

The Sentinel

A GOOD PAPER IN A GOOD TOWN
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The great stock ranches of the Texas Panhandle are being cut up into cotton farms. Stock land that sold for 50 cents to \$3 an acre now brings from \$20 to \$40 as cotton land.

The sixth anniversary of the signing of the Versailles Peace Treaty was observed as a Day of General Mourning in Bavaria. Did they wish the world war had continued for another seven years?

Odd Fellows seems to be early risers. The first session of their nation at convention at Portland this week began at 7:30 a. m., which we are inclined to think comes a little before sunrise in that latitude now.

A brilliant display of the aurora borealis, covering a large part of the northern sky is reported at Marshfield Sunday night by fishermen there. This display, which is somewhat unusual this far south, continued for an hour.

This coast often has weather entirely different from that of other portions of the country at this latitude. Monday and Tuesday were more than genial with brilliant sunshine while directly east in Illinois people were shivering in chilling rains Saturday.

The Santa Barbara earthquake opened subterranean water sources and all streams in the quake zone show a marked increase in flow since the shake-up. If the increased flow continues it will more than pay for the losses suffered by the shock, it is thought by some people.

Spreading out, shooting up, and taking on weight were three vigorous activities of the 175 lads from Milwaukee, Wis., at their recent month's camp at Indian Mound Reservation. The 175 Scouts added 72 inches to their chest expansion, 100 inches to their height and 400 pounds to their weight.

When it came to contesting for the excursion business between Portland and Salem during the state fair next week, the railroads cut deeper than the buses. The auto stages proposed a fare and a third and the railroads met the cut by offering half fare. The S. P. runs right alongside the fair ground and was in a much better position to bid for the business than if its tracks had been on the other side of the city.

The Commonwealth Review of the University of Oregon, edited by F. G. Young, says that the cost of public education in the United States rose from five hundred million dollars in 1910 to one billion dollars in 1920. It calls this "an increase during the ten-year period of 146 per cent." According to the arithmetic this writer studied sixty years ago, this is incorrect. When any sum is doubled the increase is exactly one hundred per cent.

LYNCHING LESS COMMON

Mob law is not so popular as it used to be in the United States. During the first half of 1925 only nine lynchings were reported to the Tuskegee Institute. Though this was an increase of four over the corresponding period of 1924 it showed a decline of six as compared with 1923 and a drop of twenty-one when measured by the record of 1922 when there were thirty during the first six months. The 1925 lynchings occurred as follows: Arkansas, 1; Florida, 1; Georgia, 1; Louisiana, 1; Mississippi, 2; Utah, 1; Virginia, 1.—October Sunset

COTTON GAINS ON WOOL

We read of sheep raising so much in this country that it is natural to assume that our wool production exceeds our needs. Yet approximately half the wool used last year in the United States came from other parts of the world. For while this country is second only to Australia as a producer of wool it heads the world's list

of wool consumers. France has the honor of being second.

The United States used \$28,000,000 pounds of wool last year and the proportion that was purchased from outside markets cost approximately \$130,000,000.

Wool, however, is not keeping pace with cotton in popularity. According to the Trade Record of the National City Bank of New York, the world production of wool last year was only five times that of 1829 while the use of cotton was twenty times as great as in 1829.—October Sunset.

MORE LAWS NOT NEEDED

When Columbus made the egg stand on end everybody admitted that it would have been easy if only they had thought of it. Some of these crime investigating committees are similarly going to wake up to the fact some day that simple enforcement of laws already existing in plenty is about all the solution we need.—Portland Oregonian.

This item recalls the writer's experience as a state legislator in Kansas a quarter of a century ago. People came to us insisting that new laws be enacted simply and only because existing laws on the same subject were not enforced. We told them what they needed was to enforce the laws they had. And we imagine that a great many new laws are demanded and enacted every year simply because no one takes the trouble to see that the laws we now have are enforced. No law ever enforces itself. Some officer or some person must attend to that. We emphatically do not need more laws half as much as we do better enforcement of existing laws.

HOW KIDS ARE KEPT WARMER

My dining car companion was a traveling salesman. His line was underwear—and about underwear he was not only well informed; he was loquacious.

"Underwear," he said, with generous guffaws, "has landed me on the water wagon."

"How is that?" I asked.
"Just this way," he replied, giving me some history. "I was as hot as any citizen could be against the Eighteenth Amendment until business intervened. When the Volstead Act got into operation I kicked, in season and out—not that I drank much myself, but I objected to having my personal liberty interfered with. 'If I want to drink,' I said to myself, 'whose business is it?'"

