

The Sentinel

A GOOD PAPER IN A GOOD TOWN
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THE FARM CROPS

Committee Report to the Agricultural Conference Last Month

SEEDS

Coos county has proved to be well adapted to the production of several seed crops. In some lines it is or may be a large user of seeds many of which may as well be locally grown. Coos county is now one of the well known districts for purple vetch production and is the country's largest producer of creeping bent grass and Reed's canary grass seed. There is room for expansion of the seed growing industry and several safeguards must be thrown around the business to properly protect it and make it a continued success.

Vetch Seeds
HUNGARIAN VETCH—This is a new vetch introduced by the Oregon Experiment Station and adapted to lands slightly too sour for common vetch, lands a little too wet for common and to areas susceptible to serious aphid injury. The acreage in this vetch should be increased and fall sowing should be made on uplands to supply Coos county with seed. It seeds at from 15 to 25 bushels an acre.

PURPLE VETCH—This vetch has a place in the agriculture of the county, being produced for sale as a cover crop and green manure crop for California orchards. It is also used as a hay crop on sour lands in Coos county for hay. It is a good vetch for spring sowing where the land is too sour for common vetch. This is especially true for uplands. Purple vetch as a seed crop is best adapted to uplands. It averages about 800 pounds of seed an acre. A minimum price is 6c per pound to the grower and at this price it is well within the reach of the California orchardist. There is now produced about 140 acres for seed, and the acreage can be enlarged safely. Safe expansion must be in localities where threshing and cleaning can be done early so the seed can reach California in time for fall sowing. It is probable that seed growers should pool their interests to not only arrange for prompt shipments but in securing some standard quality of seed and standard grades for delivery.

Tangled Peas
This crop is well suited to both upland and bottom lands. It seems a very promising silage for the county when grown with grain as a supporting crop. On the upland the seed yields have been good. It is recommended that arrangements be made for more seed growing trials on upland with a view to supplying local needs for forage at a reasonable price and also to secure a better idea on costs of production with a possible California seed market in view.

Burr Clover
Climatic and soil conditions seem well suited to burr clover as an upland pasture and possibly a seed crop. Limited opportunities for observation show it to grow well in the county. It should be tried out thoroughly for winter and spring pasture on upland as well as to see its seed producing possibilities.

Bent Grass
Coos county is unique in having several hundred acres of an unusually pure stand of a native true creeping bent grass called Seaside bent (*Agrostis maritima*). Through the work of Lyman Carrier it has been advertised and tried out and found to be successful as a lawn and golf course grass. The seed is far superior to other available bent grass. Because of its remarkable similarity to red top seed the only safe way to keep this Coos county grass seed on the market pure is to control it here at the supply and to harvest and clean it here and send it out in sealed containers sealed and certified by the Oregon Agricultural College. This will involve field and threshed seed inspections and will

safeguard the industry. As the industry is not large enough for a group of seed firms to maintain representatives here and to have threshing and cleaning facilities here, it is recommended that the growers of the seed unite for the purpose of pooling their interests for mutual protection and the protection of the reputation of the grass seed as well as the future market. This pool of growers for the certification and sealing of the fields and threshed seed, for a suitable schedule of prices to be paid for hay or seed of different quality and for disposition of the seed through channels providing the best returns both from the standpoint of present returns and in the long run.

Reed-Canary Grass
This is another industry practically confined to Coos county. With the development of better harvest methods similar seed sealing arrangements should be developed.

Seed Recommendations
1. We recommend that upland growers plant enough Hungarian vetch to supply local needs. In view of the twenty tons shipped in this year and probable increases next year, this would call for 40 to 60 acres.

2. We recommend the expansion of the purple vetch acreage to at least double that of the present time. We recommend the pooling of interests of the vetch growers to protect themselves in selling, to arrange for standard seed quality and possible certification, and for standard contracts and delivery standards and discounts.

3. We recommend that the county agent arrange Tangier pea seed production demonstrations to supply local needs and prepare the way for a possible seed business.

4. We recommend that the county agent arrange an extensive series of burr clover demonstrations on upland for pasture and seed production.

5. We recommend that a pool of bent grass seed growers be developed and that the county agent arrange with leading growers and others interested, to call a meeting of interested producers for that purpose.

6. We recommend similar work for Canary grass growers as that industry develops.

7. We recommend that arrangements be made to assure a suitable supply of the varieties of oats and other forage seeds needed in the county.

