

The Sentinel

A GOOD PAPER IN A GOOD TOWN
 H. A. YOUNG and M. D. GRIMES
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COOS VOTE BELOW AVERAGE

Although Coos county cast 54.2 per cent of the registered vote at the general election this month, it was considerably below the average for the state as a whole, with its 63.4 per cent. Sherman county was high for the state, more than three-fourths of its voters casting a ballot, 77 per cent to be exact. Coos county totalled 7,635 votes out of 14,982 registered, and the state total was 307,275 out of 484,481. Linn and Yamhill counties, with 70 per cent voting, were next to Sherman, while Lake and Wheeler came next with 69 per cent. Malheur county showed the least interest in who should be governor, only 42 per cent of those registered voting, 3600 not taking the trouble to vote out of a possible 8252. Multnomah, with 164,943 registered, voted 67.1 per cent.

FREE BRIDGE FIGHT IMPENDS

The Sentinel correspondent in Salem writes:
 "Any attempt on the part of the coast counties to remove the toll provisions from the coast bridge contract will probably meet with strenuous opposition, particularly from southern and eastern Oregon counties."

Of course, this opposition was to be expected, particularly from some of those counties and sections which have already had their highway bridges built and which are now in toll-free operation. If those sections which have had their bridges built out of state highway funds can only keep a toll charge on the Coast Highway bridges, they think they can keep a lot of travel off the coast road and on their own particular stretch of highway. Maybe they can, but it is doubtful that a tourist who once has sampled the cool coast climate and the unrivalled scenery of the coast would hesitate to pay toll on two or three or five bridges in order to repeat the delights of such a trip. However, the Coast Highway is just as much entitled to toll-free bridges as are the Pacific, the Columbia River, the Dalles-California, the John Day, or any other highway in the state. The claim of the Coast Highway for free bridges is just, and there are many sections along those other highways which will not fight the proposal to give the Coast highway its just dues.

"HOW'S YOUR OLD MAN?" IN DULCET TERMS

Under the heading, "How's Your Old Man?" which could be just as intelligently worded, "So's your old man," the following appeared in the last issue of the Pathfinder. The Sentinel would like to give a year's subscription to anyone who can, without reference to a dictionary or any other source of information, give an understandable definition of all the words used:

Not long ago the Pathfinder had an editorial on "Use Simple Words" in which aspirants for literary advancement were advised to religiously eschew polysyllabic orthography because the philosophical and philological substructure of this principle is ineluctable, etc. A reader who enjoyed that effusion was apparently motivated under strenuous emotional circumstances to send us the following extract from Niles' Weekly Register of April 11, 1812, the same being a traveler's report of an inquiry made to a Virginian, "How's your father?" or, as modern youth would say it, "How's your old man?"

"The intense frigidity of the circumambient atmosphere, had so congealed the pellucid aqueous fluid of the enormous river Potomak, that with the most eminent and superlative reluctance, I was constrained to procrastinate my premeditated egression into the palatinate province of Maryland, for the medical, chemical and galenic coadjuvancy and co-operation of a distinguished sanative son of Esculapian, until the peccant deleterious matter of the arthritis had pervaded the cranium, into which it had ascended and penetrated from the inferior pedicular major digit of my paternal relative in consanguinity whereby his morbidity was magnified so exorbitantly as to exhibit an absolute extinguishment of vivification."



The forthcoming legislative session will be asked to enact a "safety-responsibility" act as a part of a revised motor vehicle code for Oregon. Such a measure, following closely the provisions of the "model bill" of the American Automobile association, has just received the official "okey" of the legislative interim committee on roads and highways which has spent the past two years in a study of the problem of automobile liability insurance. Members of this committee include Senators Joe E. Dunne, of Multnomah county, and Clyde E. Williamson, of Linn county; Representatives George Winslow of Tillamook, Harvey Wells, of Multnomah, and W. E. Stockdale, of Grant county; John Beakey, of the state highway department; James Young, of the state department, and Max Flanery, of the automobile registration department.

The interim committee in recommending the "safety-responsibility" act turned thumbs down on proposals for a compulsory automobile insurance law as "inequitable and undesirable."

The measure as now drafted would require motorists involved in a traffic accident resulting in damage to property or injury on person to satisfy all judgments arising out of the accident and to establish financial responsibility for any future damages before being permitted to operate a car again.

Purposes and aims of the measure are three-fold:

First—to provide an incentive for careful and safe driving and to control or eliminate the reckless and irresponsible operator.

