

The Sentinel

A GOOD PAPER IN A GOOD TOWN

H. A. YOUNG AND M. D. GRIMES

Publishers

H. A. YOUNG, Editor

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THE COAST HIGHWAY

It's good news to western Oregon as well as to tourists who travel the comfortable Coast Highway, that the State Highway Commission at its session Tuesday decided to use \$40,000 of the funds available for oiling the Florence-Gardiner section of the highway and \$50,000 on the Port Orford-Euchre creek section in Curry. When this work is finished it will leave but 16 miles of the highway between the California and Washington line, unoled. The 16 miles is from the neighborhood of Yahats south.

Having just come over the highway from Portland this week, the Sentinel editor knows how much that 19 mile stretch from Florence to Gardes will be benefitted by the oiling.

And when the five bridges replace the ferries to the north the Coast Highway will be one of the most travelled roads in Oregon.

Tuesday afternoon from McMinnville to Otis and south we encountered greater traffic than on the Pacific highway last Friday, the Columbia river highway on Saturday and again on Tuesday, or the Satus highway from Goldendale to Yakima in Washington.

And the cooling off process when the ocean breezes and temperature was encountered almost made the heat and perspiration of the interior whole while.

Infant Mortality Decreasing

The death rate among babies in the cities of the United States for the year 1932 reached the lowest point on record, according to the report just issued by the American Child Health Association. The figure was 56.8, or four points below the rate of 1931. The rate today is half what it was twenty years ago. This report is based on provisional records from the United States Census Bureau supplemented by returns from state and local officials. It covers 943 cities of the Birth Registration Area, which consists of 46 states and the District of Columbia.

"Medical, public health, social and relief groups, as well as the public at large, may feel gratified at this result, and derive from it new encouragement to continued, unremitting effort in the baby saving campaign," states Dr. S. J. Crumrine, general executive of the Association in the preface of the report. Dr. Crumrine points out that the 1932 rate serves as one index at least of "a successful adjustment to the trying times of the last few years."

Portland, Oregon, of all the cities over 250,000 in the United States, had the lowest death rate for babies under one year of age in the year 1932. The infant mortality rate there was 34 per 1000.

TABLOIDS

By W. S. Sickels

Under date of August 4 public notice was issued from the San Francisco office of the Pacific Division Engineer that the War Department had turned thumbs down on the pending proposition for further improvement of Coquille river, bar and entrance. A report by the Committee on Commerce of the U. S. Senate finds that, when authorized, the existing project was estimated to cost \$100,000 for new work and \$20,000 per annum for maintenance. The cost of new work to date, it is stated, has already exceeded the original estimate and the project is no where near completed. The report says further:

"Ledge rock has been encountered in the entrance channel, and from investigations made since the project was authorized, it seems clear that the project depth of 16 feet cannot be secured and maintained on the bar without rebuilding and extending both jetties. Under the circumstances

it is estimated that completion of the existing project will involve an additional expenditure of about \$600,000. On account of the small tributary area it does not appear that a waterborne commerce sufficient to justify such expenditure can reasonably be expected to develop. Therefore it is believed that new work at the locality should definitely be discontinued and the existing project modified so as to make the present controlling depth of 13 feet the project depth."

There exists the right to appeal from the above conclusions of the Board of Engineers for Rivers and Harbors, a permanent body sitting at Washington; but looking at the matter from an unprejudiced viewpoint, there has been too much waste of public funds—pork barrel stuff—trying to make seaports where there is no justifiable demand for them. The government should now be asked to make appropriations to clean up the unsightly wreckage presented by the many abandoned projects along our coast lines. Everywhere you see them they are a terrible nuisance. Thousands of men could be employed in the cleaning up and restoration of what were formerly beauty spots. Decaying wreckage of something that failed is a detriment to any community. It had better be cleaned up. The old material couldn't be used again, anyway, even if changed conditions in the future warranted resumption of operations.

It was my privilege in 1913 to roam about the decks of Old Ironsides while that vessel was lying quietly at its lock in Boston harbor and not far from "Tea Harbor," where one of the first tax revolts took place—and there are to be others. Boston has many historical shrines. Visitors, always, but no crowds and no excitement. Plenty of time for meditation.

