

The Sentinel

A GOOD PAPER IN A GOOD TOWN

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WHICH WOULD BE BETTER?

Not that it makes any particular difference to the people of Coquille, but we must correct a statement in last week's *Siuslaw Oar*, published at Florence. That paper states that the section of the Coast Highway for the improvement of which "a delegation of Coos county big shots" asked the highway commission a couple of weeks ago was under ten feet of water during the recent flood.

For Mr. Morgan's information the stretch to be realigned and improved is between Coquille and Marshfield, and right badly does it need straightening.

The piece which was under water is on the highway to Bandon, less than three miles of it, where the depth of water at the deepest point was not more than six feet. It stopped travel on the highway just as effectively as though it had been ten feet as the Coos Bay Times and the Oar stated.

While on the subject of this highway, it might be pertinent to inquire as to the animus of the *Western World's* editorial last week in which it urges that the Coast Highway be built up the Seven Devils route and the down-river grade, between Coquille and Bandon, be eliminated as a part of the Coast Highway.

Is the Bandon attitude one of enmity toward Coquille which has always worked in harmony with the lower river city? Or is it simply a short-sighted idea that the thing to do is to get visitors to this section through Coos county in the shortest possible time, permitting them to see none of the county's fine agricultural district, nor any of its wonderful attractions.

Even as a resident of this county who is supposed to know all its roads and highways, dear reader, would you prefer a trip through the sand and monotony of the Seven Devils route, or would you be more greatly interested in traversing the fertile Coquille valley? How much more would those who never saw Oregon before be impressed!

A blockade of the highway between Coquille and Bandon was inconvenient, but it was the first time travel was ever stopped for a five-day period.

The stopping of northbound travel at Bandon for that length of time must have had compensating benefits.

BUDGET BALANCING

There are some rumors to the effect that a balanced budget is in sight, says a dispatch from Washington. The budget for 1937, on which congress now is at work, may give an answer to how far one must be able to see.

We don't know much about calculus, but by using simple arithmetic on that budget we find it would be 14 years. By that time, expenditures would have risen to \$14,461,000,000 a year and receipts to \$14,600,000,000. In the meanwhile, the deficits would have added \$18,910,000,000 to the present public debt, making the total \$50,261,000,000.

Nobody wants such a thing to happen. But the fact is that if we keep on at our present rate, it will happen. For the 1934, 1935, 1936 and 1937 fiscal years expenditures of the government have risen an average of \$412,000,000 annually. The average increase in income has amounted to \$639,000,000. The increase in expenditures would be much greater if contrasted with those before the depression.

In brief, the budget forecasts a deficit of \$1,098,000,000 for 1937. That fails to take into account the bonus and relief, and grants that new taxes will be levied to replace the AAA farm taxes.

If only a billion dollars is spent each on the bonus and relief, the expenditures for 1937 will be \$8,752,000,000. Business is much, much better, and tax collections therefore much higher. But even so, the Treasury estimates the government's income will add to only \$5,854,000,000 in 1937.

An interesting sidelight is that by the end of 1937, the federal debt will have been increased at least twelve billion dollars in four years. Total expenditures will add to almost thirty billion whereas total federal

outlays from Washington to Wilson were only twenty-four billion.



Relief is a local problem and not one for the state or nation to deal with in the opinion of Governor Martin, who declared himself as opposed to any further huge federal appropriations for unemployment relief such as the \$4,800,000,000 authorized by the last congress.

Local officials, the governor explained, are in closer contact with the situation and in better position to weed out the deserving from the undeserving than are state and federal officials.

The governor, discussing the relief situation in Oregon with Elmer Goudy, executive secretary of the state relief committee, expressed the opinion that an allotment of \$10 a month was adequate for the needs of the average individual on relief, qualifying this statement, however, by explaining that recipients of relief should be able to supplement this fund through part time or seasonal jobs.

Sixty-six Oregon motorists lost their operators' licenses during December, 36 for driving while drunk and 30 for various other reasons including reckless driving, speeding, hit and run driving, etc. Three motorists had their licenses suspended for failure to satisfy a judgment resulting from an accident under the provisions of the new safety-responsibility act.

Traffic accidents on Oregon highways during 1935 took a toll of 259 lives, according to figures compiled by Secretary of State Snell. While this traffic toll represents a decrease of 54 from the 1934 record, Snell insists that the traffic fatalities are still too high and urges a continuation of the accident prevention work being conducted by various agencies throughout the state.

Boys at the state training school near Woodburn are to be given every encouragement to become good dairymen. Officials of the Oregon Jersey Cattle club have offered their assistance in promoting interest in dairying among the boys, through awards of merit and prizes of various kinds. As a result of this interest on the part of the Jersey breeders the board of control this week authorized Superintendent Laughlin to change the school's dairy herd to Jerseys. State Treasurer Holman presented the proposal of the Jersey breeders to the board of control after a conference with a committee from the breeders' association at the training school earlier in the week.

