

The Sentinel

A GOOD PAPER IS A GOOD TOWN
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GOV. PATTERSON URGES AUTO FEE REDUCTION

In his message delivered to the 1929 session of the Oregon Legislature at 2 p. m. Monday, Gov. I. L. Patterson made it plain to the legislators that a reduction of motor vehicle license fees was expected from this assembly, both by himself and by the people of the state when he said:

"The heavy vote cast last November in favor of a measure proposing a cut in motor vehicle license fees so drastic as to menace the highway system of Oregon shows that there is strong public sentiment in favor of a revision of the automobile license schedule. When this measure was before the public I promised, in the event of its defeat, to lend any aid in my power to bring about a change in our license fee schedule, and I expect to keep that promise. Unless such a reduction is made here in the legislature, carefully and scientifically, and in a manner which will maintain existing roads to the highest degree of efficiency and raise enough money to complete the roads already authorized, there will be constant danger of the initiation and enactment of radical measures which may imperil our splendid highway program and place upon real property the burden of paying the principal and interest on \$32,000,000 worth of outstanding highway bonds.

"It is my firm belief that the people of this state want a reduction of license fees for old or used cars. I have in the past advocated a plan whereby the present fee scale would be maintained for the first and second registrations and reduced by a certain percentage each year thereafter, reaching a minimum at the fifth registration. Careful research into the matter may disclose some plan better adapted to accomplish the same purpose. I therefore make no specific suggestion other than an urgent recommendation for the early relief of owners of used cars.

"The attitude of the public toward the activities which the Highway Commission is performing with outstanding efficiency has always been one of confidence and support. These activities are too vitally connected with the progress of the state to be retarded or curtailed as a result of public dissatisfaction with the motor vehicle license fee schedule."

Taxation is another matter which the governor touched on at some length and he pointed out to the legislature the most important duty of their six weeks' session in the following words:

"Despite subsequent constitutional provisions qualifying these sections, (constitutional provisions quoted previously)—it is the evident intent of the constitution to place squarely upon the legislative assembly the responsibility not only for providing revenue adequate for discharging the expenses of state governmental activities, but also for eliminating any deficiency which may exist. As I see it, this is the foremost duty which faces you as members of the Thirty-fifth Legislative Assembly. The manner in which you discharge it will affect the progress of the state as a whole and the welfare of each individual citizen. It challenges your businesslike attention, your careful research and your earnest consideration throughout this session."

TWENTY-FIVE YEARS AGO

Twenty-five years ago when Orville Wright made his first flight of twelve second duration, it was thought that man's inventive genius had nearly reached the limit of its power. And yet the Question Mark remained aloft for more than six days; the aerial speed record has increased from 25½ miles an hour until it now stands at 318, and the altitude record is 38,400 feet or more than seven miles.

And scientists realize that we have only begun to delve into the possibilities of the electrical field. The twentieth century, with man rivaling the bird and fish, and annihilating terrestrial distance, has already shown greater development than the centuries which preceded, but the last two-thirds of this hundred year period

will doubtless make the first third seem very tame and mediocre.

The only thing that can prevent a more wonderful advance in the next 70 years is the crumbling of our national life and existence due to a weakening of moral fibre and a continued pursuit of the false god—Jazz.

Press dispatches indicate that President-elect Hoover is to call a special session of the recently elected congress about the middle of April, to enact a farm relief measure and to revise the tariff. It is hoped these two matters of national importance, and which were pledged for early enactment by Mr. Hoover if he was elected, can be finished so that congress may adjourn by July 4.

With 112 cases of flu, three of smallpox, and five of pneumonia, reported to the State Board of Health last Saturday, Coos county still leads all others in the state in the report of communicable diseases. It is possible, and quite probable, that the Coos County Health Department is more careful to report all cases than is done in the larger counties.