POTATOES
Soil and climatic conditions are favorable to potato growing in many of the mellow soils of Coos county. The survey of conditions shows an average return of 153 bushels per acre. Production varies from 85,000 to 104,000 bushels a year. In 1924 with the 85,000 bushel production 73 cars of potatoes were shipped in by Coos county dealers. Reasons advanced by dealers for shipping in outside potatoes are that the grading of the locally grown crop is unsatisfactory and the keeping quality is not good. Observations show that many damaged potatoes are being included wrongly in the No. 1 grade of potatoes and this is probably the reason for poor keeping quality and unsatisfactory grading. The survey also shows that too many varieties are being produced. This hurts the sale as several are poor cooking varieties. With standard varieties and proper growing in rotation or on new ground and careful sorting Coos county should grow all her own potatoes and can readily grow for the California trade.

With the above in mind, the Farm Crops committee recommends:
1. That the potato grading law be strictly enforced on all potatoes sold in the county and state.

2. That County Agent Richards arrange for potato grading demonstrations in the principal potato growing sections.

3. That Coos county merchants and consumers of potatoes give preference to well graded home grown potatoes and keep Coos county money at home.

4. That Low top Burbank potatoes be adopted as the standard main crop variety.

5. That certified seed of the Low Top Burbank variety be introduced and grown on new land not less than 300 feet from any other potatoes and that County Agent Richards be instructed to keep in touch with such new lots of seed and to survey present lots of good Burbanks and arrange for a certification man from the extension service to examine them and certify them if possible.

FORAGE REPORT
Hay
Statistics of import show that there was shipped into the county in 1924, 167 carloads of hay and that 750 tons were shipped in by boat. It is stated that 50 per cent of the hay shipped in is used by the dairy industry and that the remainder is used by logging camps.

Vetch, clover, alfalfa, grain and chest hay are shipped in. It is recommended that all types of the hay shipped in except alfalfa may be produced on the upland soils as they are developed. It is recommended that

grain hay be omitted from the county agricultural program and that the needs of vetch or vetch and grain hay and for clover hay be met by enlarging the acreage in Coos county.

Summer Green Feed and Silage
Records of receipts of milk in Coos county as well as other coast sections show it to be seasonal and to have periods when production is very low. Records of production by Mr. Alton Kay and at the Astoria experiment station show that green feed or silage to supplement pasture or for winter feeding maintains a higher production. Mr. Kay's results from bottom land on which he produces vetch for silage indicate an average tonnage of 15 tons of vetch and oats an acre and when converted into dairy products a gross value of about \$200.00 an acre. Where pasture or green feed or silage are used it is recommended that rations be properly balanced by the feeding of suitable concentrates.

For bottom lands, Hungarian vetch and field peas, both grown with oats, are recommended for silage and in some cases for summer green feed. For the sections better drained and warmer, corn is the leading silage and feed crop. For upland areas too cool for good corn, early summer planted Japanese barnyard millet is recommended for summer and fall feed.

For fall and winter succulents mangels and possibly rutabagas and turnips are recommended. It is further recommended that the county agent advise dealers of suitable standard varieties to stock for seed purposes.

Pasture
For bottom land pasture there seems little to recommend other than the canary grass and the bent grass. For upland pasture the following things seem essential:
1. Such pasture should be fall seeded after a good burn.

2. The use of prepared burn mixture is a waste of money as they are primarily made up of waste seeds.

3. A standard mixture including some good sod forming grasses should be secured. The sod formers make a more permanent grass pasture and seem to resist the encroachments of brush and ferns.

We recommend that arrangements of legislation if necessary be made to make the securing of permits to burn more satisfactory and less difficult during the fall burning season.

We recommend that all burn mixtures be required by law to contain a true statement of their exact purity and germination.

We recommend that the county carefully determine the most suitable grasses for logged off land seeding and arrange for some local supply of such seed of known purity and germination.

In other words adopt a Coos standard mixture and establish through local agencies a suitable supply.

LIME
The importance of lime in connection with successful legume culture has been repeatedly demonstrated in the coast district and to some extent in Coos county. Declining stands of clover and vetch failure in some districts are doubtless due to lime deficiency.

Lime from the state lime plant at Gold Hill costs from \$6.40 to \$7.40 a ton at Coquille and when applied at one to two tons an acre is rather expensive.

As these legumes are so important on all our soils, and especially the uplands it is recommended that a cheaper lime supply is essential to the better agricultural development of the county.

