

# The Sentinel

A GOOD PAPER IN A GOOD TOWN  
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It has been estimated that it costs the American people \$30,000,000 or at the rate of 80 cents a vote to conduct a national election.

This year's school census at Bandon totaled 811 of whom 431 were boys and 318 girls. Last year's census was 748, so that there was an increase of 63.

Although it has been customary for the heirs of the throne of Great Britain to marry nobility, the Prince of Wales could lawfully marry a commoner without its affecting his inheritance of the crown.

It is estimated that the cost of operating the port of Coos Bay for the coming year will be \$108,617. The estimated revenues will not only take care of this expense but also clear up a \$6,189 deficit for the present year.

Forty years ago New York state had three billions of dollars' worth of taxable property. Last year the taxable property in New York city increased more than half that amount and to a total of thirteen billions. What is the limit?

Plans for a highway from New Orleans to Portland, Oregon, which will follow as nearly as possible the boundary lines of the old Louisiana Purchase, have been officially launched. It will commemorate the purchase of the territory by the United States.

The number of students enrolled in colleges in this country is 300,000 this year, where it was 115,271 in 1900 and 194,712 in 1910. This indicates an increase of 100 per cent in less than 25 years. College students are increasing much faster than the population.

The first grain drill is said to have been invented seventy years ago. If so, the writer is quite a little older than the machine he remembers driving when he was a boy. We can well recall the time, however, when mowing and reaping on the farm were all done by hand.

They are having a milk war at Oakland, Calif., where 85 per cent of the usual supply of milk has been cut off by a producers' strike called Sunday. The State Housewives' League are asking the city to take a hand and are preparing to appeal to the governor.

An eastern paper before us says that a "heavy dripping fog rolling in from the Pacific ocean effectively put out a forest fire on the Olympic peninsula in Washington." During the past two months we have had rains that no one would think of characterizing as fogs, even "heavy, dripping" ones. When we come to have an eight days' rain without a let up, it certainly gets out of the "heavy fog" class.

In the wonderful laboratory of the beehive there is found a sweet that needs no further digestion, having been prepared fully by those wonderful chemists—the bees—for prompt assimilation without taxing the stomach or kidneys. As Prof. Cook says: "There can be no doubt that in eating honey our digestive machinery is saved work that it would have to perform if we ate cane sugar; and in case it is overtaxed and feeble, this may be the respite that will save from a breakdown."

**SEEING BETTER**  
 Somewhat more than a third of America's twenty-one million homes are now using electricity, and in these homes the housewife presses a button, causing the electric lights to instantly illuminate the room. Her grandmother, most likely, had to wash lamp chimneys and trim oil wicks once every so often. Her great-grandmother patiently made tallow candles in a mold. And it is said that you can count on your fingers the generations which have passed since France had a tax on windows, and poor people spent their nights in

darkness and foul air. The Sentinel man remembers the tallow candle age and thought kerosene lamps a wonder.

**WE USE THE BIGGER HALF**  
 Without electricity there could be no such thing as the modern American "skyscraper." It could not be lighted, nor even provided with elevators. It would be a vast tower, with human flies crawling up and down the dark stairs, and, of course, ridiculous as far as concerned its utility for housing offices and business places. Without electricity we would be without many of our conveniences and comforts, ranging from electric mangle to radio.

The total consumption of electricity throughout the world is approximately 125 thousand million kilowatt-hours of electrical energy. Of that amount from 15 to 20 per cent is used for lighting purposes and from 80 to 85 per cent for power in industrial activities. The United States uses more than one-half of the total electrical power produced.

**CHILDREN ARE DIFFERENT**  
 Recently while enjoying the passing of a parade I became engaged in conversation with a young lady. In the course of conversation it was brought out that she was a teacher in a school where the children are largely of foreign extraction. She spoke of many of their customs, etc.

Finally I asked whether these children were well clothed and fed? The simple and direct manner in which she replied that they were, "since prohibition," should sound a note of gratitude to all who have struggled so long and valiantly to remove the curse which would rob even the little ones of proper food and raiment. She also remarked that before the prohibition law was enacted she had known of little children coming to school in an intoxicated condition. I say all praise to the smallest progress in prohibition, says E. C. M. of Philadelphia, in an eastern paper.

**IT IS A DELETERIOUS DRUG**

There are several good reasons for our issuing a ruling against benzoate or soda as a meat preservative, published in this issue of the Bulletin. One of these is that it does not preserve meat. Numerous samples of meat have recently reached our laboratory so far advanced in the process of decay as to give off a very offensive odor, yet an analysis showed sodium benzoate present. This being the case, why use a deleterious drug, or even a questionable substance in a food product?

Meat is supposed to be sold only in a fresh or cured state. The use of benzoate or soda as a meat preservative has a two-fold deleterious result, viz.—the sale and use of unwholesome meat—meat already beginning to spoil—and the taking into the system of an injurious drug.