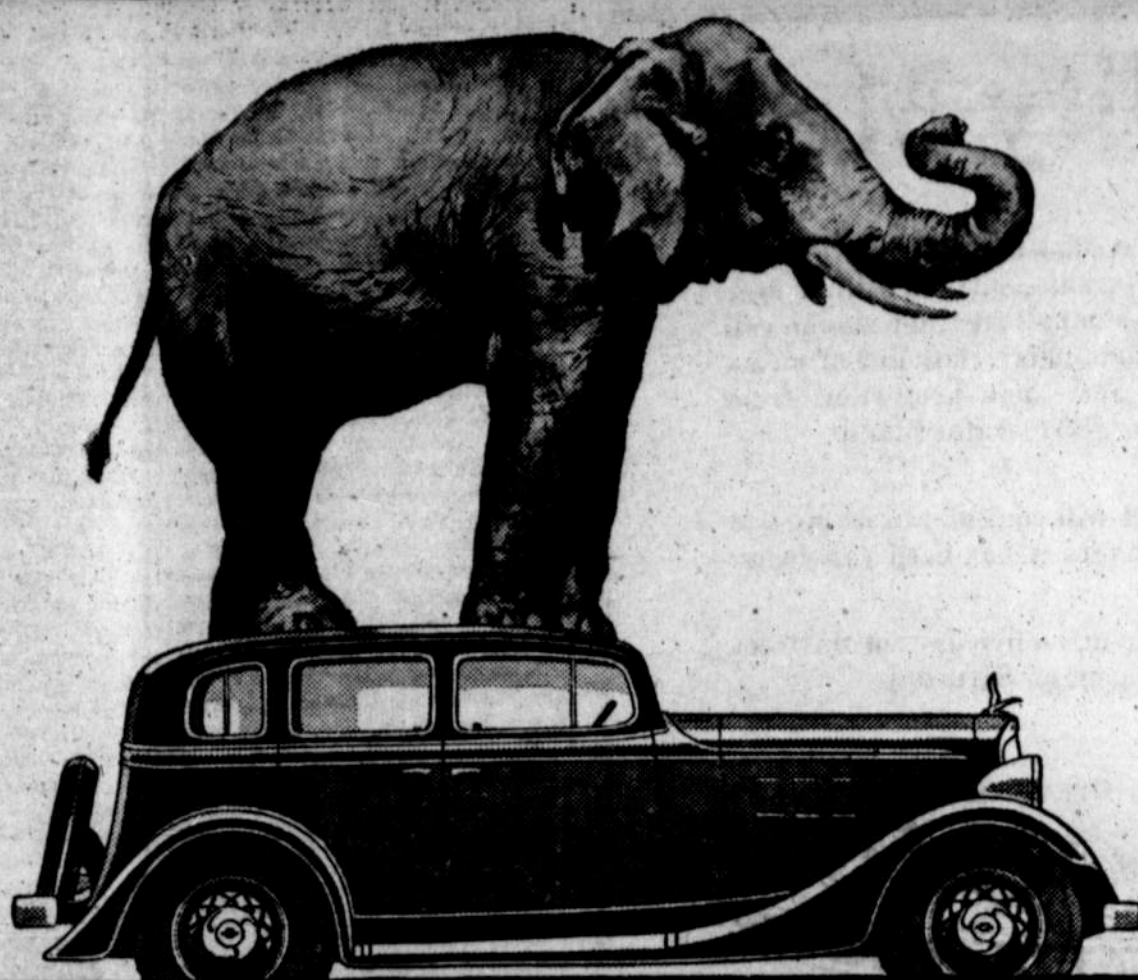
John W. Kelley, the Oregonian's political maestro in Washington, says President Roosevelt is a most enthusiastic advocate of the development of rivers. Referring to the Columbia, Mr. Kelly continues: "He visions a series of dams, pooling the swift waters and stilling them. He sees strings of barges, sedately moving along like elephants linked together with trunk and tail." That's "fine writing," I call it. Brings back memories of the circus parade of other days and also recalls to mind the busy little tug towing many barges on the rivers back east. The Hudson, the Ohio and the Mississippi are great for barge transportation of freight and the cost is so low you can hardly believe it. "And the Columbia flows idly to the sea."

Some business concerns may think "there ain't no such animal" as a blue eagle, but it may let loose a scream some of these days that will bring them to a realization of its existence in fact.

Eight years ago last New Year's night I was driving an automobile up East Second street. At that time it had a narrow plank for pavement. It was midnight and old nature was indulging in a blinding rain storm, as is nature's custom in Oregon at that season of the year. One of the rear wheels slipped off the plank way. You know how it is. Service stations were all closed. I called up the manager of the one I happened to be patronizing at the time. He left a New Year's party at his home, and accompanied by one of his guests, came to my assistance. He refused to accept any pay for his trouble. Perhaps it was because it was New Year's, I dunno. He wasn't even well acquainted with me, as I had been in Coquille only a short time. His service station has had almost all of my business since. That's what "service" does for business, and I think of that incident almost every time I drive in there. Perhaps most service station men would have done as he did. And then there are some who wouldn't care to be bothered—at midnight, when it's raining.

In last week's Sentinel we notified the world that we had lost our pet cat. The world responded by restoring him to us. We found him in the garden last Saturday evening where he had always been contented to lie while enjoying the sunshine. However, "Tommy" is badly crippled, his right hind leg being apparently useless at this time. Looks as though he might have been run over by an automobile. In his crippled condition we do not believe he could have returned unassisted. Also he had the appearance of having been cared for. Who the good Samaritan was we have not yet learned, but to that person we here acknowledge our gratitude. We believe our pet will recover the use of his leg. We have had him for six years. The happiness he manifests in being at home again is our reward for having given him six years of care and attention. Foolish about a cat? Well, we believe most folks will understand.

