

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 Months .60
No subscription taken unless paid for in advance. This rule is imperative.

Advertising Rates
Display advertising 30 cents per inch. No advertisement inserted for less than 50 cents. Reading 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.

ICKES' PLAN FOR SPENDING IT THE BEST

The tax-paying public will undoubtedly condemn the spending of the four billion dollars, appropriated by congress as a relief measure, if it is to be used for political purposes. "Sunny Jim" could undoubtedly use it to good advantage in the campaign next year, and if the administration can get by with such a program the money will undoubtedly be spent with 1936 in view.

The Washington idea on the program is clearly set forth in the following special to the Sentinel, received this week from the nation's capital:

The country will hear more and more of relief during the next 12 months. Since Congress enacted the huge \$4,000,000,000 relief fund, the money has been tied up in a snarl of red-tape and inter-bureau jealousies. After July 1, however, the money will begin to pour out, with Harry L. Hopkins, who fostered the Civil Works (Leaf-Raking) program last year, in the driver's seat. Temporarily, at least, he has ousted Secretary Ickes, the PWA administrator, but there are indications that Ickes does not intend to remain as a second-fiddle maestro.

Mr. Roosevelt had hardly announced that Hopkins would be the big-spenders before Ickes was out with a blast which came very near to being a direct criticism of the President. In its essence, the fight over the manner of spending lies between Hopkins theory of shoveling the billions out for any kind of work, and the Ickes plan of allocating the construction funds so as to stimulate private industry and thus take care of many of the unemployed with private payrolls.

In the Hopkins plan the government must undertake to take care of all the 3,500,000 employables who are estimated to be idle. This will be done by made work, with a minimum of materials bought, and intended only to keep idle hands busy. Ickes would undertake major highways, bridges and other types of work which would not only employ direct labor, but would put many others to work indirectly within factories making the materials. Under this latter scheme, the government would gradually withdraw, while under the leaf-raking program, the unemployed likely would still be unemployed after the billions are gone. Probably not even Mr. Hopkins, and certainly not Jim Farley, would deny the money is more useful politically when handed out direct to voters.

"BLACK NIGHTIES" OR "KNEE BREECHES?"

In one of his latest explosions against the Supreme Court, which told him bluntly that he had written and administered an entirely illegal NIRA, General Hugh S. Johnson cries aloud against the "blast from the nine ancients in black nighties."

The good general has always had a gift of words, and he has now put the Constitutional issue on a basis that everyone can understand. The question before America is, "Shall we have the Constitution interpreted by distinguished jurists in black nighties or sophomore lawyers in knee breeches?"

TWENTY-FOUR STATES TURN TO SALES TAXES

A growing use of sales taxes by the states to meet current relief needs and avoid dangerous public debts is revealed by a survey of the National Industrial Conference Board showing exactly half the states raising revenues in this manner.

This represents an increase of 21 states since April, 1932, when only Mississippi, North Carolina and West Virginia had retail or general sales taxes.

Most of the laws of the last few years have been adopted as temporary measures designed primarily to meet the emergency. Many states are reported slashing their budgets to lift the tax burden off their citizens, while the federal deficit continues to mount, leaving the tax load for the future.

The states utilizing sales taxes, and their classification, follow:

General sales taxes: Arizona, North

Carolina and Washington.

Gross Receipts taxes: Mississippi and New Mexico.

Gross Income taxes: Indiana, South Dakota and West Virginia.

Retail Sales taxes: Arkansas, California, Colorado, Idaho, Illinois, Iowa, Kentucky, Maryland, Michigan, Missouri, North Dakota, Ohio, Oklahoma, Utah, Washington, West Virginia, and Wyoming. After July 1, New Jersey and South Dakota will be included in this group as well.



The state planners in suggesting \$3,500,000 as a reasonable investment for Oregon in its new capitol building base the figure upon the per capita expenditure by eight other western states, which have found it necessary to construct new capitols during the past 35 years. These eight states include Colorado, Idaho, Montana, Nebraska, North Dakota, Utah and Washington.