R. A. Easton's Weekly Letter

The fight that the officers of the First National Bank of Coquille and the people of the town put up against the would-be bank robbers has put stamina in people of other places. Since then we have read of a town in Missouri where bank robbers did not get away with the job and at least one robber was killed. In Utah the result of an attempted bank hold-up was one dead robber. In Seattle, after an attempted hold-up of a broker's office, there were two dead robbers. One was shot by a member of the force, the other by a police officer who was told of the robbery game by a woman customer who did not obey the robbers orders to stand still but ran downstairs and gave the alarm. A good example is wide spreading even to putting up a fight against bank robbers.

To my mind the bank robbers who do business with a gun are more honorable men than the bank robbers of the Overbeck and Cooke stripe of Portland who robbed their customers without stint and under the guise of friendship, or that national bank of Portland which was wrecked by two of its officers. The national bank of Portland on the peninsula is another example of a bank robbed from the inside. The beauty spot in those robbers is that the people of Portland would not stand for them and they did not whitewash the robbers.

Until something like fifteen years ago, Portland had a wonderful bank record. It is probable the reason for that record is that two old banks of Portland, the First National and the Ladd and Tilton Bank, were always governed by men who were men when inside of the bank and when outside of the bank. They were not of toadstool growth.

The people of Coquille and Coos county may be truly thankful that in the First National Bank of Coquille they have a bank which serves its patrons without ostentation but with the friendly spirit of safety as the first consideration of the present and as that which secures the future. In five more years it is not too much to expect that that bank will have resources of \$1,000,000 or more.

It seems to me those folks who want the legislature to reduce taxes by juggling tax money out of the left hand pocket instead of the right hand pocket, without furnishing any income for the left hand pocket, is like the man who would pick cherries from a bull thistle or would squeeze honey out of the tail end of a hornet. It is that kind of work which has put Oregon into the hole she is in.

The man who thinks he can reduce the millage tax for schools and thereby reduce the school tax has another think coming, for the shortage caused by that reduction would simply mean that the shortage would have to be raised from other sources. Those who think an old car should pay less license tax than a new one forget that the old car may be used more miles per year than a new car. It is not whether a car is new or old, it is the number of miles traveled that wears out the road. Weights of cars being equal the sure way to treat everybody alike would be to have a tax on every mile traveled and a property tax assessed on the car as on any other property. Then if a man owned a car and did not use it he would pay a property tax and the cost of his plate number but when he traveled he would have to pay the mile schedule. How is that to be done? I don't know yet. If no one else traveled the roads in Oregon except residents of Oregon it could be done by increasing the tax on gas enough to make up the reduced license fee. If I were drawing down wages from the state so that I did not think of bread, butter and sauce elsewhere, I believe that I could figure it out and it would be on the basis of weight of car, load carried, and the number of miles traveled. And it is a sure shot that I would not try to show any one that they were getting something for nothing unless they stayed at home or walked.

All there is to it, we, the people of the state of Oregon, have so much expense and so much debt and we have got to pay the taxes to pay the expense and debt. Why not do it now instead of thus continually borrowing money for the fun of paying interest. The thing for Oregon to do is to get out of debt and go on the pay as you enter street car system. If you can't pay, walk.
R. A. Easton.

Coos County Representative

The following is what C. C. Chapman, in the Oregon Voter last week, had to say about Coos county's representative in the 1929 legislature, J. E. Norton:

Although he is a new member in the present legislature, we doubt if any of the other eighty-nine senators and representatives have been more active in their home communities, have done more constructive and outstanding work at home than has Representative J. E. Norton, Coos county.

It would be trite to say merely that he has exercised a positive leadership in the Coos Bay district. He has done more than lead, he has accomplished numerous things for the physical and economic welfare of his district. If his legislative work, during this and the sessions following in which he may serve, is as productive of results as have been his home activities, his election last year to the legislature will have been amply justified.

He terms himself a plain business man, advocating plain business methods in government. More power to him!