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Oregon in formally ratifying repeal of the 18th amendment to the federal constitution at its constitutional convention here at Salem Monday afternoon, hung up two records of nationwide interest.

First, the convention was presided over by a woman, making the gathering unique in that respect. Second, the convention was in session just two hours and seven minutes, the shortest record for any of the ratifying conventions thus far. The previous record was held by the Massachusetts convention which was in session two hours and forty minutes.

Except for the speech by George L. Baker, former mayor of Portland, placing in nomination Mrs. Nan Wood Honeyman of Portland for president of the convention and the seconding speech by Mrs. Lotta Smith of Salem, the convention was devoid of any semblance of oratory.

The delegation came with one object in view—to ratify repeal of the eighteenth amendment—and proposed to do it as expeditiously as possible, discouraging efforts of some of the delegates to introduce other problems such as that of a special legislative session.

Of the 116 delegates chosen at the July election, only one—A. C. Minger of Ashland—failed to respond to the roll call. The vote on repeal was 110 to five, the minority vote being cast by Claude Buchanan and H. L. Mack, of Benton county, and L. C. Gilson, George C. Richards and J. T. Woody, of Linn county.

Prior to the opening of the convention at 2:30 o'clock the delegates, together with a number of other guests

were entertained at a luncheon at the Marion hotel at which the Oregon Hop Growers association was host.

Oregon was the twentieth state to ratify repeal. The official certificate recording the action of the convention has already been forwarded to Washington by the state department. As soon as sixteen more states are added to the repeal column the eighteenth amendment will be inoperative.

Another "third working day of the month" passed by last Thursday without a meeting of the board of control. In fact meetings of that board have come to be almost a thing of the past in spite of the provision of the law requiring that the board members get together monthly for business purposes. State Treasurer Holman was the only member of the board present at the capital on the "third working day." He waited in vain the entire day for the meeting that was not called. Secretary of State Hoss was still recuperating in a hospital at The Dalles and Governor Meier, who had visited Salem on the previous day, was busy at his store in Portland.

The Industrial accident commission went back onto an eight-hour day basis effective August 1 and salaries of employees are being readjusted accordingly. This department began slashing its payroll two years ago, long before the depression had made itself felt in other state departments. A year ago the department went onto a six-hour-day basis. Salary reductions, all told, amounted to approximately 33 1/2 per cent. While salary readjustments will mean heavier pay envelopes for all employees of this department their pay will still be well under the schedule prescribed by the last legislature. Expenses of this department are limited to ten per cent of its revenues, which have been hard hit the past few years due to payroll slashes in industries protected by the Workmen's Compensation act. The recent business revival has already

made itself felt in the Accident Commission in an increase in the number of workmen coming under the provisions of the act and an increase in contributions to the fund.

State employees will have to content themselves with pulling for the national recovery program in the hope that business recovery will enable property owners to pay their taxes and make possible a restoration of their salaries to the old pre-depression base after the close of the present biennium. Attorney General Van Winkle has ruled that the recovery act does not apply to state departments since salaries of state employees and officials are fixed by legislative action and limited by appropriations.

Schools of Coos county this year received only \$8,976.57 from the state's irreducible school fund. The allocation was made on a basis of \$1.11 per child of school age. Last year there was \$120 for each school child from this fund and ten years ago the apportionment was made on a basis of \$1.64 per capita. Interest collections from loans from the irreducible school fund increased gradually until 1930 when the peak was reached at \$411,607.38. Since that time collections have suffered a serious slump due to inability of farmers to meet their obligations. This year there was only \$289,332.60 available for distribution among the schools of the state, a slump of \$122,000 from the 1930 peak. Improved prices for farm products, it is hoped, will be reflected in better conditions and an increase in the school fund next year.

The truck operators may have been slow in starting their fight against the new bus and truck bill but, once started, there seems to be no stopping them. Two suits have already been started attacking the validity of the act and a third is in prospect. An injunction has been granted in

one case restraining the public utilities commissioner from applying the act to private carriers and contract haulers. The common carriers are understood to be back of the proposed third suit. And to afford another remedy in the event their litigation fails to bring the desired relief an initiative measure has now been started which will place the act before the voters at the next general election for their approval or rejection.

Not only have gasoline sales shrunk seriously during the past few months but distillate sales as well, according to figures compiled by the state department. In fact in the first six months of 1933 distillate sales totalled only 126,432 gallons compared to 1,685,817 gallons for the same period last year. Gasoline sales for the six-month period are 2,550,000 gallons under those for 1932. Incidentally the state tax on motor fuel oils so far this year is \$68,000 under the 1932 figure.

If Governor Meier is only looking for encouragement before calling a special session of the legislature he seems to be in a fair way to getting it. Donald Ryan, Clackamas county representative, announces that he already has 32 legislators signed up in favor of an amendment to the bus and truck bill with prospects that many more will sign up when asked.

The following interpretations of President Roosevelt's N. R. A. code, which is in effect until each line of industry adopts its own code and has it accepted, were prepared by Donald R. Richberg, counsel for the N. R. A. They throw some light on phases of the president's code which have been somewhat puzzling:

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