Based upon a population of 1,000,000, which is approximately the number of residents in Oregon at this time, a \$3,500,000 capitol would represent a per capita cost of \$3.50 as compared to a per capita expenditure of \$3.98 by the eight other western states whose capitol construction costs are used as a yard stick by the state planning board in suggesting a figure for the Oregon lawmakers to shoot at in considering plans for a new state house to replace the one destroyed by fire the night of April 25.

Of the eight western capitols constructed during the present century the new structure at Lincoln, Nebraska, completed in 1932 at a cost of \$9,800,000 stands as not only the most costly but also as the most revolutionary departure in capitol architecture with its modernistic steel and concrete tower reaching to a height of more than 600 feet into the air.

In striking contrast to the \$7.10 per capita expenditure by Nebraska in its new capitol is the modern structure erected by Montana in 1912 at a cost of only \$490,464 and a per capita cost of only 91 cents.

Married women employed in state departments are suffering from a serious case of the jitters what with all the rumors emanating from the budget departments about a proposal to remove them from the public payroll. August 1 has been definitely fixed as the time at which the budget director will make his recommendation to the governor and board of control covering this subject. His report, it is understood, will contain a list of all married women in the employ of the state, together with their salaries, the employed status of the husband in each instance and his income, if any. The proposed reform, it is explained, is not a move against married women as such but an attempt to replace women who do not really need to work with other women who are in need of jobs to support themselves and their dependents.

No additional legislation is needed to make the Oregon old age pension act conform to the federal act just approved by Congress, in the opinion of officials here based on press reports summarizing the provisions of the new law. The Oregon act passed by the last legislature is believed to meet all of the federal requirements including those of age, residence and administration. Some fear was felt that the age requirement of the state law might not satisfy the provisions of the federal which permits participation in old age pensions by persons 65 years of age but a provision in the federal act permits states to limit assistance to persons 70 years of age or over until January 1, 1940.

There does, however, appear to be need for further legislation if Oregon is to reap the full benefits of the unemployment insurance section of the federal economic security act. This act levies a payroll tax of three percent on all employers of four or more persons. In states which have provided for unemployment compensation a credit of 90 per cent is allowed for contribution to the state fund.

Oregon school districts have a total of \$541,250 in new buildings financed by the Public Works Administration now under contract, according to reports received by C. A. Howard, state superintendent of public instruction.

Profits of the state liquor commission for the first 13 months of its operation amounted to \$1,553,997, according to Jack Allen, liquor administrator. Of this amount \$1,152,947 has already been allocated for unemployment relief.

The report of the state planning board on the proposed new capitol building together with recommendations as to location, style of architecture and method of financing is due to be filed Friday of this week. Gov-

ernor Martin has been in almost daily conference with members of the board and with state officials and individuals regarding plans for the new building which is being given precedence over all other state problems.

For the first time in many years an out-of-state firm is the low bidder on automobile license plates, the Grimm Stamp and Badge company of St. Louis underbidding the Irwin-Hodson company of Portland by slightly more than one cent on each set of plates. The St. Louis firm, however, failed to supply a sample of their product as required in the call for bids and plates produced by the firm for other states are said to be inferior both in quality and workmanship to the plates which have been in use in Oregon for the past few years.

Division of the state into eleven inspection districts for administration of the numerous functions entrusted to the department of agriculture is a move in the interest of economy as well as efficiency, according to Solon T. White, director of agriculture. Several field men of the department will probably be replaced as a result of the move which will permit one centrally located inspector to handle the work now being done by several men. Under the redistricting order division headquarters are being established in Hillsboro, Corvallis, Salem, Eugene, Marshfield, Medford, Hood River, Milton, Ontario, Klamath Falls and Portland.

Traffic casualties in Oregon this year are falling far behind those of last year, according to statistics compiled by Secretary of State Snell. Traffic deaths for May totaled only 13 compared to 30 for the same month last year while injuries dropped from 430 for May, 1934, to 398 for the same month this year. Traffic deaths for the current year to May 31 total only 87 compared to 116 for the first five months of 1934.