"Well, in the midst of my kicking I suddenly discovered that it was my business. Orders began coming in from unexpected places. In the town from which I've just come two clothing stores in the poorer districts from which I had had only small orders for years, suddenly came to life. The same thing happened in other places, and I began to make inquiries. The answer was easy enough. One storekeeper after another said: 'The pay checks are going for underwear instead of liquor. You can laugh at prohibition, but I'm for it. It's good for business, and good business, for me, means that the kids, who've gone on a scanty enough clothes ration, are keeping warm.'—Christian Science Monitor.

IS STUPIDITY THE ONLY CRIME

I encountered a sentence the other day that really seemed important, after days of reading without finding much.

It was written by Thomas Carlyle, an old bear I do not greatly admire, largely because he is not an agreeable writer; but there are many diamonds in the great mass of blue dirt he works over. One of his gems in particular should have the thoughtful consideration of everyone. He said:

"Stupidity is the chief instrument of the devil."

And there you have the naked truth. There is no other crime than stupidity, he often said, for morality is largely a matter of intelligence. The mind which cannot or will not perceive the obvious, or understanding, is not only hopeless but vicious. Preferring to credit their prejudices or their desires, instead of the lesson of events, was the chief crime he ascribed to the men he held responsible for the worst catastrophes of history.

If you are stupid, it is not only a crime against society, but against yourself. All the great punishments are meted out because of stupidity. And most of this punishment is unnecessary; all of us have a certain animal smartness sufficient for our needs. Stupidity is usually cultivated, and stubbornly persisted in, spite of hourly warning of its dangers. Why do the stupid so persistently insist on stupidity? Every day they meet people who conduct their affairs with reasonable intelligence; they never read a book or a newspaper without finding condemnation.—E. W. Howe.

THE HIGHWAY SOUTH THROUGH CURRY CO.

Sunday Oregonian

Another six to eight weeks will see the practical completion of the last major link in the Coast Highway-Roseburg highway, the new bridge across the north fork of the Coquille river, two miles west of Myrtle Point, says Charles E. Griffin, automobile editor of the Oregonian.

"With the rapid construction work which is being carried on in the southwest portion of the state, looking toward the completion of the Roosevelt highway, the Coast Highway becomes more than ever an important link."

One of the major problems that must be considered in any road construction undertaking as protection as the Roosevelt highway is making that artery valuable to through traffic even during the periods before its final completion. In order to do this improvement of lateral roads is important to prevent "dead-ending" of the coast route.

The interior connection from Coquille to the coast on the Roosevelt highway itself was completed last year, and opened a new era of transportation for this district, which had been largely dependent upon waterborne traffic during previous years, especially in the winter months.

Coquille is the terminus of the Coast Highway-Roseburg highway. This route at present is in excellent condition and such extensive maintenance work is being done by the state. This includes the improvement of the surfacing of various miles along the route, where new rock is being hauled and rolled.

The new bridge over the north fork of the Coquille will place in the discard the old wooden structure which with its one-way, narrow approach and dilapidated traffic, has been the one remaining blotch on an otherwise almost perfect highway.

The contract for the new structure was awarded to Pat Hennessy of Marshfield on February 25 of this year. According to the figures of C. R. McCullough, state bridge engineer, it embraces one steel span 135 feet long, 1350 feet of bridge approach and will cost \$95,280. In addition to the traffic approaches, the construction of a mile and a half of new grade, mainly on the south end of the bridge, will be necessary.

The determination of the state highway commission to speed up completion of the Roosevelt highway in this section, Oregon has made by the initial construction contracts. Contracts for the grading of the last 25 miles remaining in Curry county were let two months ago, which promise the final completion of this section late next year.

At the present time from the North Bend-Coquille section of the Roosevelt highway, which is paved south to Eucher creek, the road is unimproved. This takes in the scenic section which skirts high above the surf line south of Fort Stevens. The grading contract, on which work is progressing, extends from Eucher creek south to Wellsburg, on the Rogue river. Here a slight stretch will remain unimproved pending a definite decision as to the crossing of the Rogue river and possible ultimate consideration of a bridge to replace the present ferry.

A macadamized road of high standard extends from Gold Beach to Myers creek, while from there south to Harbor over the Fished river section the road is being graded to connect with the present improved route from Harbor south to the California line.

An important consideration in connection with the improvement of this scenic stretch of road is the new statute, passed by the last session of the Oregon legislature, which gives the highway commission the power to secure, by right of eminent domain if necessary, lands on or adjacent to the state highways, either for park purposes or for the preservation of natural scenic spots.

