

The Sentinel

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

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Real news must be scarce when the dailies devote so much space to guessing what may have happened to the flyers who started for the north pole last week.

Marquette, one of the leading West India Islands, has got into the day's news for some other reason than an earthquake, with eight killed and 13 wounded in municipal elections early this week. The old man of the Sentinel recollects sailing past that island fifty-two years ago this spring.

We rather prefer the regular daylight schedule, according to the almanac, but note that "daylight saving time," with the clocks moved forward an hour is again the rule on the eastern coast, as we believe it has been ever since we had it here one year during the world war. We prefer our time straight and regular, but believe all railroads running out of New York take theirs doctored every summer.

Little opportunity exists for obtaining federal aid for the Roosevelt highway outside of the regular highway and forest road appropriations. Senator McNary has been advised by Thomas H. MacDonald, chief of the bureau of public roads. McNary approached him about the use of special money for national defense purposes on the grounds that the coast highway would be an important military aid.

Eighty-five families, bringing with them a total of \$185,000 for investment in Oregon farms, have returned signed questionnaires stating their intention of coming to Oregon during the month of June, according to W. C. Ide, Manager of the Land Settlement Department of the Oregon Development Fund.

These 85 families represent 22 states and the three Canadian provinces of Alberta, Saskatchewan and New Brunswick, according to the report. The new settlers will come to Oregon by rail and overland by automobile.

Four dead and 242 persons injured was the toll taken in 1924 accidents on Oregon highways during April, according to the monthly report of T. A. Rafferty, chief of the state traffic bureau. Of the accidents 1608 were in the city of Portland.

This means that about eight people a day suffered from highway accidents last month in all the rest of the state, and 55 a day in Portland. That is, with one-third of the population of the state, Portland has seven times as many injuries in highway accidents as all the rest of the state—or to put it another way there is as much danger of being hurt in a street accident in one day in Portland as in three weeks in all the rest of the state.

ARCTIC LIFE EASY

"South Sea Islands are supposed to afford a life of magnificent ease in contrast with the Arctic, since there a family can live on the fruit of three trees. Baffin island Eskimos, however, have improved on this handy commissary. In the winter they build their igloos on the lakes, cut a hole through the parlor floor, and fish for their dinner. The Eskimo population is placed at 670. Rivers and lakes of the island are well stocked with fish, notably sea trout and speckled trout. The Arctic hare, wolves and white and blue foxes are found. The foxes apparently live on mice of various kinds. Reindeer are numerous and a few musk oxen are believed to inhabit the northern section.—National Geographic Society.

RECALLS OLD TIMES

One of our old time friends on Long Island with whom we used to do business while a young man has just died and left an estate valued at \$415,000, of which he bequeathed over \$37,000 to the local Methodist church and about \$16,000 each to some of his brothers and sisters, and much larger sums to some nephews and nieces, apparently having had no

family of his own. A hospital gets \$27,000, and debts, commissions and expenses of administration amount to over \$67,000. As we recollect it the family of which he was a member, and which was in the clothing business there, and from whom the writer purchased a suit on his last eastern trip four years ago, bought the old court house when a new one was built during our boyhood and some of the granite stones from that building were used for the foundation of the residence our father built in 1856—the year James Buchanan was elected president.

WILL HELP COOS BAY

Portland Oregonian
How great will be the influence of Southern Pacific extensions in southern central Oregon in commercially uniting the disjointed parts of this state may be judged by comparing the freight rates that now prevail with those that should be made on the basis of the reduced mileage. Round-about distance now gives San Francisco an advantage over Portland ranging from 26 1-2 to 13 cents on the several classes of freight to Klamath Falls. The reduced distance should give Portland an advantage ranging from 23 1-2 to 11 1-2 cents.

This advantage to Portland will extend to Lakeview and to all intermediate points, also into a large part of northern California and northern Nevada. It will not accrue to Portland only. For coastwise and inter-coastal shipments, the Nevada, California & Oregon, the Straborn line, the Eugene-Klamath Falls cut-off and the Coos Bay branch will form a direct route to tidewater at Coos Bay, which may greatly stimulate the commerce of that port when the present harbor improvements are completed.

LACK OF VACCINATION

Why is it that the United States in 1923 stood third highest among over fifty nations in the number of cases of smallpox, with only India and Russia exceeding it? Why is it that in this country—Massachusetts had in that year only one-tenth of one case to every 100,000 of its population, while Montana had one hundred and ten cases to every 100,000? Why is it that the United States and Great Britain had over 32,000 cases of smallpox, while a region in northern Europe of equal area had only 131? The answer to those who knew the facts is that the "case rate of smallpox in any community is a direct index of the degree to which universal vaccination is preached and practiced."

