

The Sentinel

A GOOD PAPER IS A GOOD THING

H. A. YOUNG and M. D. GRIMES
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COMPARISON OF THE TWO

The average thinking voter, whether he is a Democrat or a Republican need but read one article that has been published during the presidential campaign to convince him that Herbert Hoover is the man who should be chosen President, according to Phil Metschan, chairman of the Republican state central committee. The article referred to by the state chairman was written by Samuel G. Blythe in the September 15 issue of the Saturday Evening Post, and in part is as follows:

Therefore, let us regard these men in that light. Let us look them over and examine into them with a view to setting forth their abilities and capabilities, and especially their education and experience along the lines that should be considered — must be considered — by the average American voter if he is to vote for what is most important to him — his country's prosperity and his own.

First, what about Smith? What is his experience and his education in affairs such as must be dealt with by a President who needs a business and economic equipment in order to do his great share in maintaining this country at its present high point of prosperity and to assure the continuance of this prosperity? Alfred E. Smith was born in New York, was a poor boy in New York and has been elected governor of New York four times. He was educated in a parochial school; and, after various jobs in various capacities in and about New York, went naturally and efficiently into the Democratic politics of that city and presently became a clerk in the office of the commissioner of Jurors. This was when he was in his twenties.

He was a member of the Assembly of New York from 1903 to 1915, became Democratic leader there in 1911 and was speaker in 1913. He was a delegate to the New York State Constitutional convention in 1915 and was elected sheriff of New York in that year. He served as sheriff until 1917, when he became president of the board of aldermen of Greater New York. He was first elected governor in 1919, and with the exception of two years, when he was defeated by Miller, has been governor since that time. During the two years Governor Smith was out of office as governor he was in the trucking business in New York City.

These two years in the trucking business comprise the entire business experience of Governor Smith, except that attained in his casual jobs as a boy and young man before he went into politics.

He is an able political administrator and has made an excellent record as governor of New York. He is a man of courage, attractive personality and large political attainments. He is an active member of Tammany Hall. His rise from a poor boy on the East Side of New York is remarkable even in this country, where so many poor boys have progressed to high place. He has a large and loyal following in New York, where his life has been lived. He has not traveled much, either at home or abroad.

Smith's competitor, Herbert Hoover, is a graduate of Stanford University, of California, and has honorary degrees from twenty-nine other universities, including five degrees from European universities. His training and life work have been along business lines rather than in politics. He is a mining engineer and has engaged in professional work in mines, railways and metallurgic works in the United States, Mexico, Canada, Australia, Italy, Great Britain, South Africa, India, China and Russia. He first stepped out of his profession and became a world figure when, at the beginning of the war in 1914, he became chairman of the American Relief Committee at London. He then became chairman of the Commission for the Relief of Belgium, and when we went into the war in 1917, was made American Food Administrator by President Wilson.

He was a member of the War Trade Council, the United States Grain Corporation, the Sugar Equal-

ization Board, the Interallied Food Council, the Supreme Economic Council and the European Coal Council, and chairman of several of these bodies. He directed the organization of food supplies for many of the European countries during and after the Armistice and was chairman of the American Relief Administration engaged in children's relief in Europe. He was a member and vice chairman of President Wilson's Second Industrial Conference and chairman of the European Relief Council.

He entered President Harding's cabinet as Secretary of Commerce, which position he held under President Coolidge and relinquished only after he was nominated for President. As Secretary of Commerce he has been in close touch with all business and economic conditions and developments in this country since 1921, and has expanded the Department of Commerce into what is the most efficient governmental organization of its kind in the world.

These eight years in Washington as a cabinet member have given him insight into and experience with all governmental processes, especially in their relations to business and economics, and he is conceded to have a wider, more accurate and more varied knowledge of the necessities of business and trade in all their branches as related to the Government, and the necessities and opportunities of Government as related to business and trade, than any man of our present or our past. He is fifty-four years old. Hoover is not a politician. His life interests and work have been in business, in production and distribution, and for the past eight years he has been at the root of all our business and economic conditions.

