kept constantly in repair with the same kind of a patrol that the railroad keeps—what matters if it is not a state road?

The state roads are comparatively new everywhere and our state is practically a young state, not up to her highest development as many other states of the union are, and a child must creep before it walks and quite a while before it leaps and bounds.

While the state doesn't have to pay any part of the county's road bills, still the citizens of the county have to help defray the state's expenses and work for the state's best interest and on the other hand the state should work for the best interests of her citizens.

Those at the head of the state's affairs are but men of the state, and some particular county at that, and should stand shoulder to shoulder with the other men of the state who are backing them and we, each and every one, are doing our share towards the support. The welfare of every community, therefore should be looked after before the state decides where to put a road.

If the head of a family works his whole family to death earning for him while he uses the hard-earned substance, only to benefit his neighbors and make a big show to outsiders, it works havoc with the family.

I don't intend to really cause any hard feelings in this road matter but I feel as if every one should have a square deal and sometimes it is well to bring some things into public notice lest a point may be overlooked.

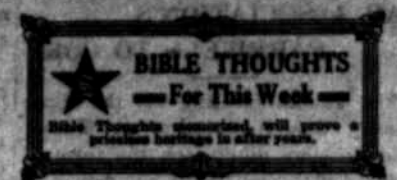
As to where the road goes—up the river bank or through the marsh—makes not so much difference to us who live on the foothill, only for the difference in cost which affects taxes, because we will have to have a road built between us and the highway anyway. But I have as much interest in the road as any taxpayer and I feel as if other taxpayers should get value received for the price they pay.

Mrs. F. D. Fish.

We certainly have no intention of trying to answer this letter. As to the matter of moving the buildings over to the dyke, we simply meant the proposition to move them was entirely impractical, so it required no argument to convince us that it wasn't feasible to move them back to the proposed highway.

As to tourists being so entirely negligible a proposition, Mrs. Fish would find it difficult to convince the people of southern California on that question. Our own view is that it will be worth a million dollars to Coquille to be at the forks of the road on the Roosevelt highway.

Of course, we sympathize with the people down the river in what they lose in not getting this road in front of their doors; and if there is any way we can help them in their unfortunate plight, we shall be glad to do so. They are not alone in their misfortune, however. The Pacific highway doesn't follow the line of the Willamette from Portland up to Eugene and Cottage Grove; and there are communities in that valley which have gone into court to prevent that highway from passing them miles away.



Friday, Jan. 12  
**SAFE FROM ALL EVIL:**—The Lord shall preserve thee from all evil; he shall preserve thy soul.—Psalm 121:7.

Saturday, Jan. 13  
**TRUST HIM ALWAYS:**—Commit thy way unto the Lord; trust also in Him.—Psalm 37:5.

Sunday, Jan. 14  
**THY KEEPER:**—The Lord is thy keeper: the Lord is thy shade upon thy right hand.—Psalm 121:5.

Monday, Jan. 15  
**ALL NEEDS SUPPLIED:**—The Lord is my shepherd; I shall not want. Surely goodness and mercy shall follow me all the days of my life; and I will dwell in the house of the Lord for ever.—Psalm 23: 1, 6.

Tuesday, Jan. 16  
**THE CHRISTIAN'S MISSION:**—Preach, saying, The kingdom of heaven is at hand. Heal the sick, cleanse the lepers, raise the dead, cast out devils: freely ye have received, freely give.—Matthew, 10:7, 8.

Wednesday, Jan. 17  
**GREAT POWER FROM GOD:**—Behold, I give unto you power to tread on serpents and scorpions, and over all the power of the enemy; and nothing shall by any means hurt you.—Luke 10:19.

Thursday, Jan. 18  
**SUPPLY IS SURE:**—Trust in the Lord, and do good; so shalt thou dwell in the land, and verily you shalt be fed. Delight thyself also in the Lord; and he shall give thee the desires of thine heart.—Psalm 37: 3, 4.

## SMITH HELD THE PASS

Probably not one person in a thousand who rides over the splendid concrete highway between Coquille and Marshfield ever thinks how close a squeak we came to never having such a road at all. When the six million dollar road bonding act was before the legislature in 1915, I. S. Smith, of Marshfield, was senator from the Coos county district.

As originally drawn the act made no provision for any road construction in Coos county; but Senator Smith took the stand that he would not vote for the bill unless this county was to get some of the new roads to be built with that six millions of dollars.

While standing pat on that point Senator Smith was showered with letters and telegrams urging him to withdraw his opposition and support the bill as first drawn. None of these came from the Sentinel we are happy to say; but in view of the apparently unanimous feeling at home against holding up the bill, he might have been justified in concluding that his constituents didn't want any roads built by the state in this county. But he knew what he was after and he stood by his guns until the amendment requiring the road from Marshfield east to be hard surfaced the twenty miles and as much farther as the county would put it on line and grade adopted. If this law had been lived up to this road would not only have been paved to Coquille; but on to Myrtle Point and perhaps to Bridge.

It took lots of money to clear the road from Marshfield to Coquille and grade it but our county commissioners saw that our part of the work was done, and now we are enjoying the highway—thanks to Senator Smith first of all and then to Judge James Watson, Commissioners Armstrong and Dement and many others.

If the United States can do anything to help straighten out the woefully tangled affairs of Europe, we ought to pitch in and play the Good Samaritan to the sick nations there, instead of passing carelessly by on the other side as if their plight was no concern of ours. Indeed, this old world is too small a place for half the nations of one continent to go bankrupt without seriously affecting a continent so largely interested in foreign commerce as ours.

An experience of the major part of a week in a vacation from reading daily newspapers has convinced us that we have been devoting altogether too much time to them in the past—though we really read only one of the three Portland dailies we get.

In Indianapolis those arrested for speeding in violation of traffic laws will have to face a sanity test. Those held for such an examination will have to stay in jail, as the law will not permit them to give bond.

## What Five Dollars Will Do

For \$5 you can secure 52 weekly visits of the Coquille Sentinel and \$13 daily visits of the Portland Telegram.

Calling Cards, 100 for \$1.50.

## The First Dollar

Leads to the First Hundred. The Next Hundred comes Easier. Start Saving Now, the Habit Will Grow. One Dollar or More starts a Savings Account.

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of Coquille, Oregon

J. E. NORTON—President  
 C. J. FUHRMAN—Vice President  
 JNO. E. ROSS—Cashier  
 J. W. MILLER—Director

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## P. E. DRANE

Phone Sitka Mill No. 17. COQUILLE OREGON

## Human Derelict at Bandon

Bandon World  
 John R. Smith, Cut creek mining operator, who was in town Wednesday, reported the body of a dead man floating in the surf near his mining plant above Bullards at about 10:30 Tuesday morning.

The surf was running strong and Smith was attracted to an object pitching in the breakers by the large number of seagulls surrounding it. He drew near and discovered that it was the body of a man apparently bare to the waistline and with what looked like a sweater tied around the waist. He waded out as the breakers receded to attempt to pull the body ashore, but was unable to get closer than about twelve feet from it. The tide was just turning and the body was later seen drifting farther and farther out to sea with the gulls in pursuit.

No marine accidents had been reported along the coast of late and the source of the body is a mystery. It is believed the body had been in the water long enough to rise to the surface which would be at least nine or ten days.

## What \$2.15 Will Do

For \$2.15 you can have the weekly visits of the Coquille Sentinel and the Oregon Farmer—52 of each—for a year.

How about that cylinder of yours, does it need reboring? You can get it done at GARDNER'S GARAGE. Phone 46J.

Calling Cards, 100 for \$1.50.