

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.

PRESENT STATUS OF REPEAL

(Pathfinder)
Looking over the easy victories in states that have already acted on repeal of the 18th amendment, many of the more enthusiastic wets are already conceding themselves the fight. While Michigan, Rhode Island, Wisconsin, New Jersey, New York, Wyoming, Delaware, Nevada, Illinois and Indiana have already taken action, even the dry forces had these listed in the wet column, as evidenced by their failure to stage a real campaign against repeal. The dries are acting wisely by saving their ammunition for the states in which real fights will occur, for they need carry only 13 states to block repeal and their task is really simpler than that of the wets.

Unlike most amendments, repeal is receiving prompt attention; 33 states, including those in which the vote has already been taken, having provided the machinery for action this year. Arizona, Florida, Idaho, Missouri, Montana and Utah are also expected to get things going this year, so that by the end of 1933 the country should have a pretty good idea whether it is going to be wet or dry.

Only Georgia, Kansas, North Dakota, Colorado and Oklahoma have shown any inclination to postpone the issue, legislatures in the first three states adjourning without taking action, and the governor of the other two vetoing repeal resolutions. In Kentucky, Louisiana, Mississippi and Virginia no action will be possible until the legislation meets next year. All the other states have voted, or will vote, in 1933.

Here is the way the wet forces see the situation:

Wet—Arizona, California, Connecticut, Louisiana, Maryland, Massachusetts, Missouri, Montana, Pennsylvania, Washington.

Good Prospects—Colorado, Florida, Minnesota, New Mexico, Ohio, Oregon.

Hopeful—Iowa, Kentucky, Maine, New Hampshire, North Carolina, North Dakota, South Dakota, Texas, Vermont, Virginia, West Virginia.

Doubtful—Alabama, Georgia, Idaho, Mississippi, Nebraska, South Carolina, Tennessee, Utah.

Dry—Arkansas, Kansas, Oklahoma. The accuracy of this estimate may be judged by the fact that the ten states voted so far were all wet.

Postmaster General Farley states that if repeal fails taxes will be from \$6 to \$10 on each \$100 income.

Since the above was printed, New Hampshire has voted wet, two to one, Connecticut about seven to one, and Iowa three to two for repeal.

TABLOIDS

By W. S. Sickels

Seeing Double?

According to a news item two whales have recently been seen playing in the ocean off Bandon beach, notwithstanding a Kentucky court has just decided that 3.2 is a soft drink. Probably it was pre-agent stuff. [Editor's note—We heard the same story Monday from a Coquille man who had not had any 3.2. He saw the whales Sunday.]

This dictator business is not new. Rome had its first dictator two thousand years ago, when Lartius began the job in 498 B. C. He lasted ten years and that record still stands.

June 21 or 22 is popularly believed to be the "longest" day in the year. However, in this latitude, the longest day occurs on June 19, according to World Almanac. The duration of possible sunshine was 15 hours and 20 minutes. June 20, 21, 22 and 23 were days of equal length, being one minute shorter than the 19th.

The farm mortgage debt of Oregon is \$64,000,000. Iowa leads in this respect with \$453,000,000. The rural

population of Iowa is 3½ times that of Oregon, while the farm mortgage debt of that state is more than seven times that of Oregon. Perhaps we are not so bad off as we think we are.

With more than \$11,000,000,000 in U. S. postal savings, it is apparent that Uncle Sam furnishes the greatest opportunity for hoarding. Nineteen of this vast sum is in banks in large cities. Very few little cities are depositories designated by the government for the receipt of this class of deposits. Money deposited in the postoffice in Coquille goes to Portland. Thus, throughout the nation, rural communities are drained of this money. Country banks cannot afford to comply with government requirements, which are very exacting. Interest must be paid on the deposits and they must be secured by the choicest collateral. Hoarding of gold has been outlawed, denounced, proscribed and condemned for the reason that it takes the life of industry and business. Hoarding by the postal savings method does the same thing, but the effect is only upon the small towns.

