

The Sentinel

A GOOD PAPER IN A GOOD TOWN
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DRY LAW WAS ENFORCED

The Corvallis Gazette-Times says that "Kansas has been officially dry for a longer consecutive period than any other state and is probably one of the wettest states in the Union." Editor Ingalls may know his co-eds and the whys and wherefores of the higher institutions of learning consolidation scheme, but we doubt that he knows the wet or dry condition of an agricultural state like Kansas. Way back a quarter of a century ago, Gov. Walter Roscoe Stubbs, of the Sunflower state, demonstrated that the prohibition law could be enforced. It was then a veritable Sahara among the states, and all because the governor insisted that the officers do their duty. As to its present "wetness" we cannot say, but doubt that it is any damper than Oregon. It is easy to take a fling at something so far away that no one knows whether it is the truth or not.

THE SIX PERCENT AMENDMENT

The following article by C. C. Chapman, in the Oregon Voter, regarding the proposed amendment to the 6 per cent limitation section of the state constitution, is an illuminating one which should be carefully considered by all voters. The six per cent law has not held taxes down as its originators anticipated, but if the proposed amendment becomes a law it will make certain that levying boards will not think it necessary to jump the base every year as has been the case since the law became operative:

So complicated is the legal verbiage in the 6 per cent limitation amendment on the November ballot that those who try to read its text are likely to vote against it on general principles. Others will vote against it because they imagine it will monkey which they regard as a sort of protection although during its existence taxes have increased in Oregon as never before. Legislative members who sponsored this amendment were too lazy to write even a wee bit of an argument to explain or support it, although their own resolution reserved state pamphlet space for what they might get life enough into themselves to say about it. So it is likely to be defeated because of inertia, fear and misunderstanding its its terms.

Briefly, what this measure does is to keep tax bodies from jumping taxes more than six per cent every three years instead of jumping them every year, and to give two years in between the three in which two years the taxes can be kept low instead of having to be held high to protect the tax base. One evil of the six per cent limitation as we now have it is that to protect the tax base the local bodies have to levy as much each year as they did the year before. This evil is abolished by this amendment. During two of three years low taxes may be levied, and only the third year may they jump to as high as 106 per cent of the previous one of the three years that was the high year.

This measure makes a distinct improvement over the old measure. If we are to have the six per cent limitation, let's have it in form that does not force levying bodies to keep taxes high two years out of three and permits them to pile them up annually at a compound interest rate. We do not believe in the six per cent limitation at all, but we will admit that this proposed measure will be a big improvement on what we have, in that it permits lower taxes two years out of three.

LABOR OPPOSES CONSOLIDATION

By practically unanimous vote Oregon Labor this week threw its strength against the Zorn-Macpherson School moving bill and declared the secretly promoted bill is not an economy measure. As a result of its action taken at the state-wide convention of the Labor Federation at Astoria, it is expected that Labor throughout Oregon will join Governor Meier, the State Board of Higher

Education and scores of local Granges and civic organizations in actively opposing the bill, which establishes new junior colleges and a law school in addition to moving the normal schools and the University.



Retirement of Willard Marks of Albany from the state senate to accept a federal appointment as referee in bankruptcy has revived interest in the question of gubernatorial succession.

As president of the state senate Marks was next in line for the governorship in the event of a vacancy in that office. In fact he has served as governor of the state on several occasions when Governor Meier was absent from the state. Marks' retirement from the senate will leave a vacancy in the senate presidency which can not be filled until that body meets which will probably not be until next January unless a special session should be called which is not anticipated at this time. Heirship to the executive throne in Oregon then devolves upon the speaker of the House who at the present time is Frank Loneragan of Portland.

This will not be the first time in the comparatively brief experience with the present plan of gubernatorial succession that the speaker has occupied the role of heir apparent. Upon the death of Governor Patterson when A. W. Norblad, then president of the senate, became governor of Oregon, Ralph Hamilton, then speaker of the House, became next in line for the executive position and, in fact, served a number of times as acting governor during the absence from the state of Governor Norblad.

Following the reorganization of the senate in January the new president of that body will again assume his place as the first in line of succession to the governorship.

Prior to 1920 the line of gubernatorial succession included the secretary of state but the special session of the legislature in January of that year referred to the people a constitutional amendment changing the succession which was adopted at the regular election in November of that same year by a vote of 78,241 to 56,946.

Chas. M. Thomas, public utilities commissioner, has promised to have his order in the Northwestern Electric company case ready by the end of this week. While the order is of immediate interest only to patrons of this utility in the city of Portland it is of state-wide interest for two reasons. In the first place rumor has it that the order will provide for a reduction in electric light and power rates. In the second place the action of the utilities commissioner in this case is expected to set a precedent for his action in other rate investigations now pending or to be undertaken later.