These, without embroidery, are the records of the two leading candidates for presidency, viewed in the light of the paramount presidential and executive need of the United States at this time and for the four forthcoming years. The average American voter, having his own best interests and his country's highest interests at heart, desiring the continuance of prosperity and the maintenance of our supremacy, should study them carefully.

There records and the men behind them are the brass tacks of this campaign. Platforms, speeches, publicity, propaganda, radio, movies and all the rest of the ballyhoo are inconsequential. This is the vital stuff.

DEMOCRATIC CONDEMNATION

It's something of a confession when a protagonist of Governor Smith admits that the democratic national committee indulges in innuendo and malicious gossip to save its cause. But the confession is nothing less than startling when made by the *New York World*, a newspaper which is the recognized interpreter of the Governor's views and which has devoted itself to a diligent but unsuccessful attempt to prove that republicans are guilty of the same cheap conduct which it now finds in the democratic committee.

The *World*, in an editorial captioned "Can It," thus rebukes the leaders of its own party:

"For several days now the democratic national committee in Washington has been digging up old bones and displaying them with gusto. These treasures consist of remarks made by various republican statesmen, either in the ancient past or the more recent past, which are highly unflattering to Mr. Hoover. Some of them are not only very old but very cheap and very silly. It is difficult to tell from the manner in which this material is published just when the democratic committee is quoting some republican and when it is adding some brilliant footnote of its own, but in either case there are references here to Mr. Hoover which are both unfair and vulgar.

"For the democratic national committee to peddle such stuff is indecent, stupid and contemptible.

"If this is the best the committee can do, it had best shut up its shop and go home."

OREGON NOT THE HIGHEST
Oregon motorists do not pay the highest automobile tax in the country, despite figures which indicate that the average license fee in this state is the highest of the 48 states in the Union," asserts James H. Cassell, editor of *Automotive News* and member of the Executive Committee of the Oregon Good Roads Association. "Statistics dealing exclusively with license fees are not only misleading but are unfair to Oregon, which ranks eighth in motor vehicle tax per car, but gives the Oregon motorist much more improved highway than the vast majority of states."

"It is true that the average Oregon license is the highest in the Union. Unquestionably this situation will be corrected at the next session of the legislature. But when other license fees are added to the gas tax, and the personal property tax levied in the majority of states, Oregon ranks eighth in the list of 48," explains Cassell.

"Oregonians pay only 25 per cent more total automobile tax than Californians, despite their boasted \$3 license fee and an average personal property tax of \$10.07."

A "used car" is unused transportation

A GOOD automobile is built to stand years of use. It will provide many thousands of miles of satisfactory transportation.

But only occasionally are all its years and all its mileage used up by one owner. Many owners turn their cars in after an average use of only two to three years—long before the cars' lives have been exhausted.

This custom brings into the market every year so-called "used" cars which represent outstanding opportunities to buy unused transportation at low cost.

Every year more and more people appreciate this fact. Today millions of families are driving cars of which they are the second or third or even fourth owners; and this year the volume of new car sales and trade-in transactions has created wider choices and greater values in unused transportation than ever before.

GENERAL MOTORS

CLIP THE COUPON

General Motors wants you to know what it is doing to give value to the purchaser of its products. Send in the coupon. There will be no obligation attached.

GENERAL MOTORS (Dept. A.), Detroit, Mich. CHEVROLET PONTIAC OLDSMOBILE OAKLAND BUICK
Please send, without obligation to me, illustrated literature describing the General Motors product I have checked—together with the booklets "The Proving Ground" and "Principles and Policies."

LASALLE CADILLAC FRIGIDAIRE Automatic Refrigerator DELCO-LIGHT Electric Plants

Name _____ Address _____

Dave Thompson

To the People: Having been honored with the nomination of the Republican party at the Primaries for the office of County Judge, I consequently aspire to be elected, and my greatest ambition and purpose, if elected, will be to fill the office with honor and trust; promising a conservative, economical, faithful, business administration.

