

The Sentinel

A GOOD PAPER IN A GOOD TOWN
H. W. YOUNG, Publisher
H. ALLEN YOUNG, Local Editor and Manager

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COOLIDGE ECONOMY IS REAL

The cost of government particularly in Washington, has been greatly reduced in the Coolidge administration. This reduction still goes on. The country knows these general facts but it is interesting to have concrete information as to how these economies are effected. For instance, when it is said that last month the services, if any, of 2,318 government employees were dispensed with and that fifteen hundred more will be released this month, we have an aggregate saving of the salaries of approximately four thousand employees in sixty days. And the overhauling of the departments and bureaus goes on with a view to reducing the respective forces to the lowest number consistent with needs and efficiency.

Of course, this process has been slow. To make the policy effective it has been necessary first to make changes in many important points to place in charge of various divisions of government men who are in sympathy with the policy and have the ability and courage to make the needed changes. Also it often is difficult and invariably unpopular in political circles to reduce the number of government employees. The crowding of the payrolls in the war and the needs of large forces in the adjustments immediately following the conflict made the problem confronting President Coolidge one of exceptional magnitude.

Mr. Coolidge in his addresses reverts again and again to the simple, obvious fact that the government has nothing to spend except what it takes out of the pockets of the people; that the cost of governments—federal, state and municipal—are much too high and consequently, taxes are burdensome; and finally that there is no way to reduce taxes without first reducing expenditures.

Yet the practice of politics, disregarding the principles of business in government, has been to authorize the expenditures and let the taxes fall where they will.—Kansas City Star.

SPECIAL SESSION FAVORED

Reports from Salem Saturday indicated that Governor Pierce had received numerous requests to call a special session of the legislature to authorize an election in September to dispose of the referendum directed at the law imposing higher fees on automobile busses and trucks using the highways of the state.

The legislature, at its last session, passed a law providing for a special election in September, but this was vetoed by Governor Pierce. As a result of this veto the bus and truck operators hope to defer payment of the increased fees until November, 1926, through the use of the referendum.

Should the governor call the special legislative session the matter of taxes also might be considered. Local students in taxation have declared that because of the low tax base adopted by the state tax commission for 1925 there will be a deficit at the end of the biennium of more than \$2,000,000.

A special election in September also would give the voters an opportunity to pass on the referendums directed at the cigarette tax law and the act providing that 10 per cent of the receipts of so-called fee-supported state commissions, departments and boards shall go into the general fund for government expenses.

County judges of the state have alleged that the trucks and busses will cause more than \$500,000 damage to the state highways during the next two years, while the cost of a special election would not exceed \$10,000.

NEVER BEEN IN THE RAIN

Sixty head of a string of over 2,800 head of cows and heifers from Texas which had never been in a rain, died when they were unloaded at Rosalia in a cold, drizzling rain. The hardship of five days' transportation on the train and the poor condition which the cattle were in when loaded from the Texas range, where

drouth had cut short their range, proved too much for them.

ALWAYS PIONEERING

Speaking of the laying of the cornerstone of the Jewish community centre at Washington last Sunday, President Coolidge said:

"The race is always pioneering. It always has been and always must be. It dare not tire of unending effort and repeated disappointments. It must not in any moment of weariness or inertia cease from pressing on. Least of all can we indulge the satisfaction of complacency, imagining that the sum of useful progress has been attained. The community of the civilization that ceases to progress, begins that hour to recede."

"In the advancing years, as those who come and go shall gaze upon this civic and social landmark, may it be a constant reminder of the inspiring service that has been rendered to civilization by men and women of the Jewish faith.

"May they recall the long array of those who have been eminent in statecraft, in science, in literature, in art, in the professions, in business, in finance, and in philanthropy and in the spiritual life of the world.

"May they pause long enough to contemplate that the patriots who laid the foundation of this republic drew their faith from the Bible. May they give due credit to the people among whom the holy scriptures came into being.

