

The Sentinel

A GOOD PAPER IN A GOOD TOWN
H. A. YOUNG and M. D. GRIMES
Publishers
H. A. YOUNG, Editor



Subscription Rates
One Year \$2.00
Six Months 1.00
Three Months60
No subscription taken unless paid for in advance. This rule is imperative.

Advertising Rates
Display advertising, 25 cents per inch; less than 5 inches, 30 cents per inch. No advertisement inserted for less than 50 cents. Readings notices 10 cents per line. No reading notice, or advertisement of any kind, inserted for less than 25 cents.

Entered at the Coquille Postoffice as Second Class Mail Matter.

Office Corner W. First and Willard St.

Travelling in an automobile at sixty miles an hour is three times as expensive as going at forty-five miles an hour, a research by motor experts shows, while statistics used by state patrolmen in California show that travelling twenty miles at a speed of fifty miles an hour saves only two and two-thirds minutes over a speed of forty-five miles an hour. Some motorists who seem to have learned too well that time is money may now begin to realize that a little time on the road is money in the pocket.—Christian Science Monitor.

Gov. Meier announced this week that there would be no further moratorium on the purchase of automobile licenses after August 1. The month's postponement of limit for 1931-32 licenses has allowed many people to get an additional month's pleasure out of their cars, but it is doubtful that many more people are able to buy licenses now than were able to prior to July 1. A six months' moratorium would be a real help.



The state highway commission is scheduled to meet at Salem Friday to map out a program of unemployment relief and to consider highway finances. Faced with a serious shrinkage in revenues through the slump in automobile license fees and gasoline taxes and with \$1,300,000 of its funds consumed in emergency unemployment relief work during the past winter the commission is confronted with the necessity of issuing another large block of bonds in order to finance this year's program which includes the retirement of \$1,937,500 in bonds maturing October 1. As an alternative to the bond issue there is seen the prospect of a loan from the Reconstruction Finance corporation.

The regular highway program for 1932 is now all under contract. Some of the projects, in fact, have already been completed. Contracts awarded since the first of the year total approximately \$3,500,000 for new construction and betterments, in addition to which the year's bill for maintenance of the state highway system will total another \$2,000,000. New construction and maintenance expense on secondary highways amounting to \$1,100,000 for this year also come out of the state highway fund under the terms of the legislative act of 1931. In the absence of detailed information from the federal bureau of public roads highway department officials are yet unable to say what effect the federal emergency relief bill will have on the financing of Oregon's unemployment relief program. While it is understood that Oregon will be entitled to approximately \$2,000,000 out of the federal fund in the form of a loan the use of this fund is hedged about by so many rules and regulations that a state fund of considerable proportions to serve as a revolving fund will probably be necessary in order to share in the federal money.

Sun baths for farm animals is not as silly as it sounds, Dr. W. H. Lytle, state veterinarian, insists. Modern dairy barns in the future will be designed to admit health giving violet rays, Lytle believes.

Employees of the State Industrial Accident commission will work only six hours a day after August 1 with a proportionate reduction in their wages. The new policy was adopted in order to hold the administrative expenses of the department within the ten per cent maximum permitted by the law. Last year the employed personnel of the department was reduced approximately 20 per cent with a reduction of more than \$100,000 in administrative costs. The new policy will keep the same number of em-

ployees on the payroll but will reduce their wages by approximately 25 per cent. The three commissioners will accept pay cuts in line with those taken by the employees of the department.

Receipts of the State Highway Department slumped approximately \$1,250,000 during the fiscal year ending June 30, last, compared with receipts for the previous fiscal year. Receipts of the department from all sources during the past year, according to records in the office of the secretary of state, totalled \$15,574,206 compared to \$16,816,418 for the previous year. Decreased revenues from automobile registration fees and gasoline taxes accounted for most of the reduction.

The expense of preventable diseases which are threatened far exceeds the cost of their prevention, according to the state board of health which points out that the problem created by the financial depression and widespread unemployment is most urgent and the need of health protection greater than ever.

