

# The Sentinel

A GOOD PAPER IN A GOOD TOWN  
**H. A. YOUNG and M. D. GRIMES**  
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 H. A. YOUNG, Editor

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Four people at one time, and a total of 50 for a day were in the Coquille Hotel on Tuesday this week, seeking to register their out-of-state cars for Oregon driving. And they could not. There is no point from the state line to Coquille where such registering can be done on the Coast highway.

With the great increase in traffic on the coast road this year, isn't it about time that the state and motor association made arrangements for registering of cars in Coquille?

### TODAY'S TAXOGRAM

Those people who think they are tax free because they pay no income tax would be surprised to know the numerous and varied ways in which their most personal activities are taxed.

We wake up to the ringing of a taxed alarm clock; we wash our teeth with taxed toothpaste and our face with taxed soap. Then we dress with a taxed shirt or dress and taxed shoes. There's even a tax on our breakfast—the cream in our coffee is taxed; every slice of bread contains 52 hidden taxes; there's a tax on every slice of bacon and on every egg.

All day long, every time we turn around, we are coming in contact with some item upon which we pay a tax until at long last we lie down to sleep—on a taxed mattress.



The legality of marble boards, pin-ball machines and motion picture theatre "bank nights" will be argued before the state supreme court this fall.

Whether the coin machines are games of skill and lawful amusement devices or gambling paraphernalia will have to be determined by the state's highest tribunal. And whether "bank night" is within the law or beyond the pale as a lottery will also have to be settled.

The decision will be state-wide in scope. Either the marble machines, which are reputed to have a "take" of \$4,000,000 per year, will continue to operate or they will go.

Ralph E. Moody, assistant state's attorney-general and special prosecutor of gambling and vice cases in Marion county, started the questions on their way through the courts. After stopping the operating of the machines in Salem, convicting a Salem policeman of bribery and unsuccessfully trying the city's chief of police twice for alleged negligence in failing to prosecute known gamblers, Moody suddenly ordered Sheriff A. C. Burk, of Marion county, to stop the operation of all marble boards, pin-ball games and "bank nights" within five days.

On the last day of grace, attorneys obtained temporary restraining order preventing state or county officials from seizing or destroying the machines at least until Sept. 17, when arguments on a permanent injunction will be heard.

A new old age pension plan is entering Oregon's political affairs.

Oregonized Voting Power, Inc., is the name of the group which filed articles of incorporation with Charles H. Carey, state corporation commissioner. Its goal will be an organization—(membership fee, \$1 per year)—to work for this pension plan:

A check for \$75 per month for every citizen over 50 years of age, and all unemployables, blind, crippled and physically handicapped persons no matter what their age; \$25 per month for each dependent.

A two per cent transaction tax on all business to raise the revenue, which the pension sponsors propose to have collected by the federal bureau of internal revenue, and deposited in the U. S. treasury and disbursed by the U. S. veterans' administration. R. V. Stroup, C. H. Allen, E. E. Graffinger, A. W. Banks and Richard Deich, all of Portland, formed the organization.

Oregon farmers may sell 50,000

tons of surplus hay to the drought regions of the mid-west. Five railroads agreed to set up an emergency freight rate of \$8 per ton—the regular carrying charge is \$13.20—after they had been bombarded for two weeks by state and federal officials.

Governor Martin, Solon T. White, state director of agriculture; Frank C. McCulloch, public utilities commissioner; Ray W. Gil, master of the state grange; George W. Potts, president of the Oregon Farmers Union; F. L. Ballard, Oregon State college; Mabel Irwin secretary of the Farm State council; W. L. Gossin, the governor's private secretary; Senators Charles L. McNary and Frederick Steiwer and Rep. James Mott were all raining telegrams on the railroad presidents before they gave in.

The legislature's interim commission on governmental and administrative reorganization is keeping busy studying a plan nearly as long as its name.

Creation of a state department of business regulation by consolidating the banking, insurance and corporation departments is being considered or recommendation to the January, 1937, legislature. Some other changes under consideration are: transfer from the state treasurer to the tax commission of responsibility for collection of the inheritance and gift taxes, transfer from the land board to the tax commission of the handling of escheated estates, placing of all purchasing under the budget director instead of the secretary of the board of control.

The state penitentiary is crowded to capacity with 1000 prisoners. Not all are in the main cell blocks, of course, but never before in history have so many convicts been in confinement.

An even 14,000 persons have "done time" in the penitentiary since it was established by the territory of Oregon in 1851. The prison was built in Portland, but moved to Salem in 1866. By a strange coincidence, both convicts No. 1 and No. 14,000 were from Marion county and committed the same crime, larceny. First inmate was Indian Charley; No. 14,000 is Joseph Gigger.

Four new railroad construction projects are being considered in Oregon. Public Utilities Commissioner McCulloch and Governor Martin revealed.

The city of Grants Pass, whose unique charter permits it to own and operate a railroad, and Crescent City, Calif., harbor district, have already applied to the interstate commerce commission for permission to extend the California-Oregon Coast railroad from its present terminus at Water Creek, Ore., to Crescent City, Calif.

The 8 1/2 miles of construction would cost \$7,380,711, with nearly half the money coming as a grant from the reconstruction finance corporation.

