

The Sentinel

A GOOD PAPER IN A GOOD TOWN
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The war department at Washington has allotted \$26,000 for work on the Coquille river the first of this week, from the rivers and harbors fund.

The Coos Bay Harbor has just put on a new type dress, the same the Sentinel has used ever since it first installed its linotype—Century Expanded.

Eight hundred thousand ladybugs valued at \$5,000 were recently distributed to the orchardists of the Rogue River Valley. There were to be used to clear the orchards of scale and aphids.

Calvin Coolidge, Jr., son of the President, has been picking tobacco for the firm of Dickerman and Day in Hatfield, Massachusetts, for \$3 a day. He rode a bicycle to and from work. Surely this indicated true democracy.

The recent call for bank statements develops the facts that the Marshall banks now have deposits aggregating almost three million dollars, while during the past year the First National at North Bend has risen from three quarters of a million to \$1,167,403.

The late President Harding's tomb will be guarded by a detachment of regular army troops for six months, as required by law, and perhaps longer. Regular troops were on duty about the tomb of President McKinley for two years to prevent souvenir hunters and other vandals from disturbing the sleep of the dead.

North Bend has had a wonderful increase in school population during the past year, the enrollment at the start of this month being 956, compared with 699 in 1922 and 562 in 1920. In the three years the increase has been over 80 per cent and about 35 per cent in the past year. Five new teachers have been employed. North Bend has made a much greater proportionate growth than Marshall has made, and at that rate North Bend will soon outstrip its neighbor to the south.

FACTS ABOUT OREGON

Consider the following facts about Oregon:

Oregon has the most rugged and picturesque scenery of any western state, coupled with the finest road system.

Oregon has more standing timber than any other state—one-fifth of the remaining timber of the United States.

One-third of the undeveloped hydroelectric power of the United States is in the Columbia River basin.

Oregon is only ten per cent developed agriculturally, yet this state holds seven of a total of eight world's records for milk and butterfat production in the Jersey division; four-fifths of the world's supply of loganberries is raised in Oregon; the world's record strain of egg-laying hens was developed in Oregon; Oregon apples, pears, walnuts and cheese command a premium on the markets of the world.

Oregon has a greater diversity of soil and climate, according to the United States Department of Agriculture, than any other state in the Union.

WARNING WORDS

The following word of warning against the proposed recall of Governor Pierce is from the Oregon Voter, which, whatever it has been, certainly never was a partisan of the Governor:

"There's no telling whether a new governor, elected on a recall, would prove to be any better than Pierce. With all his weaknesses Pierce's administration has not been so bad as to become intolerable, and there is no certainty of what a new governor might do after a recall election. The safe and sane thing to do is to give Pierce his full four-year chance. If he makes good on his tax-reduction promises, as seems impossible, the taxpayers will be grateful. If he fails

to make good, his four-year term will be a memory and a warning not soon to be forgotten by the people. But to cut him off during his first year would give him the finest kind of a chance to rehabilitate himself politically. It might make him United States senator, even as the recalled Governor Frazer of North Dakota was made U. S. Senator as the direct result of his having been recalled from the governorship. The recall is a two-edged sword."

CANAL ON PAYING BASIS

From the Brooklyn Eagle
It is a pleasant thing for Americans to know that already the Panama canal, as a commercial venture, is on a paying basis. The net income after deducting the monthly cost of operation, amounting to \$600,000, was more than \$1,500,000. The July tolls figured \$2,124,399, a record. In the first 15 days of August more than \$1,000,000 was taken in. In the nine years of operation 20,474 vessels have passed through and the tolls paid have totaled \$76,549,346 on 34,234,474 tons of cargo. The average return on the initial investment has been more than interest on bonds.

Neither President Roosevelt nor the American people who approved of his action in pushing through the building of the canal, thought of it as a money-making venture. The outcome up to date encourage the idea that it may become very profitable. The commerce of the world is using the highway freely, despite high charges. The number of transients is not so large; even in July it was not an average of more than 16 a day. The tolls paid were \$68,529.36, an average of \$4,481.88 for each commercial vessel. But the saving in not going around the Horn is far greater than the charge. In other words, the bargain is a good one for both sides, which is the basic principle of legitimate business.

