

The Sentinel

A GOOD PAPER IN A GOOD TOWN
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 Local Editor and Manager

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YOUNG AT 85; OLD AT 57

"They say I am too old to work." These were the words of a man who told his story recently in a newspaper office. It was a story of slipping backward, through the years, until he became a messenger boy. And then, nothing. He wanted but seven dollars a week; he could live on that.

And this man was but fifty-seven. In a hospital, about the same time, doctors and nurses gave a birthday party. There were flowers and books and fruit and candy; and a cake that was topped by twenty-five candles. Everybody at the party joked about that. It was all the candles the cake would hold.

The number was an odd circumstance, coupled with the case of the man mentioned above. When the birthday guest of honor was twenty-five the other man had not yet been born.

The smiling man on the cot was eighty-four. Weeks before he had arrived, alone, from his home, six hundred miles away. With an interval of rest he had had two operations, the second rather serious; and here he was chipper and contented, reading novels voraciously and writing several letters a day to his wife, children or grand children.

After a while he got up out of bed, jolled his legs, and strolled off home.

And there you have one of the big jobs the human race has set itself. It is the job of not growing old.

We have come a long way already and not all our progress has been due merely to the cold science of diet, exercise, ventilation and sanitation.

In the two cases mentioned above the difference was very largely a state of mind; the faces of the two men show it, as well as their histories.—Dearborn Independent.

S. P. AWARDED FOUR MILLIONS

A judgment of \$4,077,478.35 was given the Southern Pacific railroad last Monday in federal court in the famous Oregon and California land grant case.

The Southern Pacific, which absorbed the Oregon and California railway years ago, had asked some \$8,000,000 in settlement and the government has conceded about \$1,200,000 in claims.

Years ago extensive lands in southern Oregon were given the railroad to assist it in building a pioneer line. It was stipulated that the property should be sold at \$2.50 an acre. The railroad failed to comply with the agreement, the government held, and the lands were eventually forfeited. The supreme court in 1916, however, decreed that the government would have to pay the railroad \$2.50 an acre for the return of the lands.

It was in adjusting the government payments with the amount received by the railroad from the sale of the lands, that the present suit arose.

ALASKA WILL SUPPORT IT

The Sentinel recently referred to the demand of Congressman Free, of California, that the government railroad in Alaska, which cost sixty million dollars and which he says is being operated at a loss of two million dollars a year, should be torn up and abandoned. The Alaskans are indignant at such a proposal and say that the people of that territory will yet furnish the railroad there enough business to make it a paying investment. Two years ago the Sentinel's senior and his daughter made a round trip over that line from Seward to Fairbanks and return, and they don't know where they could have taken another railroad trip in the United States for the same expense that they would have enjoyed as much as they did that. Here are some of the statements made by people interested in Alaska opposing Congressman Free's rash proposal to scrap this line:

Friends of the railroad have pointed to the Susitna Bridge as conspicuous among great engineering achievements, its main span being 504 feet long. They claim it would be a mistake to sacrifice such successful works in the construction of a road.

It is claimed that birch forest recently discovered a few miles from a tributary of the railroad cruises 2,000,000,000 feet of merchantable timber equal to the best hardwood birch of Maine or Wisconsin. With the supply from these states said to be dwindling and with birch lumber now selling at an average price of \$200 per 1000 in United States markets, it claimed that this one forest near the Alaskan railroad is worth many times the cost of the railroad.

In addition Alaskans claim that vast deposits of gold and copper are near the railroad line. They also claim that agricultural lands in the three valleys surpass in quantity of tillable areas the entire amounts in Norway, Sweden and Finland combined.

FLIGHT OF FINCHES

By Frances Holmstrom
 A burst of finches, from the old barn eaves,
 In fluttering eddies, folds me as it passes,
 A joyous gust of eager, wind-blown leaves
 That stops amid the low and humble grasses.

Up from their pasture comes the twittering talk
 Of tiny citizens in black and gold
 And pink, and gray, discussing each her stalk

They fly with wings, and yet their inner need
 Draws them to seek their bread,
 As I do mine,
 From Mother Earth, who loads for them the weed
 And fills for me the fruit upon the vine.

I stepped too near. I made too great a stir;
 A rainbow burst to atoms in the air,
 And tumbled upward. Did I dream there were
 Birds on the grass-stalks? Not a bird is there!