One by one the ranks of the ex-highway commissioners continue to grow in numbers. The latest addition to the membership is Leslie M. Scott, who became an "ex" last week when he could no longer brook the interference of Governor Meier with the work of the commission and resigned. Scott's retirement from the commission increased the number of former commissioners to 14. The members of the first commission were Simon Benson of Portland, E. J. Adams of Eugene, and W. L. Thompson of Pendleton. Others who have served the state on the highway commission but who have either resigned or been removed include R. A. Booth of Eugene, W. B. Barrett of Heppner, Robert W. Sawyer of Bend, W. H. Malone of Corvallis, C. E. Gates of Medford, M. H. Lynch of Redmond, J. C. Ainsworth of Portland, Wm. Hanley of Burns and Chas. K. Spaulding of Salem. All 14 are living and are still residents of Oregon.

Differences of opinion entertained by State Treasurer Rufus Holman on one hand and Henry Hansen, state budget director, on the other hand, with respect to the operation of the state printing plant, are expected to result in a show-down soon. Hansen, under the guise of a demand for greater economy, has been encouraging state departments to let some of their printing jobs to private shops on competitive bids. Holman is opposed to this policy on the ground, first, that the work belongs to the state plant, and second, that every job diverted from the state plant increased the proportionate overhead cost that must be borne by the work that stays in the state plant. To date neither Governor Meier nor Secretary of State Hoss, both members of the printing board, have taken any active part in the controversy which has been gaining considerable momentum during the past month.

Arthur Benson, clerk of the supreme court, is authority for the statement that 4626 attorneys have been admitted to the Oregon bar since the state was admitted to the Union. Approximately 2000 attorneys are now practicing their profession in Oregon or approximately one attorney for every 500 of population.

Cause of Bird's Eye in Maple

The U. S. forest products laboratory, Madison, Wisc., and the Lake States forest experiment station are conducting experiments in the forests to determine the cause of bird's eye figure and whether or not it can be reproduced. Preliminary experiments, so far undertaken by these two agencies consist of grafting trees. If the experiments are successful, highly figured trees may possibly be grown under favorable conditions at a rapid rate and in sufficient quantities to satisfy the future demand for quality bird's eye veneer.

Although many theories have been advanced to explain the cause of bird's eye figure in wood, no hypothesis has yet been advanced which satisfactorily explains this unique phenomenon. The presence of adventitious buds in the inner bark is the explanation most generally advanced. It is sometimes argued that the work of woodpeckers and sap-eaters causes "bird's eyes" to result. Other investigators advance the hypothesis that the figure is an inheritable characteristic. However, the forest products laboratory discounts all the above explanations and seems to attach significance to the observation that the bird's eye figure appears to occur in trees that have been crowded or for some other reason suppressed in their rate of growth. Their efforts at determining the cause of this beautiful figure in wood, as well as their attempt to reproduce it, will be watched with keen interest.

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

Warranty and Bargain & Sale Deeds for sale at The Sentinel office.

Center Traction Means Safety

SEE how Goodyear puts TRACTION in the center—big husky blocks of rubber—keen-edged—deep-slotted—to dig in, grip and hold. More stop! The All-Weather Tread is a big reason why millions more people ride on Goodyear Tires. Come in—we'll demonstrate!



TRADE IN
your old tires—for new 1932
GOODYEAR
ALL-WEATHERS

Lowest Prices of Any
Summer in 30 Years!
Get our offer!

Today YOU HAVE IT ALL YOUR OWN WAY! TIRE BUYERS

With everyone talking economy—with many people wondering if they can get good tires at a low price—it's a whale of a comfort to look at the facts about tires... Today you can get Goodyear Tires—the finest quality in Goodyear history—at the same prices you'd pay for second-choice tires!

Drive around and check up on this fact. And remember: Goodyear Tires are so good they outsell any other tire here in town, throughout the state, all over America... They've been leading in sales for 17 successive years! They're first-choice with the public by more than 2 to 1. So why take a second-choice when first-choice costs no more?