One need not be an alarmist because there have been in 1923 and 1925 local increases in smallpox. The only wonder is that they had not been greater in view of the negligence engendered by the propaganda of ignorant fanatics who attack the very bulwarks of modern knowledge. It has been said with a great degree of truth that "every case of smallpox in this country means a victory of superstition, ignorance, or carelessness."—Outlook.

HOW TAXPAYERS SUFFER

Hood River News
A body of Oregon taxpayers has requested that an investigation be held into the practice, which has now become very general, of public officials using their own cars on state business and charging 10 cents a mile, when they might easily have used public conveyances and traveled at a much cheaper rate. Some illuminating figures on the abuse of this system have recently been published. One official went to Portland from Salem and back and charged the state \$5.20, in addition to \$9.10 for car hire while in the city. He could have made the round trip by stage for \$2.50. Another official charged the state \$60 for traveling in the city of Portland and using her own car. Yet another official of the state highway department sent in a bill for \$11.60 for traveling on highways in eastern Oregon. A members of the public service commission put in a bill for \$96.80 for the month of March, stating that he had traveled 986 miles on public business during the month. A meeting of the fish commission visited Corvallis and put in a bill for \$18.60 for use of his own car. For the trip from Portland to Bonneville he billed the state \$8.40.

These are but a few of the instances in which public officials have used their own cars on official business and charged the 10-cents-per-mile rate, when they might easily have used a public conveyance and saved the state at least 50 per cent of the traveling cost. Officials who travel between cities having stage or rail connections should be ordered to use these, or, if they prefer to use their own car, they should charge the state not more than the rail or stage fare. If all public officials would spend the public money when on official business as they would their own when on private business, the official expense account would undergo a very healthy cut. It is this sort of abuse which makes the taxpayer gasp when he hears talk of the need of raising more revenue for state government.

PROHIBITION IN NEW YORK

The following letter telling how prohibition is not enforced in New York has just been received by Frank G. Leslie from his brother-in-law, Charles E. Wood:

Dear Frank: An item in this morning's paper states that Colorado will now be made virtually "bone dry" by the operation of the new State Prohibition enforcement law and the intended vigorous activity of the State enforcement officers.

What a "far cry" Colorado is from New York in this as in other elements of Americanism.

The governor of New York is a political representative of the liquor interests, and he was re-elected last fall by a huge majority when all the rest of his party ticket was defeated.

He is a leader in Tammany—an organization, as everyone knows, that grew up in the saloons and has lived in, by and for the saloons and liquor interests.

Its leaders have largely been men who acquired their popularity and gained their political prominence in and with their saloons.

The public sentiment here is almost universally against prohibition. Those of the common classes who may privately favor prohibition will not openly do so and incur the ill-will, derision and unpopularity that would be accorded them.

The propaganda of the liquor interests has always held sway here and it is a logical supposition that much money has been expended in "broadcasting."

The more unscrupulous of the newspapers and public men and even a college president manifested so much more than casual interest in their assaults as to encourage suspicion as to the source of inspiration so to openly deride and defy what has become a part of our fundamental law. And their attitude and activities have encouraged disrespect of the law, when if respectable influences had been properly represented great numbers who have become law-breakers would have remained law-abiding.

The tendency of New Yorkers generally, as you have observed, is to be lawless. The foreign elements constitute the bulk of the population—when we include the several American-born generations retaining the parents' foreign characteristics. Much of the foreign element is the very refuse of Europe.

Even such as did obey the laws of their native land, and have now cast their lot with America, do not respect our laws. They could hardly be expected to do so. They witness the spectacle of the creature of the alms framing the laws—of seeing the district "bully" through power acquired by the use of his fists, dictating what shall be made law, who shall be the law-maker, and how and when the law shall be enforced.

They observe those about them bringing the police or enforcement officers to secure immunity from the operation of every kind of legal requirement—sanitary laws, pure food laws, fire requirements, factory regulations, gambling restrictions—every specification it seems can be escaped by "buying" the privilege.

How could these foreigners be expected to take Prohibition seriously? It appeals to them no doubt as a joke—perfectly ridiculous. It is quite out of keeping too with their understanding of Americanism. They come here generally believing that freedom meant license to do whatever they pleased, and a law that interferes with their drinking cannot be reconciled with their understanding of "liberty."