To this end the committee recommends that the Shell lime supply in the county be thoroughly investigated as a possible source of agricultural lime.

It is further recommended that a committee including Mr. A. O. Rodgers of the port commission be appointed to investigate the possibilities for this shell lime supply and if it seems feasible to arrange through the Port or the County Court of the state lime board or some other agency to develop this agricultural lime.

Signed, O. A. Assen, chairman; Alton R. Kay, Arthur Brown, J. B. Moomaw.

His Ducks Were Tagged

Roy Jenkins, son of County Commissioner J. T. Jenkins, shot a brace of Sprig ducks on his father's farm on the Coquille river the other day and upon picking them up found that one had a metal tag fastened to the leg upon which was stamped "311896 Biol. Survey, Wash., D. C." The tag together with the information has been sent to the department at Washington. The purpose of tagging the birds is to determine the route and distance covered in their flights.—Bandon World.

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Good News for Motorists

At last the touring motorist may experience a peace of mind which to him will be a glimpse into the millennium. Roads, 75,000 miles of them, simply designated and uniformly marked, making travel safe and diverting it of discisional complications and entanglements—this is the prospect that is to become a reality.

After two years of combined effort on the part of the United States Bureau of Public Roads and the various state highway commissions, co-operating as a joint board to clarify the jumbled markings of roads done by private trails organizations, well-intentioned but not working together, the Dept. of Agriculture is about to announce a gigantic system of "U. S." highways. Never before has such a project been undertaken; never before has similar effort been made to simplify motor travel.

More than a hundred roads have been selected as the main arteries of the system. Some will traverse the continent, and each will bear a distinguishing number throughout its entire length. At uniform distances along each route standard markers—the shield of the United States on a white background, bordered in black with the name of the State, the initials "U. S." and the route number in black—will be set up as guides to travel by motor.

Not only will the highways be numbered throughout their length, but they will also be dotted by uniform signs indicating points of geographical interest, distances to places along the line of travel, distances to places to the right or to the left, speed limit, and the imminence of crossroads.

In addition, a system of uniform caution signs—eight in number—will be installed on the designated highways. These will have a yellow background with black lettering and border, substituting yellow for red as the danger signal.

In the series of eight caution and danger signs the degree of danger is signified by the shape as well as the wording or the marking of the sign. A round sign will be used only at railroad crossings; an octagonal sign will be used only at points where a complete stop is demanded by extreme danger ahead; a diamond-shaped sign will indicate always to the driver that there is some road condition ahead which calls for the exercise of caution. A square sign invariably will indicate the need for a lesser degree of caution.

This system of information will be installed on every Federal aid highway in every state, and the states themselves, with the aid of the Federal Government, will set about erecting the "U. S." highway markers and eliminating the hodge-podge of other road signs, for which the conscientious motor tourist should be duly thankful.

As a protection to the motorist against counterfeit traffic signs, such as are now found on many highways, it will be illegal for a merchant, a manufacturer, or any one else interested in catching the eye of the traveler to imitate these signs as to color, size, or shape for advertising purposes. The motorist may be sure that the rectangular, octagonal, diamond-shaped, round, or square signs on the "U. S." highways will read exactly the same, whether they are in Maine or California.—Outlook.

The two-page map accompanying this article in the Outlook is a wonderful illustration of what it is proposed to do in marking all the highways of the United States. West of the hundred and first meridian through the Dakotas, Nebraska, Oklahoma and Kansas, the map is almost a blank, the roads are so few. The same is true to some extent of the southern and eastern states, though in the latter it is probably true that there are too many roads to attempt to indicate them all. But the level lands of the Mississippi and Ohio valleys seem to have been the paradise of the road builders so closely are they chequered. And it looks as if in the center of the states east of the Rocky mountain where it gets to be so dry that roadbuilding ought to be very easy the work had suddenly stopped. Oregon is marked with two lines north and south, one close to the Pacific coast, and the other down the Willamette valley and on beyond to the south line of the state. There is another pretty closely following the line of the U. P. railroad from Pendleton to Baker cutting across the northeast corner of the state. In California the continuation of the north and south lines on the coast and in the great central section is shown, as well as ones across the state to the east from San Francisco, Los Angeles and San Diego.

This map shows how the automobile highways have been putting the railroads out of business as passenger carriers, and where is the favorite portion of the county for building automobile highways. It makes us wish we could look over the country again from Minnesota and Michigan to the Gulf of Mexico at New Orleans and Mobile.



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