WHEAT A SMALL ITEM

An erroneous impression has grown up in the public mind concerning wheat. It has been taken as a symbol of the farmers' prosperity, and when a drop in the price of wheat occurs it is immediately presumed that the farmer is facing ruin.

That such is not the case is borne out by these facts:

The drop in wheat was 10 per cent, or 10 cents per bushel. Considered in its relation to the total farm income of \$14,000,000,000, the drop in wheat was about one-half of one per cent of the total farm income. It is only three and one-half per cent of the wealth produced each year by farm cows. The American hen alone produces more wealth each year than the wheat crop.

It has been the public habit to think of wheat as the great, staple farm crop. As a matter of fact the wheat crop represents only seven per cent of the total farm income. There are four other farm products of far greater value than wheat, namely, animal products, corn, hay and cotton. The corn crop, for example, is about three times as large as wheat. And while wheat dropped ten cents per bushel, corn rose 25 cents per bushel.—Oregon Business.

CALIFORNIA HAS OVER 1,000,000

During the first six months of this year, the total number of motor cars registered was 13,002,427, as against a total of 12,238,375 during the entire year 1922. This is practically one for each eight people in the United States on an average, though in some states, like California, the average is nearer one to six people. New York stands at the head with 1,025,718; Ohio comes second with 965,000; California third with 933,808; Pennsylvania fourth with 922,062; and Illinois fifth with 833,920. More states are bound to join New York in the million class next year.

Since the above was written, from an article in the current issue of the Saturday Evening Post, entitled "California Takes to the Road," we learn that our southern neighbor has already issued its millionth auto license to Dan Doig of Los Angeles. Think of it, a million autos for California—one for every four people in the state—while Great Britain with ten times as many people has only 353,000 automobiles and France, with almost as many as England has only 200,000! California is the first state after New York to pass the million mark and if she doesn't eventually distance the Empire state, it will be remarkable, although her population is hardly half as large.

The California automobile clubs are better organized than those of any other state and their sign posts are to be found on the highways half way across the continent—between 80,000 and 90,000 of them.

ONE SALE A DAY FOR SALOONS

The Detroit Free Press in a story carrying a Chicago date line of August 26 says that figures just compiled by State Prohibition Director Moss of Illinois show that 2,289,600 persons

applied for, obtained and succeeded in having filled prescriptions for whiskey, gin and other "alcoholic medicines" during 1922 in Illinois. The prescription blanks returned numbered nearly half a million more than the government issued. This counterfeiting will be more risky hereafter as the government is now printing all its prescriptions on paper bearing the watermark "U. S." and counterfeiting or reproduction in any form is punishable by heavy fines and imprisonment.

A majority of the reputable physicians of Chicago refused to write any whiskey prescriptions, but those who specialize in this branch of "medicine" made approximately \$7,000,000 during 1922, while druggists who filled the prescriptions made a profit of \$2,500,000, says the dispatch.

Friends of the liquor traffic will point to these figures as evidence in support of their contention that prohibition has failed to reduce liquor consumption.

Druggists by means of the prescription method made 2,289,600 sales in the state during the year. When the prohibition amendment became operative there were more than 7,000 saloons in the city of Chicago alone. These sales equally distributed among these 7,000 Chicago saloons would give each saloon 327 sales during the year—less than an average of one a day.

Of course, this does not take into account the thousands of saloons that were operating in the other cities of the state. Thus it will be seen that sales by the prescription subterfuge is infinitesimal compared with old saloon sales.—American Issue.

NO PROTECTION FOR HIM

It is getting so that the man on the street, if he is in a car, has no recourse, if he is the victim of a drunken or reckless driver. The latter's punishment even in case the victim of his heedlessness is killed by a collision for which he alone is responsible, is ridiculously inadequate. So it comes about that every person in a car on the highway is at the mercy of any drunken or reckless driver. If he isn't killed or maimed for life he can thank his lucky stars, rather than any defense the state provides for him. Some time we may have laws properly punishing reckless drivers for the injuries they inflict on innocent people; but we certainly don't have them now. The only way it is possible for the innocent driver to protect himself and his family now is to go to the expense of securing as nearly adequate insurance as possible on his car and himself and his family.