I will have no special interest to serve nor pre-election promises to redeem. The best service and material for the dollar, and a dollar's worth of value for every public dollar expended will be my motto. You are invited to investigate my record for honesty, integrity, and business judgment and sincerity of purpose. Your support of my candidacy is most earnestly and respectfully solicited.

D. F. (Dave) Thompson.

FOR STATE REPRESENTATIVE
Having been nominated as the candidate for State Representative on the Republican ticket, I submit my candidacy on my record of public service in Chamber of Commerce, Road Association and Port activities. As a business man and taxpayer I have been, for many years, closely identified with the development of Southwestern Oregon and feel that I am qualified to represent the district in a creditable manner. I respectfully solicit the endorsement of the voters in November.

J. E. NORTON, Coquille, Oregon.

Smokers Rival Lightning
Careless smokers and lightning tied for first place as leading causes of the fifty-six forest fires handled by the personnel of the Siskiyou National Forest during the 1928 fire season, according to reports just compiled in the office of Forest Supervisor, J. H. Billingslea, Grants Pass, Oregon.

Eighteen fires are charged to each of these causes. Incendiaries caused five fires; other causes were neglected camp fires, four; brush-burning, three and miscellaneous, eight. Five of the miscellaneous fires spread from burning buildings.

Twelve fires covered more than ten acres each. Seventeen burned from one-fourth to ten acres. Twenty-seven were put out before reaching more than a quarter acre in size.

Thirteen hundred and seventy acres of timber and brush land were burned over as follows: 962 acres of national forest land, 215 acres of private land

inside national forest boundaries and 275 acres of outside land. The costs and estimated damages due to these fires are: timber destroyed, \$200.00; forage \$25.00, other property destroyed \$31,000.00. Direct cost of fire suppression \$6,600.00.

Trespass Notices, printed on cloth, for sale at this office.

97 Killed to Every 100,000 Cars
Motor facilities, not including grade crossing collisions with railroad trains, now average 97 to every 100,000 motor vehicles registered, according to the Oregon State Motor association in the Oregon State Motor association.

Calling cards \$100 for \$1.50.

3 out of 5 buy used cars

THREE out of five of the cars you see on the road have been purchased as "used" cars. You cannot tell—nor do you ask yourself—whether the driver, of any particular car is its first owner, or its second or its third, providing the car looks well and is running satisfactorily.

The cars which General Motors dealers have accepted in trade vary in name, body style and price. Some have seen sturdy service; in others the potential mileage has scarcely been touched. And all offer a wide field of opportunities—

- To the family wanting transportation at lowest possible cost.
- To the family wishing to own a car of a higher price class.
- To the family needing a second or third car to meet the requirements of all its members.

We invite you to examine the unused transportation in the stores of General Motors dealers. For your convenience General Motors extends the GMAC Purchase Plan.

General Blacksmith Acetylene Welding Auto Repairing

We have the best modern and fully equipped general blacksmith shop in the county.

Only the very best material used.

Anything and everything you need is in our stock. Our stock is complete and up-to-date in all lines of logging supplies.

WE DO ACETYLENE WELDING, AUTO REPAIRING AND GENERAL BLACKSMITHING.

Our prices are right. So come in and look around before buying.

H. T. Wimer & Son

Transfer and Delivery

Local and Long Distance Hauling

We carry a stock of SHINGLES and are agents for

Mill Wood

Two Phones—101J and 91L

Mansell Drayage & Delivery Co.

forest land, 215 acres of private land inside national forest boundaries and 275 acres of outside land. The costs and estimated damages due to these fires are: timber destroyed, \$200.00; forage \$25.00, other property destroyed \$31,000.00. Direct cost of fire suppression \$6,600.00.