Second, to compel those drivers who have demonstrated their recklessness to establish evidence of financial responsibility for the future as a prerequisite to their regaining the privilege of driving.

Third, to furnish an incentive for payment of otherwise uncollectible judgments arising from automobile accidents.

"The Safety-responsibility" bill is frankly designed to reach the small minority of reckless and irresponsible motor vehicle operators to whom are chargeable the mounting toll of life and injuries to persons and property," according to Ray Conway, secretary of the interim committee. "The committee concluded that it was manifestly unnecessary and unfair to compel the over-whelming majority of motorists to carry insurance to protect the community against the damage caused by the small minority."

William Einzig, state purchasing agent, has asked the board of control for additional compensation as manager of the prison flax plant. In his request to the board, Einzig said that he had agreed to undertake management of the flax plant without additional compensation until the plant was placed on a self-supporting basis, which point, he claims has now been reached. Two obstacles are seen to a realization of Einzig's desire for more cash. One of these is the opposition of at least one member of the board who thinks that Einzig is already overpaid at \$4000 a year as purchasing agent. The other is the state law which forbids a state official from holding more than one lucrative position.

While he, himself, makes no claims to having it in the bag, every indication at this time points to the selection of John E. Cooter, Toledo farmer, as the next Speaker of the house of representatives of the Oregon legislature.

Cooter, who is making an aggressive campaign in the interest of the speakership, contacting most of the house members personally, is known to have secured a sizeable block of pledges already. Adding impetus to his campaign this week was a statement from Earl Hill, Lane county legislator, and himself a contender for the gavel-wielding job in event the republicans had dominated the organization, announcing his support of Cooter and urging his pledges to follow his lead.

Cooter's only serious opposition is found in the candidacy of William Graham of Multnomah county, but Graham is admittedly laboring under a two-fold handicap. In the first place there is division in the ranks of the Multnomah delegation with Howard Latourette also ambitious to achieve the honor in spite of the fact that this is his first term in the legislature. Then again there is the added handicap presented by the prospect of Multnomah county domination of the senate in event Harry Corbett is able to hold his lines intact which now seems probable. Should Corbett release his pledges, as he is being urged to do, Cooter is still believed to have a decided edge over Graham in the race for the speakership since it is generally conceded

that the honor should go to the first congressional district at the forthcoming session.
 In the event that Corbett should release his pledges or that he should lose enough votes to prevent his election it now seems likely that Senator W. H. Strayer, of Baker county, or John Goss, of Coos county, may succeed to the senate presidency. Either of these men, it is understood, would be satisfactory to the Republican majority in the senate, should it be decided to give the honor to some democrat, with Strayer as the first choice by reason of his longer experience in the legislature.

Governor-elect Chas. H. Martin spent a day in Salem last week familiarizing himself with some of the angles of the new job which he will undertake on January 14. The governor-elect sat in at the meeting of the board of control where all the members were on their best behavior and interviewed a number of officials and department heads, relative to state problems with which he will have to cope when he takes over the reins of government.

State Treasurer Holman will renew his fight for amortization of state land board loans when the legislature meets in January. Senator Chinnick, of Josephine county, has agreed to introduce the necessary measure.

The state emergency board meeting at Salem Saturday authorized a deficiency appropriation of \$23,500 to cover salaries of circuit and supreme court judges for October and November. The action reverses one taken by the board at a previous meeting when the request for additional funds was refused on the ground that the judges had failed to co-operate in the legislature's economy program by refusing to accept pay cuts. In authorizing the additional funds the board followed the advice of Attorney General Van Winkle who in an opinion last week held that they had no discretion in the matter. This appropriation leaves only \$8,700 in the emergency fund.

Records of the state department show that of the 29 circuit judges in the state only eight have taken the full 15 per cent pay cut.

Democratic members of the state legislature got together in Portland Saturday and greased the skids for organization of both the House and Senate. That is, they centered upon John Cooter, of Lincoln county, as the speaker of the House and W. H. Strayer, veteran legislator from Baker county, as president of the Senate. Strayer's election, however, is still contingent upon the release by Senator Corbett of his pledges and upon the ability of the democrats to persuade at least three republicans to join with them in support of a democrat for the gavel wielding job which now seems highly probable.

From all reports the democratic caucus was entirely harmonious with both William L. Graham and Howard Latourette, of Multnomah county, withdrawing from the speakership race to give Cooter a clear field and Ashby C. Dickson, Portland democrat, shelving his personal ambition, in order to throw the entire democratic strength behind Strayer.