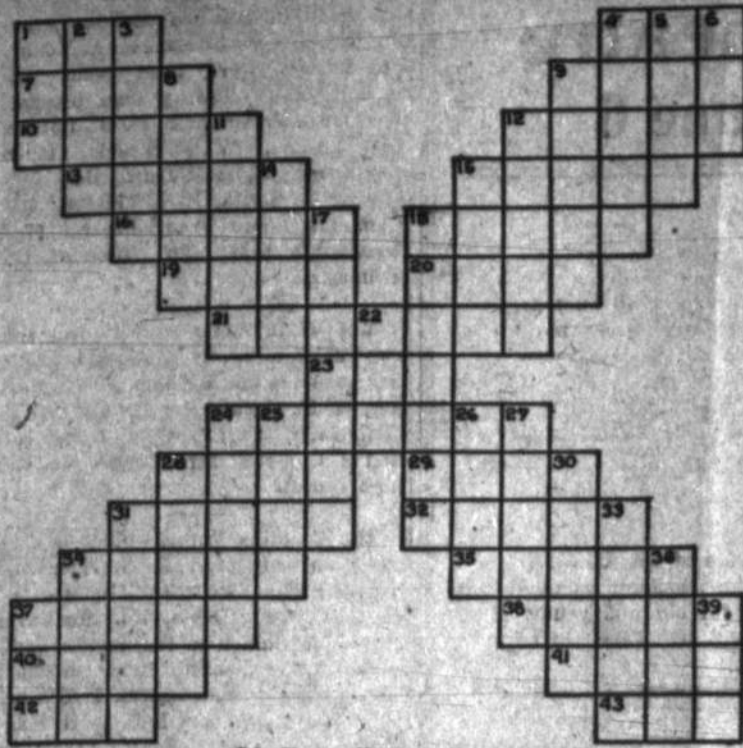
New York has no state enforcement law, as you know. The governor and other representatives of the liquor interests repealed the law we did have. State posse officers are sworn to uphold the laws, federal as well as state, and there is some pretense on the part of the police and state constabulary to enforce prohibition, but it consists chiefly, I am told, of "bleeding" the bootleggers for opportunity to escape arrest.

The judiciary here is even more involved in politics than elsewhere that I have been. If a man of good character and principle should sit in a New York court and allow the elements of right and wrong to influence him in construing the law in liquor violations, he would soon lose his political head. So to "play up" to the political requirements some of our judges indulge in violent assaults on prohibition, and thus add the very courts themselves to the encouragement of law violation.

So you can understand that there is some difference between New York and Colorado—I believe I might better say between New York and the United States. Affectionately your brother, Charles.

A stranger in town, who makes unwarranted public statements, charging public officials with neglect of business, should probably be excused on the grounds that he does not know what he is talking about, but the gossip of local residents who give him so much misinformation is deserving of the severest criticism.

CROSS-WORD PUZZLE No. 20



- (© by Western Newspaper Union.)
- | | |
|--|---|
| Horizontal. | Vertical. |
| 1—Shoemaker's tool | 1—Solomon wonder |
| 4—One hundred pounds (abbr.) | 2—Most romans have four of them |
| 7—Dress | 3—Jailbird who never expects to get out |
| 8—Food covering | 4—Wedge |
| 10—Pertaining to fabrics | 5—Labor |
| 12—Where the ocean stops | 6—Small mound of earth |
| 13—Citrus fruit | 7—Recurrent constant repetition |
| 15—Pile of hay | 8—Parcel of stock |
| 16—What you ought to do if your subscription has expired | 9—Present time |
| 18—Bit of fence | 10—Festive from age |
| 19—Mark left by a wound | 11—At hand |
| 20—Yarp | 12—Fight |
| 21—What the rubber on your pencil is for | 13—Outside covering of a pipe |
| 22—Mythical origin of frankfurters | 14—Deprive of sensibility |
| 23—Those who make shorts | 15—To take liquid food |
| 24—Wise man | 16—Tree giving a valuable sap |
| 25—Fodder | 17—Old |
| 26—Brook | 18—Any of various hams/bacon/ham |
| 27—Long periods of time | 19—Burus |
| 28—P. P. of "will" | 20—A relief |
| 29—Ferry | 21—Nocturnal feign |
| 30—From a definite past time until now | 22—Geometrical figure |
| 31—Sollings | 23—Mixture of vegetables |
| 32—Woody perennial plant having a singular male stem | 24—Slender rod of metal |
| 33—Long, heavy hair about neck of some quadrupeds | 25—Confidant |
| 34—Wool awaled by lever to make his hairiest sack in world | 26—Pig pen |
| 35—Stain color | 27—Observe |

Why?

There are several questions agitating the minds of a number of the taxpayers of Coos county at the present time and some of them seem not to be able to find an answer to them.

Here is one of them: Where did the county court get the authority to appropriate \$2,000.00, as reported in the papers, to apply on building what friend R. A. Easton calls "The Tower of Babel," at the junction of the Coos Bay highway with the Pacific highway?