With the Northwestern Case out of the way, Thomas is expected to give his attention to the question of telephone rates. The hearing in the investigation of the rates of the Pacific Telephone and Telegraph company has been set for September 20 in Portland. It is expected that the hearing will drag out for several weeks, possibly as long as two months so that it is not likely there will be any order from the commissioner on telephone rates before the first of the year.

Fires in Oregon during the past two years resulted in losses averaging 58 cents per week for every family in the state. Maintenance of a fully manned fire department costs only 15 cents per week per family. These figures are being used by A. H. Averill, state fire marshal, as an argument against cutting wages and personnel of fire departments to a point which might interfere with the efficiency of the department. Such a move, even in these times when the taxpayers are demanding curtailment of public expenditures, would be false economy, Averill points out.

Jerrold Owen has advised the governor that the state bonus commission, of which he is executive secretary, has a number of idle farms which should be put to work. Applicants, Owen warns, must be experienced farmers with enough money to finance operations until they can produce a crop or sufficient backing to keep them going. The commission has no money to invest in farming operations. The commission is also offering to give away several tons of prunes and apples as yet unharvested on some of its orchard lands in Polk, Hood River and Union counties. The only string to this offer is that the recipients of the fruit must do their own picking.

The automobile registration department is being deluged with requests for refunds of license fees on one pretext or another. Most of these

requests, however, can not be recognized as the law provide for a refund only in the event of destruction of the motor vehicle by accident or fire. Many motorists want their money back because they have been compelled to store their car in the garage because of inability to buy gasoline or tires or others are leaving the state and think that they are entitled to a refund, while still others have had their cars taken away from them because of inability to meet the installment payments.

Business will improve just as soon as the farmers get enough money for their products so that they will have something left after paying the interest on the mortgage and the taxes, in the opinion of Max Gehlar, director of the state department of agriculture. One-third of the people in this country live by farming, Gehlar points out.

Old Man Oregon is no Shylock demanding his pound of flesh from a hard-pressed debtor. George G. Brown, clerk of the State Land Board, which holds some 3000 mortgages on Oregon farms as security for loans from the irrefutable school fund and other trust funds, declares that it is the policy of the board to give the borrower every encouragement and to refrain from foreclosure as far as possible. Foreclosure proceedings, he points out, are resorted to only as a last resort and when the borrower has failed to show a proper degree of interest in his property.

Program Legion Convention in Portland, Sept. 12-15

Portland, after a year of preparation, is ready to be the scene of the 1932 National Convention of the American Legion in mid-September, according to Aaron M. Frank, chairman of the executive committee of the Legion convention commission. This largest convention ever entertained in the northwest will be attended by 75,000, according to indications from state Legion departments.

The official convention of the Legion and Auxiliary runs from September 12 through September 15. For earlier arrivals the "Rose City," beautifully decorated, will offer attractive entertainment features beginning September 9. From then on, free golf privileges will be accorded all who register, "American Legion Park" will provide free amusement, dances will be held each evening, and hospitality booths will help make arrangements for fishing and recreational trips.

Free sightseeing trips start Sunday morning, September 11, with a round trip leaving for Multnomah Falls and another for the Mount Hood Loop, both Sunday and Monday. Beginning Sunday and lasting through Wednesday, the famous convention "Dugout" open house will serve free "feeds" of Oregon seafoods, cheese, near beer and other products. Patriotic services will be held Sunday evening at the Municipal Auditorium and the Auxiliary will give a dinner to their national president, Louise W. Williams.

Business sessions of the Legion and Auxiliary will open Monday at the Auditorium and the Masonic Temple, commencing Tuesday (day of the "Big Parade") and continue September 14 and 15. Monday will feature the spectacular "Forty and Eight" night parade and the Military Ball and National Commander's Dinner.

The "Big Parade," on Tuesday, beginning at 11:00 a. m., will dominate the events of Sept. 15th.

"Attention of non-Legionnaires everywhere is called to the 'Big Parade,' the 'Forty and Eight' Mardi Gras night parade and the spectacular drum corps competitions, Multnomah Stadium events, constituting the greatest and most thrilling show which will be seen in the Pacific Northwest for many years to come," Mr. Frank stated, "A visit to Portland with the Legion Convention will prove a high light in anyone's life, long and happily remembered."

The brilliant All-States Dinner will be staged Tuesday evening and the famous "Wreck" of the "Forty and Eight" Tuesday night. On Tuesday "American Legion Park" will add a remarkable fireworks display to the regular carnival features and loggers' "Rollo."

On September 14, the crack drum corps of the country will hold their colorful preliminary competitions during the day at the Multnomah Stadium and the championship finals in the evening. Special low fare train excursions Wednesday will carry thousands to Seaside's beaches, stopping at Astoria for a free salmon barbecue.

On Thursday, September 15, final convention sessions will be held and several post-convention tours will be available.