Born, York county, Nebraska, October 2, 1874, of patriotic New England Colonial stock; educated public schools of Nebraska and Oregon; worked at printing trade for ten years, after coming to the Pacific Coast in 1887, and to Coos county, 1888; spent ten years in railroad service, Colorado, Utah and California; 1907 took charge of credits and claims for California fruit company; 1910 was placed in charge of company's financial affairs in San Joaquin valley, Fresno headquarters; resigned, 1911, to return to Oregon, opening a wholesale and commission business in Coos county, and has since made Coquille his home. January, 1916, organized a mercantile company at Coquille, the management of which business has been his principal occupation since that year. For nine years was president of a Coquille bank; has been director of Marshfield bank since its organization; organized a Coquille hotel company, promoted a building and is now president of the operating company. Is now president of Bandon port commission, on which he has served continuously since organization in 1913; for two years was president of Coos County Good Roads Association, and on its executive board since organization, thus having had a lot to do with inception and development of the county's road development; served four terms as president and fifteen years as executive of Coquille's chamber of commerce, asking to be relieved last year; chairman or member of executive committee of every World War drive or activity.

Mason, I. O. O. F., W. O. W., Shrine; married, Coquille, 1894, has one son who served with the Marines, and three grown daughters.

Install Oil Burners on Ferry

The ferry Roosevelt is on the ways at Kruse & Banks shipyards where a crew of men in charge of Engineer Webber of the state-bridge department is putting the ship in shape for the heavy traffic anticipated to begin next month.

On of the improvements being added is a set of fuel oil burners. It is estimated the ship will require a maximum of 250 gallons of fuel oil for the two shifts each day.

The ferry is in good shape after having been operated at almost full capacity for several months, and will be better than ever when the present improvements are completed.
—Coos Bay Harbor.

It Pays to Advertise

If, without any prejudice and with an absolutely impartial mind we consider the progress of the great commercial firms, we shall see that those which have made the most progress, which have achieved the greatest success and reached the front rank, are those which have made the greatest use of publicity, while those which have not advertised or have only done so to a trifling extent, are marking time and are forced to remain in the second rank.—Sorel Courier.

2-Year Agricultural Courses

Intensive two-year courses in agriculture and home economics will be offered at Oregon State college next fall for the first time if the action of the college board of regents in establishing such courses is approved by the state board of higher curricula. President W. J. Kerr is now working on the details of the new courses preparatory to submitting them to the board.

The Oregon Farmer can now be secured in connection with the Sentinel for 25 cents a year; 25 copies a year.

It Always Pays
To Buy at
UNSOELD'S

JANUARY CLEARANCE

Lasts all this Month

Not only Broken Lines—Surplus Stocks—Odds and Ends and Remnants—accumulated after a season's brisk selling—have been priced unusually low for Quick Clearance—but New, Clean, Fresh Merchandise bought at tremendous Price Reductions is arriving every week and put on Sale at Prices that are a Surprise even to the most experienced shoppers.

Just Received This Week



20 Dozen Garments

Dainty Rayon Lingerie

Priced at Only

\$1

Slips
Step-Ins
Bloomers
Fancy Shorties
Pajamas

For Women and
Children

Combinations
Chemises
Vests
Teddies
Gowns

For Women and
Children

These goods were specially bought at Tremendous Price Reductions for this Sale—but did not arrive until this week. Those who have seen them so far were surprised at the unusual values offered and bought freely.

Come Early for Best Selection

Another New Arrival This Week

New Silk Frocks

\$6.85 \$9.85 \$11.75 \$16.75

Flat Crepes—Crepe de Chines—Georgettes—Satin Faced Crepes—Prints—in the cutest, smartest New Spring Models imaginable. "The Best-Looking Dresses I've seen in a long while—and so reasonably priced"—is what one customer told us who is known to have "good taste." And the rate at which these dresses are selling is positive proof of their exceptional popularity.

Geo. Unsoeld

Dry Goods and Ladies' Furnishings

Sentinel Building PHONE 184 Coquille, Oregon