Section 3201, Oregon Laws, authorizes the county court to "appropriate not exceeding \$1,000.00 annually for the printing and distribution of pamphlets, circulars and literature, in such other forms as may be determined upon, for the purpose of advertising and making known the various agricultural, mining, manufacturing, commercial and other resources of such county, and for the purpose of making exhibits thereof at county, district and state fairs, the Oregon Information Bureau at Portland, Portland-Country Club and Live Stock Exposition and Astoria Centennial." No "tower of Babel" there.

Will the keeper of this proposed "Tower of Babel" have literature to hand out informing people that the farm lands of Coos county are assessed for over \$115.00 per acre, that in only two counties in Oregon is the assessment higher, that the average tax rate in the county is over 65 mills, that the entire crop produced on some farms will sell for but little if any more than enough to pay the taxes; while lands in Curry county, just as good, have been assessed over a period of years for less than \$10.00 per acre?

If the backers of this proposed "tower of Babel" really want to advertise this county with the object in view of getting more settlers, they could not do anything that would contribute more towards achieving that purpose than for all of them to use their influence to get a reduction of at least fifty per cent on farm lands and improvements so that a farmer could have a chance to make at least a small per cent on his investment over and above what has to go for taxes. Is the bondholder any better than the farmer? According to the U. S. Census (see Youth's Companion Feb. 19, 1925) the state of Oregon has the heaviest per capita debts, national and local, of any state in the union—\$374.00 for every man, woman and child in the state. And yet that is not enough to suit some people. The cry with a great many people is "more bonds, more roads, but no income or inheritance taxes." Will the bondholders pay for any of the road improvements now called for by some of the good road boosters?—A. O. Hooton.

P. S. Has the county court any more right to violate the laws than the moonshiners and bootleggers?

As to the legal status of the donation by the county court to build that tower on the Pacific highway, where the road to the coast branches off

south of Roseburg, the Sentinel hesitates to express an opinion, though we do not suppose the members of the court are taking any chances of having to put up the money they have donated from their private funds:

New Laws in Effect

Approximately 240 laws enacted at the 1925 session of the state legislature became effective at midnight Wednesday and have now been in effect since Thursday morning.

These are in addition to a large number of laws which carried the emergency clause and became effective immediately following their approval by Governor Pierce.

A wide variety of subjects are covered in the new laws but none is considered of outstanding importance. Probably the two laws that attracted the most attention of the legislature are under referendum attack and will not go into effect until passed upon by the voters at the general election next year. One of these laws provided for a tax on cigarettes, smoking tobaccos and snuff sold in the state of Oregon, while the other increased the fees on trucks and busses operated on the highways of the state. Other laws increased the salaries of the justices of the supreme court, district attorneys and many county officials. There also was approved by the legislature an act prohibiting state officials and employes from operating state-owned autos other than for official business.

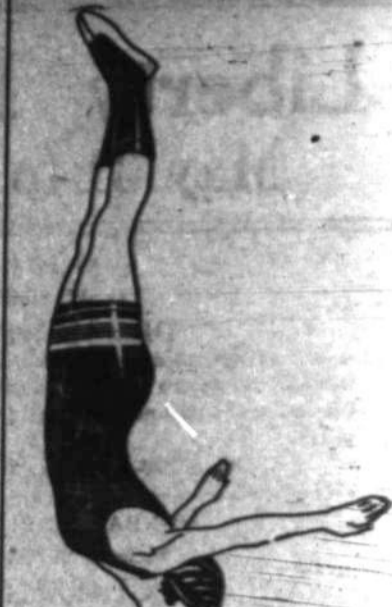
New laws incorporated in the traffic code provide for increasing the number of state traffic officers to 25, boosting the compensation for these officials, frequent inspection of tourist camp grounds, and prohibiting the display of automobile association emblems on motor vehicles unless the owners are members of the automobile organization.

Another law of interest to motor vehicle owners provides that members of incorporated motor vehicle associations may deposit their membership cards in lieu of bail for traffic violations, when the bail does not exceed \$25.

Bennett's Mountain

Putting out of the ocean on the coast of Curry county is Humbug mountain. It is probably 1200 feet high and the waves of the Pacific lash at the base. This mountain is owned by Thomas T. Bennett, lawyer of Coos Bay, who is at the Imperial, says Wednesday's Oregonian. Friends joke Mr. Bennett about Humbug mountain and say that he bought it for a lighthouse site to run opposition to the lighthouse at Cape Blanco, and get all the Blanco business. If Humbug mountain is good for anything aside from its possibilities as a base for a lighthouse, no one has discovered its possibilities.

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