\$3.30
EACH
IN PAIRS

30x3 1/2, Reg. Cl.
Tube 86c
\$3.39 Each, Singly



Latest Lifetime Guaranteed Supertwist Cord GOODYEAR SPEEDWAYS

Cash Prices—Mounted Free

Full Overhaul	Price of Each	Each in Pairs	Tube	Full Overhaul	Price of Each	Each in Pairs	Tube
4.40-21	\$3.59	\$3.49	\$0.91	5.00-19	\$4.85	\$4.72	\$1.00
4.50-20	3.89	3.79	.91	5.00-20	4.95	4.80	1.14
4.50-21	3.95	3.83	.91	5.00-21	5.15	4.98	1.16
4.75-19	4.63	4.50	.94	5.25-18	5.55	5.39	1.02
4.75-20	4.70	4.57	.91	5.25-21	5.98	5.82	1.16



GOODYEAR
TUBES
as low as 81c

4.65
EACH
IN PAIRS

29x4.40-21
Tube \$1.03
\$4.79 Each, Singly

Famous Lifetime Guaranteed Supertwist Cord GOODYEAR PATHFINDERS

Cash Prices—Mounted Free

Full Overhaul	Price of Each	Each in Pairs	Tube	Full Overhaul	Price of Each	Each in Pairs	Tube
4.50-20	\$5.35	\$5.19	\$0.95	5.25-18	\$7.53	\$7.30	\$1.35
4.50-21	5.43	5.27	1.03	5.25-21	8.15	7.91	1.43
4.75-19	6.33	6.16	1.17	5.50-19	8.48	8.23	1.57
5.00-19	6.65	6.45	1.17	6.00-18H.D.	10.65	10.33	1.56
5.00-20	6.75	6.55	1.33	6.50-19H.D.	12.30	11.93	2.05

HEAVY DUTY TRUCK & BUS TIRES

Full Overhaul	Price of Each	Each in Pairs	Full Overhaul	Price of Each	Each in Pairs
6.00-20	\$11.65	\$11.30	30x5	\$15.35	\$14.87
6.50-20	15.50	15.00	33x5	17.10	16.60
7.00-20	20.45	19.85	32x6	26.50	25.50
7.50-20	26.45	25.80	36x6	29.20	28.20
8.25-20	37.25	36.30	34x7	36.40	35.30

COQUILLE SERVICE STATION

Phone 133

Present Economic Condition Demands Health Protection

(Oregon State Board of Health)

The long continuance of the present economic depression inevitably will result in higher sickness and death rates, particularly from such causes as tuberculosis and pneumonia. Sickness and death rates will be higher if communities look upon the programs of public health as luxuries for times of prosperity, but to be curtailed when resources are low, or if communities are satisfied to maintain their services on an inefficient basis. Improved health for the population as a whole will depend as much upon the economic progress of the country as upon direct means of prevention. The present depression brings no new problems, but it does magnify existing ones and calls attention to the effect of our inadequate income upon the propagation of disease, through lowered resistance due to lack of food, overcrowding and exposure.

In seasons of financial stress, affecting the citizens of every state, we find not only thousands that are always poor, but additional thousands who ordinarily with only half a chance, have hitherto paid their honest obligations and provided necessities for their households. Men who have heretofore been able to call the physician in time to save a life in the family, are now forced by the prospect of not being able to meet the bill to postpone the call from day to day hoping that nature may assert itself and cure the case.

There is no doubt that this unfortunate condition will eventually raise the death rates. A little sore throat; a little rise in temperature; the child a little sluggish. Next day the symptoms are a little worse, but there is still the hope a turn for the better will manifest itself. Finally the physician is called, but too late. The time is propitious for increasing measures for the prevention of disease. There is no better opportunity for public health work than now when more than ever, an ounce of prevention is worth a pound of cure. Now is the time to co-operate with the health worker in a campaign of immunization against diphtheria, typhoid fever, smallpox, etc. Efforts should be made to remedy the physical defects of children and to place the school and the home in a hygienic condition.

In every community there should be an efficient health department. The health department should not be so crippled through a mistaken idea of economy as to render it incapable of meeting the increased demand for service. Will it be able to take care of the situation, or will it have to inform the people of Oregon that its capacity is limited and that hundreds must die who might otherwise have been saved from death from preventable diseases?

Alpine Coal delivered in Coquille for \$5 a ton, cash. Phone 71. Helmkin & Son.

Calling cards 100 for \$1.50.