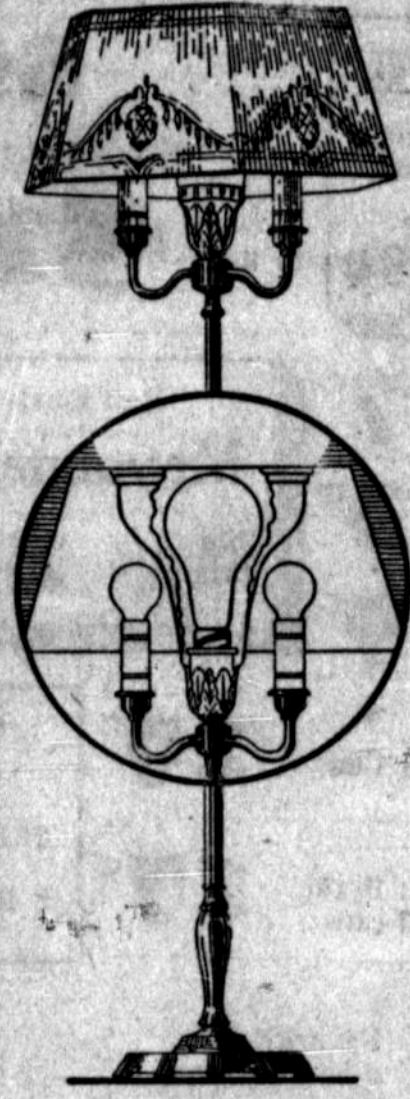
Thirty-two of the 38 democratic representatives and six of the 13 democratic senators attended the Portland caucus which had been called by members of the Multnomah county central committee.

With the legislative machinery thus well oiled and ready to start rolling when the button is pushed on January 14 interest now shifts to Governor-elect Martin and his plans which so far are shrouded in deepest silence. Not even the most intimate friends of the General, apparently, have any idea as to whom he has in mind for appointment to the several jobs which he will be expected to fill when he takes over his new job of running the state. In fact it is very doubtful if the general himself has made up his mind definitely on any of his appointments.

Frank A. Spencer, treasurer of the Martin campaign committee, is being mentioned as successor to William Einzig as state purchasing agent. The suggestion that Oswald West, former governor, is in line for Charlie Thomas' job as utility commissioner, however, is ridiculed by friends of Martin who contend that West's well-known corporation connections would disqualify him for this job. Martin is expected to name a successor to Mrs. Sheldon Sackett as private secretary to the governor and to abolish the job of budget director, now held by Henry Hansen which he has promised to handle personally while he is governor.

Outside of these four jobs the new governor is not expected to be in any great haste in making changes in the state organization. In fact most of the governor's friends agree that it would be the part of wisdom to wait until after the legislature has adjourned and he has had time to survey the situation from the inside before attempting any further reorganization of the state machinery. At any rate it is not expected that the

His eyes are his future!



TAKE NO CHANCES

Eyestrain is a very real danger. Few of us realize that we pay dearly for every hour we strain our eyes. The tragedy is that we seldom know that we ARE mis-using our eyes. Attempting to read, work or study in poor or glaring light is the cause of most eyestrain. Often the penalty for eyestrain is not paid until later years. Then it is too late. The two or three pennies a day saved on your light bill isn't worth the risk of impaired vision. See this new type lamp (recently designed to help correct the evils of improper home lighting) at your dealers.



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new governor will be inclined to enter into any wholesale house-cleaning. Committed to a one-term policy he will be under no necessity to devote his attention to political fence-fixing as is the average individual who enters that office and will feel entirely free to pick and choose his lieutenants without any fear of what the effect of his selections may have on his political future.

Thirty-five persons were killed in traffic accidents in Oregon during October bringing the year's total up to 251.

A total of \$16,822,000 will be available for highway purposes in Oregon during 1935 according to the annual budget of the state highway department which has been prepared by R. H. Baldock, state highway engineer. The figure includes \$4,153,000 of NRA funds already allocated to this state for federal aid projects and \$3,800,000 to be spent on the five Coast Highway bridges during the year.