If the state senate figured to discourage Governor Martin in his determination to develop Oregon's mineral resources they reckoned without their host.

During the recent special session the governor asked for an appropriation of \$15,000 for the use of the state mining board in making a survey of the state's mineral resources. The house cut the amount to \$5000 and passed the bill but the senate, under the leadership of the veteran Senator Strayer, of Baker county, killed the measure under an avalanche of "no" votes.

For the time the governor was stumped but at last he appears to have found a way out of his dilemma. The state planning board this week announced plans for an immediate survey of the mineral resources of the state. This is identically the sort of program the senate rejected, but the planning board appears to be clothed with plenty of authority as well as funds for proceeding with the project.

The act creating the board authorizes it to "from time to time recommend to the governor comprehensive plans for utilization, conservation and development of the natural resources of the state." The board is also required "at the request of the governor or the legislature of this state, to conduct investigations, surveys and research upon any subject and to submit reports and recommendations on such subjects to the governor or to the legislature."

As to funds, the board still has to its credit a balance of more than \$33,000 out of an original appropriation of \$46,273 set aside for its use by the legislature which created this new state activity.

Grants Pass continues the principal gateway through which tourists enter Oregon. Out of a total of 100,303 foreign cars visiting the state during 1935, 21,465 registered at the Josephine county seat. Ashland ranks second in point of registrations with 14,304.

Oregon motorists paid a total of \$9,150,229.65 in state taxes on gas-

line purchased during 1935, according to a report compiled by Secretary of State Snell. This is an increase of \$851,366.54 over 1934 gasoline taxes. Purchases of gasoline from Oregon distributors during 1935 totalled 185,004,590 gallons, an increase of 17,026,130 gallons over sales during 1934.

Four persons were killed and 24 injured in grade crossing accidents in Oregon during 1935, according to reports compiled by Frank C. McCulloch, state utilities commissioner. This compares most favorably with the record of 19 fatalities and 41 injuries in 96 crossing accidents in 1934. In 47 of the accidents the victims beat the train to the crossing. In 37 of the accidents trains were already occupying the crossing when some motorists attempted to cross. In one case a motorist hit the Seventh car on a long freight train. Crossing accidents were most frequent in winter months with 20 recorded in December, 16 in October and 14 in January.

State Treasurer Holman regards relief and old age pensions as national issues, rather than problems to be solved by the state or county governments. In a statement issued at Salem this week in opposition to the state sales tax for financing old age pensions Holman declared that "the need for old age pensions and public relief now is so general throughout the nation that it is a national problem and must be met squarely as a national issue."

The state board of control in upholding Dr. G. C. Bellinger, superintendent of the state tuberculosis hospital, in his dismissal of Dr. Philip Newmyer, hospital physician, declared the incident to be closed so far as the board is concerned. Friction between the superintendent and his assistant is understood to have been the cause of Newmyer's dismissal rather than any dissatisfaction with his professional services.

In spite of efforts of the board of control to curb the use of state-owned automobiles the number of motor vehicles owned by state departments and institutions was increased by 28 automobiles and 23 trucks during 1935, according to a report by Dan Fry, state purchasing agent. The state now owns 574 automobiles and 734 trucks, Fry's report shows.

Oregon estates contributed a total of \$681,300 inheritance taxes to the state's general fund during 1935, it was reported this week by State Treasurer Holman. This is an increase over the ten-year average. Two estates paid 57 1/2 percent of the total tax for the year.

Traffic Fatalities in Coos Not In Line With State Record

Although Oregon as a whole reduced its traffic toll last year, Coos county records show an increase in automobile fatalities from two in 1934 to four in 1935, according to a statement received here from W. R. McDonald, director of the Oregon State Motor Association in charge of safety, whose likeness appears above. Despite this local increase, he said, Oregon maintains a prominent position in the national safety record, ranking second among states which have shown outstanding reductions in fatal accidents. Nationally, traffic deaths soared to a new all-time high.

"Failure of Coos county to better its fatality record in 1935 is no reason for motorists here to feel that traffic accidents are unavoidable," the motor club official declared. "We are only just beginning a new year and an opportunity is at hand to make a fine showing."

McDonald pointed out that counties in which intense safety work had been carried on generally reported decreases. Klamath county, for example, reduced its traffic toll from 22 in 1934 to 14 in 1935, he said.

"Serious accidents can be eliminated if every motorist handles his machine intelligently and observes traffic regulations, which, fundamentally, are nothing but rules of safety. To drive safely one must always take his job behind the wheel as a matter of life and death."