A VICIOUS CIRCLE

The senior editor of the Sentinel once had four years' experience as a member of the state legislature in Kansas and the problems he noted there then are still persisting and awaiting solution. He remembers distinctly when he was asked to assist in the enactment of new laws because people were not obeying existing laws. The idea that a failure to enforce existing laws can be remedied by the enactment of new laws on the same subject is an old one; but we never could see how disregard of desirable laws could be remedied by enacting more laws on the same subject. The idea that the failure to enforce existing laws can be remedied by the enactment of more laws is very prevalent and has been for generations. It runs in a vicious circle, however. There are times, of course, when new laws are needed, but we never could see how the enactment of more laws could be expected to change human nature. If we fail to enforce the laws we have, the problem can never be solved by multiplying laws.

LAWS NOW IN FORCE

In our synopsis last week of the new fishing and other laws enacted by the legislature during its session early this year, we should have noted that they were already in effect, as they all contained an emergency clause making them effective as soon as signed by the governor. This applies to the prohibition enforcement laws as well as to the new highway and forest protection laws, but not to the taxation of motor vehicles, according to their seating capacity, for which the effort is being made to evoke a referendum. The same condition prevails in regard to the cigarette tax law. But the law against driving motor vehicles on the highways by people who are intoxicated is already in full force.

There's been a lot of hot weather in Oregon during this week, but it hasn't phezued us here in Coquille, where we never suffer from such hot weather as prevails in the Columbia, Willamette and Rogue River valleys. Reports Tuesday were of an 88 degree temperature at Portland; 85 degree at Eugene, 89 degree at Medford, 86 degree at The Dalles and 82 at Hood River. Even in the Klickeitat valley in Washington the mercury rose to 80 degrees on that day. Roald Amundson and Lincoln Ellsworth started that day from Spitzbergen for the north pole.

A halftone cut, seven by five inches, depicting the wild beauty of Mussel Reef, near Coos Bay, appears on the cover of Oregon Federation News, official publication of the Oregon Federation of Women's clubs, which will hold convention in Marshfield June 1, 2, 3 and 4.

The rate of increase of the nation's population by birth was higher in 1924 than in 1923. The birth rate increased from 22.3 per thousand in 1923 to 22.5 per thousand in the following year, according to a census bureau survey made public May 1.

At Philadelphia last week a motor truck was found "guilty" of the illegal transportation of liquor—the first case of the kind on record.

THE SCHOOL TRAIL

Just here, below the hill, the school-trail slips its hand from out the parent road's, and dips into the trees and fern beside the way. Like a small child that hides itself in play. A little path, a secret path, deep sunk in leafy foam that breaks round lifted trunk. And gnarly, moss-fung branch, whose sunshot shade Across this narrow little street is laid. Where the still light seems less the light of day Than of the wide branched dogwood boughs that spray The columned walls with white candelabra.

Yet other beauty does this small road keep, Meshed in its dreamy web of memories deep. Since, morn and night, its mosses wet and cool Are crushed by children hurrying to school Or loitering home. Great secrets this path hears That children never tell to grown-up ears. Of tragedy within the spelling class; Deep speculation as to who will pass; Discussion of the dress the teacher wears, Of this small world's important love affairs; And hope and plan that child with childhood shares.

With shy white lilies peering through the fern; With secret, fairy gardens round the turn; Pale, empty egg-shells tumbled from a nest; The school-trail entertains its transient guest, Who pays his way at every step he takes Just by the noise of childhood that he makes, Which rivals bird-song—and the apple-cores Excited chipmunks gather for their stores, And crusts, and crumbs. Laughing, the children run Out of its shaded aisle into the sun.

And when they pass, the school-trail's hour is done.
Frances Holmstrom,
McKinley, Oregon.

New Zealand Has the Edge

Butter producers in the United States are petitioning the Tariff Commission, which is holding hearings on the subject, to save the industry in this country by exercising authority under the flexible provision raising the duty on butter 50 per cent, says a Washington press dispatch.

The Tariff Commission has made a preliminary study of the cost of producing butter and butter fat in this country and in Denmark and finds that there is a spread of much more than the 12 cents, the amount to which it is proposed to raise the tariff. The study shows the cost of producing butterfat in the co-operative, independent and centralized territory in the Middle West last year averaged about 61.5 cents per pound. In the independent and centralized territory in which costs were gathered, they averaged as high as 66.3 cents and in the so-called co-operative territory 59.7 cents.