Knowing that such conditions prevail, and that the reckless, incompetent, or drunken driver, whose presence jeopardizes every one he meets, cannot under our laws be punished even by the confiscation of his car, it is the greatest wonder that so many people dare use the highways where the peril to life and limb for themselves and those riding with them is so great. But when we realize how insignificant is the fraction of willful murderers who are adequately punished in this country, we can hardly wonder that those whose carelessness hourly endangers the lives of their fellow travelers, are not kept off the roads. It used to be said that nothing was cheaper than human life, even before the automobile began to take its toll. Conditions today only afford more striking evidence of the truth of that statement.

A NEEDED WARNING

In view of the disaster at Berkeley last week the warning as to the danger of fires at the end of the dry season cannot be too strongly emphasized. The following from the Oregonian is timely and should inspire caution everywhere:

"The foundations of the earth trembled in Japan, and cast down many structures, but it was fire that followed to perfect that tragic desolation. Of all destroyers fire is the most fearful to contemplate, the most thorough in its fury. Considering this, it is singular that we should neglect to remember, and by such neglect invite the visitation.

"At this season the states that border the Pacific are like two awaiting the spark. From a hundred sources fire threatens and strikes, until we have come to regard it as inevitable that each autumn should be hazy with the smoke of sacrificial forests—burned at tremendous economic loss and at the expense of the future. Brush fires menace the little towns and the great, and so casual have they become that few are alarmed by them. A brush fire at the outskirts of the city is a spectacle, something to motor out to see—but never more than a negligible peril. Never? It was such a fire that caused a \$5,000,000 property loss in Berkeley. Under certain conditions, usually unforeseen, the brush fire is capable of dreadful extension. That which happened in Berkeley could happen in Portland, where in

LAKE MERRITT

Lake Merritt, Lake Merritt, And news of its beauty, With you we will share it, We know you will spread it.

The boats and canoes, Are all of them yours, To use for your pleasure, In moments of leisure.

The ducks have an island All of their own, They come there each winter, And call it their home.

There's fish in the lake, They're all yours to take, If on to your hook There's the right kind of bait.

There's a part at one side, And a drive all around; With a great chain of light, The most beautiful found.

The walks and the drives, As well as the view, Are all of them telling A story to you.

The grounds for bowling, Tennis, croquet, Were built for your use, You may use them each day.

You may sit in the sun, Or under a tree, And list to the band And it's all free.

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RICHES

By Frances Holmstrom

My neighbor's acres stretch all around, And I've but a bit of garden ground, But mine are the white clouds in the sky,

Mine are the sea-birds that wheel and fly, And all the beauty that I see, By the grace of God, belongs to me.

My neighbor rolls by in an automobile, While I trudge in the dust of its haughty wheel,

But I fly with the gray gulls over the sea, And I float with the mist above the tree, And the stars in the sky are signal lights

That lead the way to unplaced heights, That neighbor's mansion is fine to see, While a shabby gray house is home to me,

But happy children play on its floors, And God loves the blossoms that crowd the doors,

So, neighbor, keep that poor wealth of thine, For all the earth is mine.

many districts the tinderlike second growth touches and even invades the city.

"A sound rule for camp fires is never to leave one until it is out, not for even a few minutes. For once out of hand no human effort can stop it immediately, nor until it has done great damage. Camp fires in the timber are deceptive things. They are not always extinguished when they seem to be. Often the ground is carpeted with a heavy weave of fallen fir and pine needles and leaves, to the depth of a foot or more. In these a spark may linger and eat its way, unperceived upon the surface until it breaks into red and roaring flame. In the forest a fire should always be kindled on bare ground, from which the litter has been carefully swept back. It should be a small fire, sufficient only for the immediate need, and should be extinguished so soon as that need is served.

"Too much emphasis cannot be laid upon the need for caution, nor can caution itself be excessive. Until the rains fall all residents of the northwest should keep before them a wholesome fear of fire. The partial destruction of the California city is a grim object lesson."