Look Out For the Kids
 Schools have reopened and as a result our highways, streets and byways are filled morning, night and noon with children going to and from schools all over the state. These youngsters are the coming generation of our nation. It is an obligation upon every motorist to exercise the utmost care and diligence in driving, to look out for these children as they are on their way to and from school. Extreme care should also be exercised in the vicinity of every school as the children will be playing near the schools during certain intervals of the day, as well as crossing the streets in going to and from the schools. These conditions will create a congested condition near the schools that makes it incumbent upon each motorist to exercise the utmost care and diligence during the school session. After a time, motorists become accustomed to these conditions, but after a period of three months of vacation, with the school yards practically deserted, it is of importance for the motorists to realize fully the re-congested conditions and to govern themselves and their operations accordingly.

Appreciating these conditions, The Oregon State Motor Association is broadcasting throughout the state this information to promote a realization and appreciation of the dangers existing under the congested conditions resulting from the reopening of schools. The press carries stories frequently of serious and fatal accidents to children resulting from their running in front of traffic. Today it is some one's else child; tomorrow this condition may be brought home closer to you by the careless operation of a vehicle resulting in your child being injured or maimed.

Estate Closed after 7 Years
 The Bethel Estate at Bandon was closed, and a divorce was granted to Violet Engblom, from her husband, W. D. Engblom, and the custody of two children was given to the mother, and provisions made by the court for the payment of alimony by the father to the court for the benefit of the minor children.

The Bethel Estate cases have been pending since July, 1918, when the estates of George H. Bethel and Elizabeth Bethel were consolidated by Court order. Ralph Pomeroy was administrator for the estates, and when he filed his reports in the cases, the heirs filed objections through their attorney, C. F. McKnight, of Marshfield. The administrator's reports were approved by the Circuit court, and the case was appealed to the Supreme court, where the decree of the Circuit court was affirmed, and the administrator sustained in all points.

The order of Judge Kendall closed the estate this week after 7 years of contention and litigation.—Western World.

Caught a Big Sturgeon
 The Port Umpqua Courier reports the catching of a white sturgeon weighing 252 pounds and eight feet long by Charles Tilton at Reedport last week. The writer can well remember the catching of big sturgeons by his family on Long Island, when one fish would nearly fill a barrel.

Eugene Butter Won First
 The Eugene farmers' creamery at Eugene, carried off first prize last week at the California state fair at Sacramento, says a press dispatch. Their butter scored 94 1-2, which was a full point above their nearest competitor. The competition was on creamery butter in cubes or tubs.

FEDERAL RESERVE HELPS FARMERS

By M. A. TRAYLOR
 Second Vice President American Bankers Association.

There has been no more important event for the American farmer and stock man since the Armistice than the recent return of Great Britain to a gold standard. It seems a long distance from the Montana farm to the Bank of England, but the price the farmer gets for his wheat and cattle depends not a little on that gold.

The farmer sells his wheat to the elevator man and yet the real buyer, in many cases, is an Englishman, a Frenchman, a German, or an Italian. About one-third of the wheat crop is usually sold abroad and this part is a large factor in fixing the price of the entire crop. Between the farmer and the foreign buyer there are many steps. In recent years the most important step has been that at which the foreign buyer has to pay the American exporter, for the international mechanism of payment has been badly out of order because Europe was off the gold standard. It was just as though an English buyer drove up to your farm house, bargained for your wheat and drew up the contract. But when you discussed payment, he said: "I'm sorry I haven't any good United States money to pay you with; I'll have to pay you in my English paper money, which isn't worth its face value in gold. I don't know what it may be worth next week, but that is your risk."

A Deadly Foe of Trade
 How many would be willing to sign contracts on this basis? Yet that is the way most of the world's trade has had to be carried on since the Armistice. In practically all countries except the United States the currencies have had no fixed value in gold, but have changed in value from day to day. Whenever one country sold anything to another country, somebody had to take the risk of loss because the value of the money might change before payment was made. Such uncertainty of payment is a deadly foe of trade, and people were afraid to do any larger international business than they had to.

Exports of food stuffs from the United States fell from two and a half billion dollars in 1919 to eight hundred millions in 1923, and the difficulties of European buyers in making satisfactory payment for American farm products was one of the large factors in the drop in the prices of farm products. But now the recent action of Great Britain in declaring that it will again redeem its paper money in gold means that British buyers of American products can pay for them with money which is accepted the world over at its face value in gold. With the return of Great Britain to the gold standard, a majority of the countries of Europe have paper currencies equal to gold.