The price paid for butterfat in a large part of Denmark was figured at 43.7 cents, a discrepancy in the cost of producing butterfat of 23.1 cents in favor of Denmark. The study also showed that the farmers have not been getting the cost of production of butterfat in either country, but that they came very close to it in Denmark.

E. B. Reid, representing the American Farm Bureau Federation, points out that New Zealand is potentially a much greater competitor than Denmark, the latter country probably having reached its maximum production. The output from New Zealand has increased practically 120 per cent in the last seven years and is likely to be doubled in the next decade. Mr. Reid pointed to the figures gathered by Prof. Theodore E. Macklin, agricultural economist of the University of Wisconsin, which go to show that in 1924 New Zealand produced butter fat at about two-thirds the cost of producing it in Wisconsin.

The low overhead in New Zealand is sufficient to make that country a formidable exporter for years to come. Dairymen there have pasture the year around and barns are not a necessity. They are organized for co-operative marketing and are receiving the help of the Government in organizing for the purpose of exporting their product.

Death Rate Diminishing

The death rate in the first year of life in this country has diminished from 66.9 per thousand births to 53.5 per thousand births. The infant death rate has decreased rapidly the last few years. Oregon has one of the lowest records in the United States. The fact is, however, that of every 1000 babies born in Oregon, 53 die before they reach one year of age. In other words, more than one in twenty died in their first year of life. When we consider that our grandparents were only able to save two out of three, we realize the great gain that has been accomplished by overcoming the diseases of childhood.

In the Sunday issue of May 10th the Oregon Journal will carry a full page of pictures and explanatory reading matter about new buildings on Coos Bay. The pictures will be done in colors, advance proofs being exceptionally attractive.

Don't worry about your battery when you can take it to an expert at the Coquille Service Station and have it inspected.

Blank Warranty Deeds for sale at this office.

Public Land Sale Monday

Eight tracts of government timber in Coos, Lane and Josephine counties were sold Monday at public sale at the Roseburg land office. The sale netted the government \$43,521.79.

Approximately 22,000,000 feet of timber was sold to purchasers as follows:
Dennis McCarty, of Marshfield, 2,800,000 feet, Coos county—\$6225.
Ernest A. Folsom, Coquille, 5,500,000 feet, Coos county—\$1225.
Claud D. Rorer, Eugene, 1,750,000 feet, Lane county—\$5260.

Elmer W. Spaulding, Grants Pass, 1,900,000 feet, Josephine county—\$4198.
George H. Chaney, Coquille—1,450,000 feet, Coos county—\$2798.
Jesse E. Norton, Coquille, 1,580,000 feet, Coos county—\$3160.
Jesse E. Clinton, Myrtle Point, 2,300,000, Coos county—\$1116.
George S. Gothro, Myrtle Point, 5,000,000 feet, Coos county—\$12,980.

With the exception of one tract in Lane county and one in Josephine, the tracts were all Coos Bay wagon road grant lands. The two exceptions were O. N. C. railway grant lands.

There was competition only on the last named, the bid price being raised \$100 by the successful purchaser. Much of the timber was Port Orford cedar.

Ten Thousand Interested

Names of 2670 settlers interested in Oregon's agricultural opportunities were received lately by the Land Settlement Department of the Portland Chamber of Commerce from H. W. Ryerly, general immigration agent of the Northern Pacific Railway Company, as a result of the joint advertising campaign conducted by the three transcontinental lines co-operating in developing the Northwest.

This new list is in addition to 2556 inquiries received by the department in March from the co-operating lines, and an additional 1000 received earlier in the year. A total of more than 10,000 inquiries have been received since the first of the year, according to W. G. Ide, Manager.

No Cause for Gloom

In a brief talk before the chamber of commerce Senator Hall reviewed the financial situation of Coos county, pointing out that with everyone the past year has been more profitable than the year before. He showed there is more money in the banks now than ever before, that the increase in volume in every line of endeavor was from 15 to 35 per cent, and that there was no real reason for old man gloom's presence anywhere in Coos county. The remarks met hearty approval—Coos Bay Harbor.