Sodium benzoate is a drug and not a food, and if taken into the system should be done only under the direction of a physician—as prescribed by him. Most people would not knowingly take it into their system. To a certain extent it prevents fermentation and thus retards, and may prevent, digestion by suspending or preventing the natural action of juices of the stomach. Therefore, in the interest of good health and the protection of the public we have made the ruling prohibiting its use in meat.—Dairy and Food Bulletin.

**1,400,000 IN 1930**

There are 956,662 people in Oregon today. According to a detailed survey just made, the state's increase in population during the past five years has been greater than it was for the entire decade of 1910 to 1920. Through the co-operation of the seventy-four commercial organizations affiliated with the State Chamber a careful estimate has been completed. The five year period following the government census of 1920 showed a gain in population for the entire state of 171,273, or 19 per cent. The ten years prior to 1920 showed an increase of only 16.4 per cent. If the same relative growth continues, the population in 1930 will be approximately 1,170,000.

Officials of the State Chamber, who have followed closely the results which have come during the past season from the carefully directed efforts of the various communities to capitalize the returns from the national advertising of the railroads and other agencies, believe it reasonable to expect the 1930 census to show at least 1,400,000 inhabitants in Oregon, if continued local interest in the development program is maintained.

Many Oregon farmers stop feeding the poultry flock when it quits laying or during the molt, a severe drain on the birds' strength. To grow fowls, the flock needs plenty of feed. The experiment station has found that linseed oil meal, not to exceed 5 per cent, fed in the mash, or sunflower seed in the scratch feed, is an aid to growth of feathers in the molting period.

## TRAIN GOING DOWN HAULS ANOTHER UP

Same Principle Applied as Used on the New York Central to Haul Trains up the Hill in Mohawk Valley Nearly One Hundred Years Ago

The senior editor of the Sentinel can well remember hearing his father tell about his experience eighty-seven years ago, when the train on which he went from Albany, New York, to Schenectady was helped up the hill a hundred feet or more in height, out of the Mohawk Valley to the higher level to the west by a train loaded with stone, which went down the hill on an adjoining track to furnish a part of the power to haul the train on which he was riding out of the Mohawk Valley to the higher level above.

This experience when the railroad was only a dozen years old was recalled when we read in the current issue of the Popular Mechanics the story H. E. Byram, president of the Chicago, Milwaukee and St. Paul railway, has to tell about the electric locomotives of that railroad gathering power as they run down hill to help haul another train up the mountain it is descending. We only hope it will interest the readers as much as it did this writer:

As the "Iron Horse" displaced the "Pony Express," so the new "King of the Rails"—the electric locomotive, drawing its white coal from the trolley wire suspended overhead—has sounded the death knell of the steam railroad engine where electricity is available.

In a single year, on two divisions of our road alone, forty-four electric displaced 121 steam locomotives and moved the transcontinental traffic at a cost for power of \$672,000, as compared with the \$1,400,000 it would have required for steam. The actual saving was far greater than even these figures indicate, as the cars that once hauled fuel from the mines to the locomotives were released for revenue-paying service; the investment in coal docks and water tanks was eliminated, and that part of the motive power that was once used up in hauling around the engine's fuel and water was released for other purposes.

In the days of steam operation on our mountain division the average size of all trains was somewhat less than 1,600 tons. Today, with our motive power cut to one-third, a mile-long freight train of 110 cars, with a total weight of 5,000 tons or better, is not the exception but the rule, while the average of all trains, passenger, freight, work and locomotives traveling "light" over the road, is around 3,000 tons.

Then years ago it was not uncommon to see three steam locomotives toiling up the hills toward the continental divide, dragging the twelve or thirteen cars of the westward-bound Olympian flyer. Ahead labored a Pacific-type engine, one of the monarchs of the road, and behind two helpers assisted in pushing the 1,500 ton train along at a fifteen-mile-an-hour gait.

Today, the scene has changed. An electric locomotive purrs out of the east and pauses a moment at Three Forks, Mont., where the waters of the Jefferson, Madison and Gallatin river unite to form the Missouri, which winds its way 2,551 miles to the Mississippi. Along its banks, the falling waters, stored behind enormous dams, are turning the turbines of many power houses, converting the snows and the rain into power that feeds, through the trolley wire above, the big electric locomotive. A brief pause, and the long train of brilliantly lighted cars slips away into the west as silently as it came. There is no noise, no smoke; no spinning of mighty drive-wheels; no clanking of drawbars nor backing to take up the slack. In the sleepers passengers are first aware that the train is under way when they look up to find the station lights gliding past.

Away on the flat up the Jefferson valley, the train gathers speed. Its single electric locomotive, which has replaced the three engines of older days, drones contentedly along. In the operator's cab the indicator of the speedometer climbs higher—forty miles, fifty, sixty and then sixty-five. There is a world of power yet uncalled for, but the engineer, in obedience to strict operating rules, checks the train there.

The lights of Piedmont, thirty-four and a half miles west of the headwaters of the Missouri, flash past, and the engineer eases his throttle back, while the hum of the motors rises to the drone of a lazy bee as the long climb to the roof of North America begins. The grade shifts from one per cent to one and one-half, then one and seven-tenths, and finally two per cent, which means a climb of 105 and six-tenths feet to the mile. The engineer checks his speed to twenty-five miles on the

sharper curves, with thirty-five on the stretches and forty up the straightaways. Twenty-five or thirty-five or forty, it is all the same to the big electric with its inexhaustible supply of white coal feeding silently down from the wires above.