In its own right the commission will have \$8,060,000 to spend during the year. Of this amount, \$3,300,000 must be paid out for bond interest and principal, \$2,100,000 on the maintenance of primary highways, \$500,000 on the maintenance of secondary highways and \$125,000 on the operation of drawbridges and ferries. Other budgeted requirements include maintenance of parks \$25,000; mandatory secondary highways construction, \$53,000; minor betterment work, \$100,000; administration and supervision, \$275,000; contingencies and miscellaneous, \$100,000; reconstruction of worn-out pavement and bridges, \$500,000; rights of way, \$30,000; surveys, \$50,000. This leaves a balance of \$897,000 out of current revenue to which will be added approximately \$1,000,000 of budget savings during the past three years to make a total of \$1,895,000 available for matching federal funds under the terms of the new Hayden-Cartwright bill.

The department's largest source of revenue is the gasoline tax which is expected to produce \$7,200,000 for highway purposes next year. Motor vehicle registrations and drivers' license fees are expected to yield an additional \$1,975,000, motor transportation fees, \$595,000, fines for traffic law violations, \$20,000 and \$150,000 will be thrown into the pot by the counties to cover co-operation projects. This makes a total net income of \$9,940,000 from which must be deducted \$1,880,000 as the highway department's contribution to the counties and to the state police.

After State Treasurer Holman had

advertised another \$250,000 block of unemployment relief certificates for sale to finance December relief needs the liquor commission suddenly discovered that liquor profits would take care of the situation without resort to additional certificates and the sale was called off.

The "safety-responsibility" act which is being sponsored by the legislative interim committee on roads and highways is being facetiously referred to the "dog bite" bill. Opponents of the measure declare that it is founded upon the theory that every dog is entitled to one good bite before being muzzled. Furthermore if the offending motorist behaves like a good dog for three years after being muzzled, that is, does not have any serious accidents during that period, his muzzle will be removed until he does become involved in another accident.

Thirteen experimental nursery schools are now operating in Oregon as a part of the emergency education program, providing employment for 23 teachers on relief rolls and 13 cooks. Three of these schools are located in Portland and one each at Hillsboro, Salem, Oregon City, Toledo, St. Helens, Pendleton, Klamath Falls, Albany, Corvallis and Eugene. Four other nursery schools will be opened soon, according to C. A. Howard, state superintendent of public instruction. Each of these schools is caring for 26 under-privileged children between the ages of two and four years with an all-day program featuring play, music, games, training in health habits, a properly prepared noon-day meal and an afternoon health nap. Parent meetings to consider problems in child development are also conducted by the nursery school instructors.

Dr. W. H. Lytle, state veterinarian, calls attention to the fact that the United States department of agriculture has just classified Oregon as being tuberculosis accredited free. This makes the entire Pacific Northwest—Oregon, Washington, Utah and Nevada—tuberculosis-free territory. Oregon has been carrying on bovine tuberculosis control work since 1911, millions of tests being made in that time.

Progress Against Tuberculosis

Today there are more than 2000 associations united under the banner of the National Tuberculosis Association, financed by Christmas Seals. This makes it possible for everyone to take part in the work which means life and health to thousands of people.

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Many factors have contributed to our progress, greatest credit should be given to discoveries in medical science and to the organized tuberculosis movement. The most important factors have been:

1. The knowledge that tuberculosis is not hereditary but that it is a communicable disease caused by a germ.
2. The tuberculin test, which enables us to find out whether or not the germ is lodged in the body.
3. The X-ray, which with extraordinary precision, pictures the damage done in the lung.
4. Improved methods of diagnosis generally, which make it possible to discover the disease early, even before serious damage is done.
5. The knowledge that rest, fresh air and good food under competent medical guidance will cure most cases of tuberculosis.
6. Surgical methods of putting the lung at rest.
7. Sanatoria for the care and treatment of the tuberculosis. There are now over 650 sanatoria with almost 87,000 beds in the United States.
8. Public health machinery, which treats tuberculosis as a communicable disease and aims to stop the spread of it.
9. Enlightened public opinion which has made most of the public improvements possible and a general understanding by all people of tuberculosis.

Your warrants, county or school district, will be accepted at Schroeder's Jewelry store for either merchandise or repair work—at par.

NOTICE OF FINAL ACCOUNT
 Notice is hereby given that the undersigned, Executors of the last Will and Testament of Frank R. Bullack, deceased, have filed in the County Court of the State of Oregon for Coos County their final account as such Executors and said Court has appointed Saturday, the 1st day of December, 1934, as the day for the hearing of objections to such final account and the settlement thereof.

Louisa A. Bullack,
 Rosa B. Croy, Executors of the last Will and Testament of Frank R. Bullack, deceased. 4215