When the consumption of beer, at 20 cents for twelve ounces, becomes popular we will know that prosperity has indeed returned.

The boys of the C. C. C. camps will be allowed \$5 each month to spend as they please. The other \$25 is sent back home to the folks. If the folks don't need it they will return it to the boys. Thus there is commercial importance in having two or three hundred of the boys encamped near Coquille, even if the maximum of spending remains at \$5.

Explained at Last

"For whosoever hath, to him shall be given, and he shall have more abundance; but whosoever hath not, from him shall be taken away, even that he hath."—Matthew 13:12.

St. Luke (19:26) expresses the same thing in this manner:

"For I say unto you, that unto every one which hath shall be given; and from him that hath not, even that he hath shall be taken away from him."

Everyone concedes the truth of the above passages from the Scripture. They see the working of it in everyday life, yet claim they cannot understand it. Some view it as a needlessly cruel fixation in human affairs. However, when Jesus spoke the words, in the course of his Sermon on the Mount, he was not laying down a new law, but merely giving observation to a condition that had been developed by man during the many previous centuries. Man hasn't changed in six thousand years and he never will. He "that hath not" is still a nut, and he "that hath" is still wise and stands patiently near, waiting for the nut to crack. Here is the way it works:

Mr. Nut No. 1 playeth the stock market and the House of Morgan smilith with satisfaction.

Nut No. 2 putteth a mortgage on his house, buyeth himself an automobile and goeth forth to burn up the highway. General Motors, Henry Ford and Standard Oil snickered up both sleeves.

No. 3 exchangeth his shekels for a case of 3.2 and Mr. Brewer waxeth fat and rotund with merriment.

No. 4 ceases his toil in the ditch at the close of day and taketh a carton of cigarettes home to his family. Mr. Tobacco Baron increaseth his advertising appropriation and spreadeth a banquet for his friends.

No. 5 obtaineth a loan from No. 6 and both contribute to Mr. Slicker, who has sold No. 5 a hunk of beautiful blue sky.

No. 7 to 1000: Just that many more ways of spending foolishly for the benefit of those who already have an abundance.

Today is here, and tomorrow just ain't.

The Portland Oregonian is worried because that city has had to borrow money to meet its payrolls. Why not hand the boys and girls warrants, like we do here in Coos county, and let the recipients of said warrants do the worrying?

Dr. Jas. R. Bunch left Tuesday evening for Portland to attend the state dental association annual sessions. He was accompanied by Mrs. Bunch and their children and Mrs. Sarah Wheeler who had been visiting here for the past two months or more. She is an aunt of Mrs. Bunch, whose home is in Portland. The doctor and family expect to return Sunday.

Mrs. Jennie Price left Tuesday for a month's visit with her sister, Mrs. Herman Carl at Hubbard, and her daughters, Mrs. Harry Sharkey and Mrs. Claude Barrows at Montesano, Wash. She was accompanied as far as Portland by Mrs. Maurice Harvey, who had been visiting her mother, Mrs. Inez Chase, and by Miss Marsh, of Port Orford.



By A. L. Lindbeck

Motor vehicle registrations from Coos county as well as fees paid by Coos county motorists fell down materially in the 11 month period ending May 31, as compared with the same period a year ago, according to figures compiled by the state department. Registration of passenger cars for the 11 month period this year totaled only 5,298 compared with 6,435 for the same period last year while truck and trailer registrations declined from 710 to 572. Fees contributed by Coos county motorists for all purposes in the 11 month period this year totaled \$121,352 compared with \$165,633 for the same period last year.

Passenger car registrations for the state as a whole slumped from 237,493 for the 11 months of 1931-32 to 219,346 for the same period this year with a decline in the truck registrations from 25,834 to 23,500 in the same period. Fees show a slump of nearly \$900,000 in the 11 month period from \$6,147,350.66 to \$5,289,058.21.