How Reserve Banks Helped
 American bankers have assisted in the British return to the gold standard by giving a \$100,000,000 credit to the British government. But more important than this was the action of the Federal Reserve Banks in granting the Bank of England material co-operation. They placed \$200,000,000 gold at the disposal of the Bank of England for two years, to be used by it, if necessary, in maintaining the gold standard. The readiness of the Reserve Banks thus to co-operate was an important influence in the willingness of the British to take this all important step.

This action of the Reserve Banks was a most constructive step in aid of American farmers and producers who will benefit greatly by the removal of this element of uncertainty from their export transactions. If all the sins of omission and commission charged against the Federal Reserve System by banker, business man, live stock man or political blatherer in the last five years were true, and practically none of them are, the service rendered commerce and industry by the system in connection with the restoration of the gold standard is so large a part of the world would far outweigh any mistakes that those in charge of the system may have made. No banker, business man or farmer should permit any self serving declaration by favor seeking demagogue to swerve him from a determination to see that the system is maintained for the future welfare of the country.

Fundamentally conditions are very sound and we are doing a very large volume of business, no little part of which is due to the equalizing and stabilizing effect exercised by the Federal Reserve System on the credits of the country. Throughout all the stress of the last five years there have been no times of either stringency or plethora of bank credit. Rates have run along on a rather level keel and in my judgment have had much to do with the stable volume of business which we have enjoyed, and which is quite contrary to the old experience of the aftermath of panics. With a credit structure such as only the Federal Reserve System can guarantee, I feel we need have no apprehension but on the contrary sound optimism for the future.

Calling Cards, 100 for \$1.50.

LINKING THE HIGHWAYS

As a further step in linking together the transportation system of the three Western States and one Canadian Province, there will be held in Eureka on September 22nd, a joint session of Stage Line Operators from all parts of California, Oregon, Washington and British Columbia, according to Clyde Edmondson, General Passenger Agent for the West Coast Transit Company.

Acting as hosts at this session, the Motor Carriers Association of California are planning extensive entertainment for the operators from the other states.

Many important topics of general interest will be taken up, according to the program, with particular reference to the present status of interstate stage line operations.

This session, it is said, will even further solidify the cordial relations already established between the various motor coach operators on the Pacific Coast and will to a greater extent advertise through routing over the Roosevelt and Redwood highways.

Within the next month the world's longest telephone cable connecting New York and Chicago will go into service. It is 861 miles long and for 717 miles of its length it is carried above ground on some 3600 poles. For the remaining 144 miles this cable runs underground. Construction of the cable began seven years ago and when put into service it will provide 250 channels for telephonic communication and 500 for telegraph messages. This new cable is the first step in a system which will connect many important centers in the more densely populated parts of the United States.

The vote there this week leaves little doubt that Wisconsin is still a La Follette state. The pronounced success of the great leader's son and namesake in the primary indicates the name is still one to conjure with. Political ability has not often proved hereditary in this country, though, despite the fact that in our early history we had two presidents of the same name, who were father and son, and that in later years an Indiana president was the grand son of the Virginia president of the same name.

Spokane, Wash., now has an electric searchlight powerful enough to throw a beam of light from 150 to 200 miles. This new searchlight is rated at three hundred million candlepower and mounted upon a steel tower on the roof of the Old National Bank Building, is 220 feet above the street. It is similar to the battery of electric searchlights now used to illuminate Niagara Falls and is of the same type as those used upon small landing fields.

Judge Wolverton at Portland Monday awarded the Southern Pacific railroad \$4,077,478 in the Oregon and California land grant cases there on account of lands originally granted it by the government which were reclaimed, on account of the failure of the railroad to fulfill the terms of the grant.

There is a moral somewhere in the news item about the armless state treasurer of Arkansas, who has signed 1300 state bonds by holding his pen in his teeth. There is an imponderable quality in a few men that renders them nearly immune to the bludgeonings of fate.—Oregonian.

Even if it isn't in the nation, La Follette is still a name to conjure with in Wisconsin, as the recent senatorial primary, when Robert M. Junior, was nominated to succeed his father in the senate, abundantly demonstrates.

We note that some of our exchanges are falling for that Ulster county, N. Y. Gazette, published Jan. 4, 1800, as the writer did half a century ago. Those reprints ought to be exhausted by this time.

How Its Aid to England's Return to a Gold Standard Benefits American Agriculture.

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Allegany Old Resident Dead

Mrs. Kate Amanda Rodine, a resident of Coos county for nearly a half century, died at the family home on a farm near Allegany, Saturday evening, of heart trouble. She was born in Yreka, Calif., March 1, 1850, her maiden name being Moorehead, and was married to Charles Rodine at Empire in 1882. Mr. Rodine died nine years ago.—News.

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