On the instrument board, the ammeters register a load of 200 amperes and the volt-meters show a working power of 3,000 volts. The bright, white light of Vandome block signal bores through the night the message of a clear track ahead for the three and seven-tenths mile climb to Cedric, 361 feet above.

To the steady click of drive-wheels on steel rails another climb of 496 feet to Grace slips by, four and nine-tenths miles negotiated in ten minutes. Ahead looms the crest of the divide, bathed in the final glow of the sun, which set for folks below some three hours before. A climb of 685 feet in the distance of only six and a half miles, and the flyer glides into the tunnel on the pass. Then the lights of Butte are in view and the train starts downgrade. The engineer does not touch his brake valve. Instead he shuts off the power, pulls a lever, and then, apparently, turns the power on again.

What he has actually done is start the regenerative motors, one of the most remarkable inventions in all railroad history. When he shut off the power and pulled another switch lever he changed the entire character of the big motors which drove the train up the hill. By the act he passed a powerful current through the field of the motors—over-excited them, the electricians say. As the train gained momentum down the mountainside, the motor armatures, which had turned the huge drive-wheels coming up, were themselves turned by the drivers and actually began to manufacture electricity and return it to the trolley wire overhead. This also serves as a brake, and regulates the speed of the train. If a ten-car train starts down the mountain and a six-car train at the same moment starts up, the downhill train would pull the other up the hill without any expense to the railroad for power. The power generated is not the only saving going downhill. Equally important is the absence of wear on brakes, wheels, rails, and on the cars.

It will be noted that the principle is exactly the same as used on the New York Central railroad almost a hundred years ago, gathering power as a train goes down hill to haul another train up.

## WARNING

Beware of Automobile Schemers Fleeing the Public in Various Ways

Chambers of Commerce, Civic Clubs, Hotels, Garages, Service Stations, Tourist Campgrounds, and individual automobile owners, are again urged to consult the headquarters offices of the Oregon State Motor Association, A. A. A., 101 North Broadway, Portland, Oregon, before contributing money or in any manner giving support to any of the numerous schemes constantly being presented under the guise of automobile service clubs, motor tourist protective associations, tourist camp associations and like organizations.

Business establishments and individual car owners in Oregon are being victimized to the extent of thousands of dollars annually through the operations of "slicker" salesmen selling advertising "space" in so-called tourist guide maps and other such literature or "memberships," and "contracts" in "gyp" organizations represented to be nation-wide in their activities. If the victims of such schemes would only take the trouble to investigate, they would discover that the majority of these organizations are money-getting propositions pure and simple, conceived for the sole purpose of mulcting the public. They are operated for the benefit of the promoters who move from one state to another as soon as their members begin to awaken to the fact that they have been duped.

The Oregon State Motor Association through its affiliation with the American Automobile Association, the national body, is in a position to keep posted on the legitimacy of any organization claiming to render service to tourists or automobile owners which seeks to do business in this state, and if any person who may be approached and solicited for either advertising or membership in any such organization will get in touch with our office, we will gladly advise them as to whether or not the proposi-

# XMAS Suggestions

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tion is worth while. Such a policy is only in keeping with the work of all affiliated A. A. A. motor clubs.

Beware of the "high-powered" salesman with a new proposition. Ask him to show an endorsement from your local chamber of commerce, the Better Business Bureau of the Oregon State Motor Association, before you sign your name on the dotted line.—Oregon State Motor Association.

**What Whistles Mean**

For the benefit of the curious the Southern Pacific Company tells what the locomotive means when it says, "toot! toot!"

Four blasts, two of medium length and two short is a warning that the locomotive is approaching a public grade crossing and is the engineer's way of saying "Look out, I'm coming."

One short, sharp whistle means that the hand brakes are needed to help the engineer stop. With modern airbrake equipment this signal has become practically obsolete.

A succession of short blasts tells pedestrian, wondering stock and other trespassers to get off the track.

One long blast followed by three short ones, and the rear flagman walks back along the track to protect against a following train.

Four or five blasts of medium duration calls the flagman to the train.

Four short whistles is the engineer's way of asking for train order signal.

Two short whistles mean "Thank You" or "I get you."

One whistle of medium duration followed by two short blasts calls attention to signals displayed for a following section.

One long blast is given when train is approaching station, junctions, draw-bridges and railroad crossings at grade.

Two short blasts given three times is signal to trainmen that airbrakes are sticking.

**Former Coquille Resident**

The following dispatch from Eugene gives additional particulars about the suicide of Harold Hurd at Springfield:

"Mrs. Hurd witnessed the shooting. He took his rifle down from a hook on the wall, placed the muzzle in his mouth and pulled the trigger before she could prevent him. Mr. Hurd was a carpenter, formerly living at Coquille. Besides his widow he is survived by four children—Edith, Viola, Mabel and George."