History of Oregon As Outlined by Hon. S. F. Chadwick

(Continued from last week)

But the Continent of North America has been explored, and a trans-continental railroad has brought the shores of the Atlantic upon the east and the Pacific upon the west, quite together. Lightning has annihilated space between them. North America is not only a part of the world, and of great benefit to it, but is indeed the central continent of it, and Oregon holds some of the important keys to her commerce. With these commercial advantages, with the finest of agricultural lands, abundantly watered, which not only insure never failing crops, but are able to sustain a very dense population, the time will come when our State will realize the fondest hopes of her early friends, who predicted for her a future of so much greatness and wealth.

Passing over that portion of the history of Oregon which commences with the discovery of the Columbia river by Capt. Gray in 1792, three hundred years from the discovery of the eastern shores of this continent by Columbus, and ends with the permanent settlement by Americans in 1832—we proceed to enumerate some of the events connected with our development since the last mentioned period.

The first permanent American settlers came here in 1832. In 1836, Dr. Whitman and Rev. Mr. Spaulding, both missionaries, arrived in Oregon with their families. Their wives were the first American women that had crossed the plains, and their children were the first Americans born in Oregon.

In 1840, there were about two hundred and fifty inhabitants in this country, exclusive of Indians, one hundred and forty of whom were Americans. Among them was S. H. Smith, of Clatsop county, the oldest American pioneer now living. He came here in 1832.

In February, 1841, there was a meeting of a few pioneers—inhabitants of the Willamette valley—at the American mission station, for consultation concerning the steps necessary to be taken for the formation of laws and election of officers. Several meetings were held in 1841 for the purpose of drafting a constitution and code of laws, but failed to accomplish anything. In February and March, 1843, public meetings were held to adopt measures for carrying on a defensive and destructive war against bears, wolves, panthers, etc. At the latter date a committee was appointed to take measures for the civil and military protection of the settlements.

In March, 1843, the Canadian inhabitants of Oregon met at Champoug and nobly declared a unanimous expression of sentiment of "cordiality, desire of union and inexhaustible peace between all the people," and also expressed a willingness to submit to any lawful government that might be extended over them. In 1844 the Executive Committee presented a message to the Legislative Assembly that had been chosen, recommending that the Executive power should be vested in one person, and

Smith Wood-Products, Inc.

COQUILLE, OREGON

1 x 6 Select T & G Kiln Dried
Flooring

2 x 6 Select T & G Kiln Dried
Barn Flooring

1 x 6 Air Dried
Port Orford Cedar Shiplap

Complete Line of
Kiln-Dried Fir Finish
from 1 x 3 to 2 x 12

Our Dimension Lumber Stock is complete, and no matter what you may require you can secure it here.

Let us show you our Lumber Stocks in warehouse and on dock at the Smith Wood-Products Plant

further expressed themselves as follows: "It is a duty which devolves on you and us to use as much discretion, vigilance and caution in maturing and adopting measures for promoting the interests of this little colony as if we expected our names and acts would be enrolled in the pages of history or inscribed on pillars of stone when our days and generation shall have passed away."

These steps may be regarded as the first that were taken to found a government for those who, to use their own words, were "situate in a portion of country remote from civilization among the few remaining savages who are the original proprietors of the soil, in a country claimed by two powerful civilized and enlightened nations, proud of their national liberties and jealous of their respective rights and privileges."

In 1845, the Executive Committee and Legislature petitioned Congress for relief, setting forth their grievances at length. During the same year, Hon. George Abernethy was chosen Governor, and his first message, which was full of interest, was sent to the Legislature, then in session. In February, 1846, the Oregon Spectator, a semi-monthly newspaper, was started at Oregon City by the Methodist Mission.

In March, 1848, the Oregon Free Press was issued at Oregon City by Geo. L. Curry. The press was made here, and also the display type, which was wrought out of wood. This was the first weekly newspaper that was published on this side of the continent.