The Boy and The Dog

He was only a colored "boy," but he gave his life in atonement for some foolishness. Swimming with a companion in one of the sloughs of the Columbia, he amused himself by throwing in his dog to watch it swim ashore, but threw in the animal once too often. Seeing the dog in distress, the negro leaped in, but sank, and the dog with him. If the rules do not allow dogs where the "boy" has gone the rules should be changed, so they will not be separated. The dog will do the forgiving; dogs are like that.—Oregonian.

If you want to subscribe for the daily and Sunday Oregonian you can still save half the cost of the Sentinel subscription by taking the two papers together.

SPECIAL SALE

We are offering a discount on all Men's Suits and Overcoats. Buy your new Hart Schaffner & Marx Suit now and save money. Don't wait until the Fourth of July and pay more.

You are invited to look over our Suits and Coats even if you do not wish to buy.

Hub Clothing and Shoe Co.

Phone 100 Two Stores
"COQUILLE—MYRTLE POINT"
When Better Merchandise Is Made We Will Sell It

HOW TO SOLVE A CROSS-WORD PUZZLE
When the correct letters are placed in the white space this puzzle will spell words both vertically and horizontally. The first letter in each word is indicated by a number, which refers to the definition listed below the puzzle. Thus No. 1 under the column headed "horizontal" defines a word which will fill the white squares up to the first black square to the right, and a number under "vertical" defines a word which will fill the white squares to the next black one below. No letters go in the black spaces. All words used are dictionary words, except proper names, abbreviations, slang, initials, technical terms and obsolete forms are indicated in the definitions.

CROSS-WORD PUZZLE No. 17

1	2	3	4	5	6	7	8
9			10	11		12	
13			14			15	
		16			17		
18	19	20			21	22	23
	24					25	
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32	33	34		35		36	37
38			39			40	
41					42		

- (© by Western Newspaper Union.)
- | | |
|---|---|
| <p>Horizontal</p> <ul style="list-style-type: none"> 1—A color 2—Horns 3—Another color 4—Boy's name 5—Branch of learning 6—Guess 7—Steadily 8—Small mound of earth 9—Kind of ribbed cloth 10—Approaches 11—Kind of duck 12—Period of years 13—Young woman (coll.) 14—Pebble 15—No longer considered necessary to society 16—Support for auxiliary boat 17—Native metal 18—Free 19—Source of newspaper publisher's revenue 20—Vehicle 21—Trail beaten 22—Blat 23—Black wood 24—Prestige | <p>Vertical</p> <ul style="list-style-type: none"> 1—A color 2—Shown the way 3—Total 4—Recognize 5—Huddle 6—Article of wearing apparel 7—Before (poetic) 8—Guide 9—Nickname of eastern university 10—Inclination in certain direction 11—Having little weight 12—Common 13—Part time 14—Twenty-four hours 15—Tree 16—Land bordering water 17—In plenty of time 18—Ruled strip of green 19—Artist's standard 20—By way of 21—Curved bone 22—Self 23—Dead 24—Two |
|---|---|
- The solution will appear in next issue.

Progress on Natron Cut-Off

Reporting on the progress of the Natron Cut-off construction, involving the building of 107.78 miles of main line and 29 miles of sidings over the Cascade Mountains between Kirk and Oakridge, Oregon, Kruttschnitt says that all of the right of way has been acquired and contracts have been let for the construction of the entire line. Of the 62.72 miles still to be completed all the right of way has been cleared, 31 miles have been graded ready for ties and rails, and the grading and tunnel work on the remaining 31.72 miles of line is progressing.

April shipments of lumber from Coos Bay across the Pacific amounted to 11,505,987 feet, while a million feet went to the Atlantic coast.

Calling cards, 100 for \$1.50.

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will do what we claim for it—rid your system of Catarrah or Deafness caused by Catarrah.

Sold by druggists for over 40 years
F. J. CHENEY & CO., Toledo, Ohio

Former Myrtle Point Citizen

Lieutenant A. M. Schur will accompany the U. S. airplane flight to the north pole. He was born in Myrtle Point 51 years ago and lived there until he was about 12 years of age when his father moved to Portland. He entered the navy in 1922. His brother, Frank, was killed in France during the world war and another brother, Joseph, is a major in the Oregon national guard—Myrtle Point American.

Send the Sentinel to eastern friends.