"Perhaps one of the greatest reasons for serious automobile smash-ups in the state as a whole is the inclination to drive at high speeds over the 'open' highways. Accidents occurring on roads that appear to be clear are more likely to prove fatal than those occurring in congested areas."

"If every motorist will observe a few fundamental rules of driving, I feel certain that the records at the end of the year will show a reduction. These, briefly, are: Always keep full control of your machine, slow down after dark, observe the law and be courteous to the other fellow."

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What Price President's Ball?

Ripley is reported to have said after he had made a world tour, man is never so strange as when he worships his gods. With apologies to Ripley I would say, the American man is never so strange as when he does his charity. A current illustration is "The President's Birthday Ball." Every city, town, hamlet has an elaborate committee to promote this affair to raise funds to battle infantile paralysis. Certainly this is a worthy cause, but consider the tremendous price paid to aid a good cause.

First of all a tremendous monetary price is paid to get a small return. According to the report of the Coquille committee for last year, less than \$10 was realized after hall rent, orchestra hire, advertising, etc., were deducted. Of course, the writer knows that many other places realized more, but even at that the overhead condemns the whole thing as an inefficient means of aiding a good cause.

In the second place, the kind of entertainment used always levies a tremendous toll. The dance encourages drinking. I once heard a state law-enforcement officer say that if every dance hall could be closed that the problem of liquor control would be greatly simplified. The following item from a local paper relative to The President's Ball last year shows that the preceding statement is not an imaginary one, "Many pre-dance birthday dinners and cocktail parties are being given in _____ and vicinity in honor of this event."

The dance also encourages promiscuity. One day while "browsing" around in the U. of O. library I accidentally discovered some books on prostitution in the United States. These books had various tables showing the circumstances of the first sexual offenses of known prostitutes, according to the testimony of the prostitutes themselves. These tables showed that dancing is responsible for about 25 per cent of first sexual offenses. One writer in commenting said, "It is scarcely necessary to comment upon this list. The excitement of drink and dancing, the seclusion of country roads and quiet rooms are unquestionably dangerous."—Woolston, "Prostitution in the United States," Century Press, 1921, page 70.

Consider what meaning the preceding statement concerning the proportion of first sexual offenses might have upon the health of Coos county. Knowing that most venereal disease is due to promiscuity, and that promiscuity is encouraged by the dance,

it only remains to find out how many cases of venereal disease occur in Coos county in a year in order to determine according to the law of averages just how large a factor the dance is in contributing to venereal disease. According to the Oregon State Board of Health there are no definite figures as to how many new cases there are a year in this county. However, they give as their opinion that there are about 150 new cases a year in this county. Twenty-five per cent of 150 is 37 1/2. During 1935 there were around 80 cases of infantile paralysis in Oregon. Terrible as this disease is, it in no way compares with venereal. Where have we helped much, if in relieving the sufferers of one disease we contribute to the cause of a worse disease for 37 others in one year in our county? It is not likely that there will be 37 cases of infantile paralysis cases in Coos county in 15 years.

Stop and Consider, What Price President's Birthday Ball? Can't we find a better way? Earl F. Downing.

"Cascara Consolidated"

From Salem comes a story in which our Coos county assessor is involved which will probably cause a rush of not only taxpayers but also those who have no property on the assessment rolls to his office. Anyway here's the story which appeared in the Forest Log, state forestry department publication:

S. L. Miller, of the state forester's office, has recently obtained another convert to his "Cascara Consolidated." This time it is not from the standpoint of growing the trees and the production of the bark but the manufacture of an "Elixir of Life" which is guaranteed to cure everything from broken arches and hall-tosis to runs in silk stockings. This new convert is J. P. Beyers, assessor of Coos county, and the credit for the discovery belongs to him. It is rumored that he and Sam are going into partnership. The recipe is to take an ounce and a quarter of the bark, the older the better, and simmer in a quart of water for several hours. When the process is complete add sufficient water to make 36 ounces and bottle. It is also stated that the addition of a quantity of spirits frumenti adds to the salability of the product. Place a label thereon in proof that it is from the recipe of some old Indian chieftain. Sig: An ounce in water each day.

Miller upon his recent trip from Coquille states that some of the pro-

duct has been distributed around Coos county to ailing individuals—Jess Beyers had nothing to do with this, it is probably where he got his original idea—with the understanding that they are to take it for a month and if there is no improvement, it cost them nothing. Otherwise they are to pay \$100. It is stated that this individual has not lost a \$100 bet yet.

At the present time Beyers has a quantity of nine-year-old bark on his desk in Coquille and weighs out an ounce and a quarter at no cost to the taxpayers—to any one who cares to try the recipe. This generosity on his part may be the cause of him and Sam losing a cool million.

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