NEW MAIN LINE

The new Southern Pacific construction now in progress means that Klamath Falls, which is now (via Weed, California), 509 miles from Portland, will be brought 180 miles nearer to Portland, the distance being cut from 509 miles to 320 probably, says President William Sproule of the S. P. in a recent article. This distance of 320 miles, Portland to Klamath Falls, compares with 408 miles, San Francisco to Klamath Falls. It means that this new construction will give the state of Oregon new transportation important to the state, in linking together by steel rails parts of the of the state which are now separated by the barriers of great mountains in the Cascade range. San Francisco has easy access to the Klamath Falls region. After this railroad is built, Portland will also enjoy easy access, and the people of Klamath county will have ready access to consumption and trading markets both in Oregon and California. This new situation will especially benefit Klamath county pro-

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ducers. It is not without reason that Portland expects to benefit by this change, for development of the resources within the state is of most importance to the state itself, and to Portland as the metropolitan city of the state. The fact of access to new forest areas alone is of stimulating value.

Klamath is one of the counties that still has land at reasonable prices under conditions that provide irrigation. These lands are adapted to dairying, to the raising of livestock and poultry, and to varied agriculture incident to these pursuits, under pleasant climatic conditions, with a short, sharp winter but a long working season from spring plowing to fall harvesting. There lakes are drained to make way for the plowman, and where lakes were, there are now farms as fertile as any in the Union. The great and beautiful Upper Klamath Lake is too important to drain, besides being one of the beautiful lakes of the world.

It is not idle to predict that the new railroad construction will bring new prosperity to Klamath county in industry and travel, in production and population.

As to travel, it will give Oregon two lines between the north and south; one via Eugene and the Siskiyou Mountains, and other via Eugene and the Cascade Mountains. Thus, travelers by the Shasta route will thereafter have the choice of two lines.

The new line might well be known as the "Line of the Lakes," as it will bring within easy access of through passengers such lakes, for example, as Odell Lake, Crescent Lake, Diamond Lake, Crater Lake and the Klamath Lakes, including magnificent mountain scenery, thus adding to the attractions of Oregon for the traveler on the Shasta route.

Our present line has aptly been termed the "Line of the Rivers," making the Shasta route undoubtedly the most attractive for its distance of any in this great country, traversing the Willamette valley, the Umpqua valley and the Rogue River valley, with its rise over the Siskiyou Mountains. The line over these mountains

arouses the wonder of every traveler as a feat of railroading, and the landscapes, which infuse Mount Shasta, are inspiring of themselves. On the Shasta route this "Line of the Rivers" will continue to allure the traveler, covering as it does the Willamette river, the Umpqua river, the Rogue river, the Klamath river and the Sacramento river. These principal waters, each of them with its own characteristics of beauty and of interest, constitute, with the lands through which they flow, a territory unrivalled in holding attention and enthusiasm.

Myrtle for Gompers

Coos county myrtle will figure largely in the souvenir gifts to be presented to Samuel Gompers, president of the American Federation of Labor, when he presides at the national convention in Portland this fall.

Pres. Otto Hartwig of the Oregon federation is arranging with Earl Duncan of Marshfield to make a special gavel and box of handsome myrtle wood as a gift for Mr. Gompers while Mr. Duncan is turning out a special myrtle wood fruit bowl which will be presented to Mrs. Gompers.

The gavel will carry a special engraved inscription and the world renowned leader of union labor will doubtless be delighted over the rare gift, says the Times.

Warranty and Bargain & Sale Deeds for sale at the Sentinel office.

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State of Ohio, City of Toledo, Lucas County, ss.
Frank J. Cheney makes oath that he is the senior partner of the firm of F. J. Cheney & Co., doing business in the City of Toledo, County and State aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of HALL'S CATHARRH MEDICINE. FRANK J. CHENEY.
Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1923.
A. W. GLEASON, Notary Public.
Hall's Catharrh Medicine is taken internally and acts through the Blood on the Mucous Surfaces of the System. Send for testimonials, free.
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