NOTICE OF MARSHAL'S SALE OF PROPERTY FOR DELINQUENT SEWER AND STREET ASSESSMENTS

NOTICE IS HEREBY GIVEN that by virtue of a warrant issued by the City Recorder of the City of Coquille, Coos County, Oregon, on the 6th day of July, 1932, commanding me to sell the premises herein described for the purpose of collecting street assessments against said premises for the improvement of streets included within the First Street Pavement, Series R-1 and Second and Other Streets, Series Y-1, together with interest, costs of advertising and sale, I will on the 8th day of August, 1932, at ten o'clock in the forenoon of said day at the front door of the City Hall in the City of Coquille, Coos County, Oregon, offer for sale the respective tracts of land herein described for

the amount of the assessments hereinafter stated, together with interest, advertising and costs of sale, to the highest and best bidder for cash in hand and sell the right, title and interest of the lawful owners of said premises at the dates and times of said assessments, together with all the right, title and interest of any subsequent holders or claimants. Said premises appearing to be owned by G. Earl Low and Ethel M. Low and described as follows, to-wit:

Lot 7 in Block 68 of Nottley's Addition to the City of Coquille, Coos County, Oregon.
Balance due on assessments \$435.73 with interest thereon at the rate of six per cent per annum from the 1st day of March, 1930.

Lot 8 in Block 68 of Nottley's Addition to the City of Coquille, Coos County, Oregon.
Balance due on assessments \$171.57 with interest thereon at the rate of six per cent per annum from the 1st day of March, 1930.

Except that the City of Coquille, Coos County, Oregon, reserves the right to bid in either or any of said tracts for the amount of said assessments, interest and costs of sale, said sale will be made subject to redemption within three years from the date of sale upon payment of the amount due as provided by law, with interest, penalty and costs.

Dated this 8th day of July, 1932.
Wm. Howell,
City Marshal
By Lewis English,
Deputy.

NOTICE OF MARSHAL'S SALE OF PROPERTY FOR DELINQUENT SEWER AND STREET ASSESSMENTS

NOTICE IS HEREBY GIVEN that by virtue of a warrant issued by the City Recorder of the City of Coquille, Coos County, Oregon, on the 6th day of July, 1932, commanding me to sell the premises herein described for the purpose of collecting street and sewer assessments against said premises for the improvement of streets included within the Tenth Street Pavement, Series Z-1, together with interest, costs of advertising and sale, I will on the 8th day of August, 1932, at ten o'clock in the forenoon of said day at the front door of the City Hall in the City of Coquille, Coos County, Oregon, offer for sale the respective tracts of land herein described for

Oregon, offer for sale the respective tracts of land herein described for the amount of the assessments hereinafter stated, together with interest, advertising and costs of sale, to the highest and best bidder for cash in hand and sell the right, title and interest of the lawful owners of said premises at the dates and times of said assessments, together with all the right, title and interest of any subsequent holders or claimants. Said premises appearing to be owned by U. F. and Daisy K. Snow and described as follows to-wit:

Lot 1 Block 1 of Snow's Addition to the City of Coquille, Coos County, Oregon.

Total amount of assessment, \$225.00, with interest thereon at the rate of six per cent per annum from the 20th day of February, 1929.

Lot 2 in Block 1 of Snow's Addition to the City of Coquille, Coos County, Oregon.

Balance due on assessment, \$225.00, with interest thereon at the rate of six per cent per annum from the 20th day of February, 1929.

Lot 5 in Block 1 of Snow's Addition to the City of Coquille, Coos County, Oregon.

Balance due on assessment, \$270.00, with interest thereon at the rate of six per cent per annum from the 20th day of February, 1929.

Lot 6 in Block 1 of Snow's Addition to the City of Coquille, Coos County, Oregon.

Balance due on assessment, \$112.50, with interest thereon at the rate of six per cent per annum from the 20th day of February, 1929.

Lot 7 in Block 1 of Snow's Addition to the City of Coquille, Coos County, Oregon.

Balance due on assessment \$112.50, with interest thereon at the rate of six per cent per annum from the 20th day of February, 1929.

Except that the City of Coquille, Coos County, Oregon, reserves the right to bid in either or any of said tracts for the amount of said assessments, interest and costs of sale, said sale will be made subject to redemption within three years from the date of sale upon payment of the amount due as provided by law, with interest, penalty and costs.

Dated this 8th day of July, 1932.
Wm. Howell,
City Marshal
By Lewis English,
Deputy.