The highway commission already has a number of places in view along the 497 miles of the coast highway where parks are to be established. One of the chief considerations with the building of the route was its scenic value. Whenever possible the state engineers have run their line within sight of the ocean, and in the southwestern section of the state they traverse a country little known to the average motorist, which holds hearties unrivaled along the entire coast line of the Pacific. It is to preserve points of vantage, commanding views of such scenic stretches as at Hunters' cove and Otter cove, that plans are being made for the creation of state parks. The southwestern section of the state is in a sense virgin territory at present and the securing of such places for the benefit of the entire state is a far greater matter at present through these regions than it would be in later years, after material commercial

development has taken place.

Just how well this region is at present can best be appreciated from the experience of a motorist a few weeks ago, who, in the course of following the Roosevelt highway from Grants south, passed one bank, which stood quietly at the side of the road, just bounding off until the machine passed him, and again within 10 miles passed up a group of a bank, a fine and two fawns, which for 100 yards provided along in the ditch paralleling the path of the machine.

While preservation of this condition in the face of intense traffic will be impossible, the Roosevelt highway will not see the tragedy which has accompanied highway improvement in other parts of the state. Timely attention will not be denied of their trees and commercialization of the scenic areas can be controlled.

Chapman on Prohibition

C. C. Chapman in the Oregonator, though admitting that he is not a total abstemious, has this to say about the use of liquor at the present time:

A number of illusions exist as to prohibition. One is that liquor is in general use in spite of prohibition. Our observation is that very little is in use compared with those dear old days when we could get all we wanted. Many people had it in their homes then; few have it in their homes today. Wine with a dinner is a rarity today; ten years ago it was the rule. There are a few groups of people who today use liquor, but they are not numerous compared with the great number who formerly used it but are now observing the spirit as well as the letter of the law.

Another illusion is that high school pupils and college students get drunk. What drinking is done by students is as a rule in imitation of their elders, and there is mighty little indication of young people indulging. Our educational institutions for years have been teaching about the harmful effects of alcohol, and their graduates obtain better than their parents. Most school graduates are total abstemious regardless of whether their parents obey the law. The ideas of young people on the whole are higher than those of their parents, and school education develops ideals which are not easily lost out in the world.

Another illusion is that use of drugs has replaced liquor. The drug era is greatly exaggerated. Some physicians are recommending low-dose smoking, in the light of advanced knowledge of medical treatment.

Milwaukie Cow Testing Aids

The following is the August report of the Milwaukie Cow Testing association, Fred H. Knox, leader:

433 cows tested, averaged 629 lb. milk, 25 lb. fat.

25 cows produced over 40 lb. lactated each.

The following cows produced over 50 lb. fat each:

Owner Name of Cow Brand lb. lb. G'Connor & Knox milk fat

Minnesota Lady C. Cow. 1975 62.5

Dr. Geo. E. Dix St. Moses

Lady Ann of Pacific 1927 58.1

H. H. Rogers Sta. C. Ind. 1280 51.2

S. C. Rogers Coast C. Ind. 1280 51.2

S. C. Rogers Volstead C. H. 1074 50.2

Thilly, grade Holstein, 2 yrs. old, owned by E. W. Walker, produced 1264 lb. milk, 45.3 lb. fat.

Cows culled during August—23.

The high grade cow is owned by G'Connor & Knox, Minnesota Lady. She produced 1025 lb. milk and 62.5 lb. fat.

The high grade produced cow owned by Geo. E. Dix, St. Moses Lady Ann of Pacific. She produced 1267 lb. milk and 52.1 lb. fat.

This Little Old Earth

An interesting reminder of the comparatively smallness of the earth is related by two men at the Milwaukie this week, says the Oregonian. C. F. S. Glasgow of Sydney, Australia, who is a member of a prominent law firm there and in grand style of the grand lodge of Gold Follies of Australia, left his home there in April and in company with his wife started a world tour that was to land them in Portland this week for the Gold Follies' convention. While standing on a peak of one of the Swiss Alps, Mr. Glasgow happened to remark to a nearby tourist with whom he had engaged in conversation that he intended to visit a certain Henry Hunt in Amsterdam, N. Y., after leaving Switzerland. "Henry Hunt," the tourist said, "why, he's my next door neighbor."

Reforested Out Through Coast Bay

The Gold Beach Reporter says that the C. & G. Lumber company of Brookings will shortly begin the shipment of reforested lumber to foreign markets via Coast Bay. The company's boats will load at Brookings on route north to get a cargo, and the lumber will be unloaded at foreign

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E. W. GREGG; First St., Coquille

at Brookings when it shut down last June, but it has been shipping steadily southward for the past few weeks.

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