With Charles M. Thomas, public utilities commissioner, discussing "Oregon's major power problems," and Rufus Holman, state treasurer, standing foursquare on the Joseph power platform, prospects are for a high-powered gubernatorial campaign in Oregon next spring. More power to 'em.

Two hundred and ninety-seven Oregon motorists ran afoul of the law during May for failure to comply with traffic regulations while 14,827 others who transgressed some minor rule of the road were let off with a warning, according to the monthly report of Chas. P. Pray, superintendent of state police. Fines imposed against offending motorists during the month totaled more than \$5,000.

Oregon counties may find it necessary to finance a larger portion of

their relief funds out of their own pockets next winter or take the pauper's oath that they are unable to meet the responsibility if they expect any further help from Uncle Sam. During the past eight months the federal government has poured more than \$3,000,000 into Oregon for direct relief of the unemployed. This has all been apportioned among the counties with no strings attached as to match money. Now comes word from Washington, D. C., to the effect that the federal administrator will expect the states to do a little more lifting on this load than they have been doing. Oregon has no fund available for direct relief. Even if the legislature should be called into special session as has been suggested the condition of the general fund would not permit of any substantial appropriation for this purpose and a bond issue or special tax levy would hardly be received with favor by the voters in their present mood. State officials, however, are not inclined to treat the situation as serious. The huge public works program which will be opening up in this state next month is expected to provide jobs for several thousand men on the roads and bridge construction. This, together with a revival of business and industry generally is expected to reduce the need for direct relief to a point where most, if not all of the counties, will be able to meet the federal requirements as to co-operation by the time another winter season rolls around.

R. H. Baldock, state highway engineer, has advised the federal administrator that Oregon is all set to go on a gigantic road and bridge program as soon as word is received from Washington to proceed. Baldock estimates that Oregon will receive \$15,200,000 out of the public works appropriation for highways and bridges. Plans have already been completed covering \$1,750,000 of highway projects as well as for one of the five bridges it is proposed to construct on the Coast highway. Plans for two more of these bridges can be ready within four months and all five bridges can be under construction in less than a year, Baldock declares.

There are 3,214 separate taxing units in Oregon divided as follows: One state government, 36 counties, 190 cities and towns, 2,177 school districts, three county unit school districts, 26 water districts, five dike districts, 574 road districts, 41 drainage districts, 13 ports, 45 irrigation districts, seven improvement districts, one bridge district and one dock commission.

It is indeed an ill rain that doesn't do some good. While residents of Oregon generally have been devoting a lot of energy to adverse criticism to the weather man for the backward spring, the rains have been most welcome to Oregon timber owners. According to Lynn Cronemiller, state forester, the season to date is the most favorable that this state has had in many years with not a single forest fire of serious proportions reported so far.

Traffic accidents are on the decline but fatalities show a gain over last year's figures in spite of the fewer accidents. In the first five months of 1933 there were 9,188 traffic accidents whereas in the same period this year there have been only 7,509. On the other hand while only 87 lives were lost as a result of accidents on Oregon highways up to May 31 last year, this year 89 persons were killed in traffic accidents. May was a particularly bad month for traffic deaths with 18 lives

lost, an increase of five over May, 1932.

Oregon high schools have turned out approximately 12,000 graduates during the past few weeks, according to Chas. A. Howard, state superintendent of public instruction. In addition colleges, universities and normal schools in this state have graduated another 2,000 young men and women. The big problem before the country today, in Howard's opinion, is that of providing jobs for this small sized army, many of whom have turned their backs on school for good and are anxious to begin work at something that offers an opportunity for earning a livelihood with some prospect for advancement.

Residents of 45 states, the district of Columbia, Hawaii, Canada and China were included among the 18,880 motorists who registered in Oregon during the first five months of this year. The only states not represented in this registration were Delaware, New Hampshire and Rhode Island.