The I. C. C. has already approved construction of the 90-mile Gold Coast railroad from Port Orford to Leland, 20 miles north of Grants Pass. Talk of a cross-state line from Burns to the coast via Klamath Falls has been revived. The war department, too, is talking of completing a link between Humboldt Bay, Calif., and Coos Bay to give complete railroad connection from San Francisco to the mouth of the Columbia river. The line would allow the rapid movement of railroad artillery in coast defense.

The state highway department and A. R. Hollingshed, of Harper, tiny Malheur county town, are at war.

Hollingshed notified the department he was going to put a toll gate across a section of the central Oregon highway because he was not paid for the right-of-way taken by the road across his property. The state said the county would have to pay. But if the toll gate goes up, the state will have to go to court to tear it down.

The state insurance department's business is better than ever, according to Commissioner Hugh H. Earle. Collections of company and agent's license fees and taxes on net premiums will be nearly \$750,000 this year—\$40,000 more than came in last year, Earle said.

### Annapolis Vacancy Next Year

On October 17 a civil service examination will be held to determine eligible applicants for appointment to the U. S. Naval Academy at Annapolis, Maryland.

The first congressional district of Oregon will have one vacancy at that academy in 1937 and Congressman James W. Mott is anxious that all ambitious young men in the first district have an opportunity to try for this appointment.

Any young unmarried man not less than sixteen years of age nor more than twenty on April 1, 1937, may compete.

In order to make the required arrangements it is necessary that the applicant notify Congressman Mott, Masonic Building, Salem, Oregon, not later than September 15th of his desire to participate in the examination.

### Gov. Martin Closes Portion of Coos County to Entry

Restricted use of a portion of the Siskiyou national forest in Coos county until Oct. 15, has been proclaimed by Gov. Martin as a fire protection measure. The district is in townships 30 and 31, Range 10 and 11, north and east of Powers. For the next two months permits must be secured by those wishing to enter these areas, information as to retails being contained in the following:

On account of the high fire hazard caused by an excessive amount of inflammable debris resulting from logging operations and the fact that operations are now being carried on, also on account of high temperatures and low humidity, the unregulated use of the timbered area (mentioned above) is, in my judgment, a menace to life and property.

Now, therefore, I, Charles H. Martin, Governor of the State of Oregon, by virtue of the power and authority vested in me under the provisions of Section 42-409, Oregon Code 1930, as amended, do hereby declare said area closed to unregulated use and subject to entry only through written permit to be issued by the State Forester or a state fire warden, under which entrant shall comply with the following requirements:

(a) To build no fires except in places designated as safe in said permit.

(b) To have as a part of his or her equipment tools suitable for extinguishing fire.

(c) To refrain from smoking except in places designated as safe in said permit.

Permits for entering the above area may be obtained at the following places: Powers Ranger Station, Eden Guard Station, Fire Warden's office in Marshfield, Bradford Patrol Station.

### County School Notes

#### From Mrs. Mulkey's Office

**Schools to Open Sept. 7 and 8**  
 September 7 and 8 will see the opening of nearly all the schools of Coos county. During the last week the office of county school superintendent has registered many teachers' certificates, contracts and reading certificates in preparation for the beginning of school.

**Schools Receive Money**  
 There was \$61,015.28 mailed out in the form of orders from the office of the county superintendent this week. Of this amount \$22,228.90 was from the elementary fund, \$28,710.13 from the county school fund and \$10,076.25 from the state school fund. Besides this, special tax money is also being sent out through the treasurer's office, which means, no doubt, that many warrants will be called by the different districts of the county.

#### School Improvements

Several schools have been repairing and refinishing buildings and equipment in preparation for the beginning of school. Among these which have attracted the attention of the county school superintendent this week are: Arago, which has removed the oil from the floor of the school building. The floors were then sanded and are being varnished. Also the walls of the building are being calcimined. The Roy school is having the children's desks varnished. It has been the custom of most of the schools in the county to have a thorough cleaning of the school buildings before the beginning of school. This time is rapidly approaching.

#### Visitors Stay Longer in Oregon

Few travelers this year are inquiring about the quickest route through Oregon. They are spending more time here and more money, too. Most visitors have changed their attitude toward the state, the Oregon State Motor association reports and they are allowing plenty of time and money out of their vacation budgets to take in what Oregon has to offer. It was estimated that an average of one day longer is being spent in the northwest this year than last.

From all indications the state's 1936 tourist business will soar to more than \$35,000,000, which will be an increase of about 30 per cent over the 1935 business.

Although there are more automobiles entering the state, one of the greatest reasons for a more prosperous touring season is the new light in which Oregon appears to outsiders. Work such as that conducted by the highway department, Evergreen Playground association and the motor club tends to create this new attitude and let the world know that we have something in the line of recreation that few other states possess.

"Oregon is becoming a place to go—not just a place to go through," Dr. E. B. McDaniel, president of the association, says, "and the value of creating this vacationland will soon be felt throughout all lines of industry."

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Robert S. Kreson, Dallas attorney, has been selected from a list of more than 600 applicants to represent the state at a traffic conclave in New York this month. His driving record of 210,000 in the past 30 years, without accident, earned him the designation as Oregon's safest driver.

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