The American Legion convention commission requests members of the Legion and Auxiliary to register early for the Convention. Oregonians may register through their local post commanders. Those in California, Idaho, Washington and other states may register through state adjutants.

Dance, Graham's Hall, Coquille, every Saturday night. Good music by high class orchestra.

Why W. B. Dennis Opposes West Truck Bill

Under the heading "West Freight Truck and Bus Bill a Threat to Oregon Highway System," W. B. Dennis, an engineer of merit and a member of the 1919-20 sessions of the legislature which enacted Oregon's motor vehicle license laws, presents very excellent reasons why that proposed law should be turned down by the people at the election on Nov. 8. His views are worthy of careful consideration by the voters.

I am not interested in any manner whatsoever, directly or indirectly, in truck industries, truck transportation, railroads or railroad transportation. I am, however, deeply interested in our highways as a people owned system of transportation and in the preservation and safeguarding of that system for the use and benefit of all the people on equal terms.

While the 1917 Legislature must be given credit for having initiated our present splendid Highway Commission System and for having given the first impulse to state road construction, the foundation of a workable plan, under which the State has ever since continued to operate, was laid by the 1919 and 1920 Legislative Sessions.

The members of those sessions were imbued with certain ideals, which were interpreted and laid down as guiding principles, and were expressed by the provisions of the laws enacted and by vigorous rejection of every attempt in violation of them.

These ideals were embodied in the conception of an independent state owned system of transportation in the use and benefit of which private interest should never acquire exclusive or special privilege but which should be forever preserved and safe-guarded for the fullest possible use and benefit of all the people on equal terms with respect to each class of users.

This ideal has prevailed as the guiding principle of every Legislative Session from 1919 to 1931. At each of these legislative bills proposing to grant exclusive franchises over the highways were introduced and supported by powerful lobbies. Session after session they have been defeated. Truck and bus men have reason well to remember the part I took in the fight against them over this issue at the sessions of 1919, 1920, 1921, 1923, 1925 and 1927.

By the introduction of the initiative measure commonly known as the West bill the scene of action has been shifted from the Legislature to the people. This is an earnest appeal to the voters of Oregon to preserve the ideals of our Highway System and to support and ratify the actions of previous Legislatures by voting "No" on the West initiative bill.

The West bill, under the guise of "protecting our highways" seeks to take away from our people the benefit of low cost freight transportation by curtailing, restricting, hampering, and eliminating the trucks that are now rendering a far reaching state wide service of incalculable value to the business and farming interests in every community of the state. It is an indirect onslaught against the right of the people to enjoy the full use and benefit of their highway transportation system, to wholly deny the use of our highways for moving certain commodities by imposing restrictions rendering it impractical to do so, and to raise the cost of every ton of freight moving over state and county roads.

Truck freight transportation in a few years has grown to enormous proportions, not only in Oregon but everywhere. Why? Because the people patronize it. Why do they patronize it to the exclusion of other forms of transportation? Because it furnishes them a low cost extremely flexible form of transportation peculiarly adapted to modern business practice. This is one of the direct outstanding benefits which all the people receive from their people owned highway system, one of the dividends if you please they are receiving from their investment of \$150,000,000 in our roads. Shall this benefit be now taken from them or seriously impaired?

Every merchant, farmer or other business man, every housewife or school child, even to the remotest corner of the state, is more or less a dependent beneficiary of modern highway truck transportation. Even the proponents of the West bill will hardly deny that if this bill becomes law it will raise the per ton-mile cost of every pound of truck transportation moving over the highways which cost, the shipper, not the truck, must pay. And if truck transportation does not survive then what? What substitute form of transportation, and at what freight charge, do the proponents of the West bill propose to furnish?

If raising the shipper's cost of truck transportation and, by radical road restrictions, reducing the volume of truck transportation is not the purpose of the West bill then what is its purpose? If the cost of truck freights is raised and the volume of truck transportation is reduced who



HEALTH in the HOME

Practical Studies for Wives and Mothers

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PREVENTION OF ACCIDENTS

SERIOUS accidents in the home are very common and often result in fatalities. The National Safety Council reports that in a recent year there were 25,000 fatal accidents in American homes and that over 9,000 of those who died were children under 15 years of age; also that there were 5 million non-fatal accidents in our homes. How safe is your home? Prevention is a thousand times better than cure and most of the accidents which occur at home could be prevented by a little care. Young children are very often the victims. Many of them lose their lives or suffer serious and painful injuries because of carelessness or negligence on the part of adult members of the family.

Here are a few suggestions for avoiding accidents in the home. If observed, they may prevent much suffering or even death and the heartaches and self-reproach that comes to those who realize too late the dire consequences of carelessness.