In February, 1849, the Government of the "Colony" was so oppressed by trading gold dust at eleven dollars per ounce, that the Legislature concluded to coin the dust, for circulation and fix the value of coin, and at once passed the necessary laws for that purpose. Messrs. Jas. Taylor, T. P. Powers, W. H. Willson and Geo. L. Curry were chosen officers of the Mint. But before this scheme was put into operation, Congress had taken action and given to Oregon a territorial form of government, and President Polk had appointed a Governor for the Territory. This fact becoming known here, the coining of gold dust fell into other hands and became a private enterprise, and the "Beaver Money" made its appearance as a circulating medium. On the second day of March, 1849, the Governor, General Joseph Lane, arrived at Oregon City; on the third he extended the laws of the United

States over Oregon by proclamation, and proceeded to organize the Territory of Oregon. He was received with every mark of esteem and confidence. At this time there were ten counties—Benton, Champoug, Clackamas, Clatsop, Lewis, Linn, Polk, Tuality, Vancouver and Yamhill, having a total population of "citizens," of 8,785. There were 3,627 females of all ages, and 271 foreigners. What is now Washington Territory was then a part of Oregon. In June of the same year, Samuel R. Thurston was elected a Delegate to the Congress of the United States, the first member from Oregon. Mr. Thurston, in that capacity, served his constituency well and faithfully. He was instrumental in giving an impetus to the unsettled condition of affairs in the Territory, which culminated in bringing material aid and prosperity to our people. He was ambitious and devoted, but all his concern was for Oregon. He died on his return in 1851 and before he could receive the welcome of his family or the applause of a grateful constituency. The State has perpetuated his memory by a monumental testimonial in the cemetery at the Capital of this State.

The first professional teacher who came to Oregon was Mr. Silas Shephard. He crossed the Rocky Mountains in 1834, and settled at Vancouver.

The first steam vessel that is known to have entered the waters of Oregon, was the Beaver. She came to Vancouver as a sailing vessel, bringing her machinery as freight, which was set up at Vancouver after her arrival. After making several trips for pleasure and business in the Columbia river, she was sent to sea, and ran between Nesqually, Puget Sound, and the different ports of the Hudson's Bay Company north. This was no doubt the first steamship to navigate the waters of the Pacific Ocean. The Beaver is still to be seen at Victoria, V. I., and other ports in that vicinity. She is a trim little sidewheel steamship, still sound and good for service, but looks a little peculiar, her wheels being forward the center of the boat instead of far aft as they are now built. An estimable lady, now the wife of one of our most esteemed citizens, and the grand daughter of the late Dr. John McLaughlin, one of the warmest and most honored friends of our early emigrants, was born on board the Beaver at sea, north of Vancouver's Island.

The first American steamship that came to Portland was the Massachusetts in 1849. The first steamboat

that ran regularly on the Willamette and Columbia rivers was the sidewheeler Columbia. The first boat running above the falls, and the first to reach Salem, was the little Hoosier, J. S. Smith, Captain. The first regular boat sent to Salem and Corvallis was the Multnomah, in 1851. She was built like a barrel, of staves and hoops, having first run on the Chesapeake Bay, and having then been taken to pieces and shipped round the Horn. The Canamah followed the Multnomah. She was an Oregon enterprise, and may be regarded as the pioneer in the regular steamboat business above the falls. Her machinery was procured in 1850, at New Albany, Indiana, by Captain Hedges, of Oregon City.

(To be continued next week)

Has Seen All State Fairs

H. E. Porter, Aumsville, who attended the first state fair ever held at Salem and the second to ever be held in Oregon, intends to attend the 1935 fair, "if I'm not working," says a special from Salem.

Mr. and Mrs. Porter live on the ranch where Mr. Porter was born 85 years ago, the son of Mr. and Mrs. William Porter. His father was clerk of the first territorial legislature of Oregon, and came to the state in 1848.

Mr. Porter states that the first state fair was held at Oregon City in 1832 and cites an article in The Argus, published at Oregon City, to show when it was held. In 1863 the first fair was held in Salem, he says, when there was but one building which he described was like a "sheep shed."

That year a few of "the boys" entered their horses in the running races, although harness racing was more popular. There were good athletes in those days, he stated, as he told of the 100-yard dash, the rock throwing contests, and other sports at the fair.

This year, Mr. Porter's son-in-law, Claude Boone, also of Aumsville, will have a concession at the fair which opens August 31st and closes September 7th. Asked if he would attend this year's fair, Porter answered, "I'll be there if I'm not working. Yes, I'm a farmer by following. Yesterday I was making some oak posts."

Calling cards, 40 for \$1.00.

WARRANTS TAKEN

on
All Repair Work, Parts, New
and Used Cars
Southwestern Motor Co.