County tax levies for road construction this year are 60 per cent below the peak year, according to figures compiled by the Oregon tax commission. Municipal taxes have been reduced four and one-half per cent from the peak figures, public school taxes are down 14 per cent and the levy for higher education has been reduced 88 per cent below its highest point. Little saving has been possible in the cost of county government due to the large amount of relief work necessitated by unemployment.

Opposing the Truck Law

The following open letter to Gov. Meier by the Oregon Truck Owners' and Farmers' Protective Association, voices the protest of thousands of independent truck owners and farmers to the Motor Transportation act passed by the last legislature.

The circulated report that truck owners have been advised to operate after July 1, regardless of the law, is denied by the association president who says:

"Pending and during our attempts to halt this Act by injunction, we ask that all operators affected, delay all license payments or applications until July 1, and then to obey the law, or cease operation until relief is granted."

The open letter to the governor is as follows:

At the last session of the Oregon Legislature, a law, titled, Motor Transportation Act, Chapter 429, Oregon Laws, 133, was enacted. This bill in similar form was decisively defeated by the voters of Oregon at the last general election.

The Motor Transportation Act, effective July 1, 1933, will, because of stringent and arbitrary requirements and excessive license and fee requirements, make it impossible for trucks owned by small private operators to continue in business.

A careful survey reveals that approximately 24,000 trucks are affected by this law. Investigation by officials of this association provides premises for the belief that at least 10,000 trucks will be forced out of business because of the law's drastic demands.

In addition to causing a loss of hundreds of thousands of dollars to gasoline companies, garages, truck sales, tire service, truck mortgage holders and allied business, this law affords a complete monopoly of highway transportation in favor of the railroads and large truck lines now listed as Common Carriers. It fails to correct the

great public objection against the presence of huge freight vans, the larger logging trucks and gasoline tanks and trailers as these large units will remain while the small operator is forced from the picture.

This monopoly will cost the people of this state vast sums through increased freight costs and added charges for fuel and other specific items.

Communities remote from railroad facilities, now dependent upon truck service will be injuriously affected.

A serious situation will develop as many thousands of men dependent upon smaller units of the trucking industry will be thrown out of employment. At this time Oregon already faces a bad unemployment problem.

This act is so drastic that its primary purpose to raise funds for state highway department requirements is defeated. This Act purposed that trucks operating in Oregon should provide about \$3,927,636.00, or 45 per cent of state-highway funds. It can be clearly seen that inability of a major portion of trucks to operate will seriously cut down the total revenue moneys required for state purposes in the highway program.

Believing that this act is unjust and insufferable, members of this association have delayed compliance with terms of the act. Pledged to use peaceable measures they await your action in their behalf.

Young earwig hosts are on the march again in yards and gardens and just at the best stage for effective poisoning, says R. E. Dimick of the Oregon State college department of entomology. In many localities the ranks of the earwigs have been greatly depleted by the ravages of the earwig parasites that have been liberated in Portland and many other cities of the state, but some supplementary poisoning at this season before the parasites are active has been found a big help in control.

The poison most effective is Bran 12 pounds, sodium Fluosilicate 1 pound, and fish oil 1 quart, mixed together without water. The bait is applied thinly over the yard and in large quantities around the base of buildings, trees and fences, avoiding lumps that might attract children.

WHY GET UP NIGHTS?

Make This 25c Test
This easy bladder physic is needed to drive out impurities and excess acids which cause irritation that results in leg pains, backache, burning and getting up nights. BU-KETS, the bladder physic, containing buchu, juniper oil, etc. works on the bladder pleasantly and effectively, similar to castor oil on the bowels. Get a 25c box (5 grain size) from your druggist. After four days, if not relieved of getting up nights go back and get your money. You are bound to feel better after this cleansing and you get your regular sleep. Sold by Fuhrman's Pharmacy.

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