1. **Fires and Stoves.** Burning and scalding are the principal causes of death from home accidents among children. Don't allow romping and skylarking near the kitchen stove. Don't put a kettle or saucepan of boiling water at the front of the stove. Any one passing may knock it over and get severely scalded.

2. **Gas.** Don't leave children alone in a room with a gas stove or where they can reach a gas jet. Accidentally or in play they may turn on the gas and be asphyxiated. Be sure rooms with gas are always well ventilated. Remember the kettle may boil over and put the gas out.

3. **Electricity.** Electric fans should be out of reach of little fingers. Always stop a fan before moving or adjusting it. Electric cords of toasters, reading lamps, irons, etc., should be renewed when they show signs of wear and tear.

Never reach out from your bath and touch any electric connection; this is very dangerous.

4. **If you have to climb up to cupboards, etc.,** get a good step-ladder. Don't use boxes, barrels, rickety chairs or pile books or other objects on top of one another.

5. **Be careful getting in and out of the bath tub.** Don't leave a cake of soap in the bath or you may step on it and have a severe fall. Spread a bath towel or mat on the bottom of the tub. A rubber mat in the tub makes it safer.

6. **Young children love to put things in their mouths.** Begin early to train them not to do this. If you do see a child with a marble or some other small thing in his mouth, don't shout at him. You may startle him so that he will swallow it.

QUESTIONS:

All wives and mothers should be able to answer these questions: 1. What are the principal causes of accidental death among children in the home? 2. Name two ways in which serious accidents can occur while taking a bath? 3. Why should children be forbidden to put things in their mouths?

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This is the 11th of a series of 12 articles on Health in the Home. The 12th and concluding article will be on Civic Health Regulations.

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will be the beneficiary? Certainly not the people who own the highways.

Space here will not permit discussion of the provisions in detail of the West bill. I will call attention only to Sections 4 and 5. Section 4 reduces the allowable total load from the present 49,000 lbs. to 34,000 or by about one-third of the load now allowed by law. Section 5 in effect entirely eliminates the freight trailer. In practice, say a five ton four wheel truck hauling a trailer, would carry 5% of its load on the trailer and 95% on the truck body. If the trailer should be eliminated as the West bill demands it is obvious that the truck would be compelled to make 2-1/2 trips to haul the same volume of freight now transported in one trip. Obviously this would increase the cost of the haul 2-1/2 times. If the present freight charge on a ton of merchandise should be, say, \$4.00 per ton it would have to disappear as a mode of transportation. Is that what the proponents of the West bill want? Is that what the merchants and other people of Oregon want?

Section 4 of the West bill allows a maximum combined load of 34,000 lbs. Such a total load as applied to a five ton four wheel truck is an absurdity. No five ton four wheel truck without trailer could carry such a load without dangerously overloading and doing great damage to the road. Furthermore, he would be violating present laws which restrict loading to the safety formula worked out by the United States Bureau of Public Roads and now incorporated into the laws of this state and of many other states.

To those who have the necessary engineering knowledge of such matters, and who are familiar with existing laws of this state, the claim of the West bill that its purpose is to "protect" our highways against "the dangers attending use of the highways by commercial operations" must be regarded as an utter absurdity.

Every provision known to engineering science for the perfect adjustment of load to wheel-base, rubber to load, distribution of load to axle, speed to impact, etc., etc., has been incorporated into our present laws. Our highways have been built to standards to withstand the stress of truck traffic provided for by these regulatory laws. Practice and code

are knit together in a well balanced and unified system which would be thrown out of balance and utterly upset by the West provisions.

I have no quarrel with the West bill, or anyone else, who may think that the license fees of some classes of trucks (and let us also include the busses) should be revised upward. It may be that, in the light of experience, some readjustments should now be made. But this is work for the Legislature, not for the voters. The only intelligent thing the voter can do is to follow the safe rule to vote "No" on a measure he does not and cannot understand. I feel it to be my duty to earnestly so advise.

The board of control has authorized the construction of a two-story reinforced concrete hospital building at the State Institution for Feeble Minded, at a cost of not to exceed \$20,000.

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

Fat Man Reduces 53 Pounds--Oh Boy!

Don't be stubborn, you big fat men--throw off your fat before your fat throws you into the discard. Do as Mr. S. A. Lanier, of Sawtelle, Calif., did--read his letter:

"I have used two reducing belts to no benefit but since using Kruschen Salts each morning in my coffee I have taken off 7 lbs. a week and eat most anything I like. I weighed 243 lbs. 6 months ago and now I weigh 190 lbs."

Take one half teaspoonful of Kruschen Salts in a glass of hot water every morning--cut down on fatty meats, potatoes and sweets--now you know the safe way to lose unsightly fat.

For a trifling sum you can get a jar of Kruschen Salts that lasts 4 weeks at Fuhrman's Pharmacy, Inc., or any druggist in the world--but be sure and get Kruschen--your health comes first.