

The Sentinel

A GOOD PAPER IN A GOOD TOWN
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A LOOK AHEAD

Congress has done well to let us heave a sigh of relief at the thought that we are escaping new federal taxes this year. Because soon we're going to need all our breath for the gasping when we start paying up.

Congress has limited its tax work this year to the enactment of "nuisance" taxes, which we pay indirectly, and to an attack on those who allegedly are using "loopholes" in the tax laws. Those attacks always seemed rather far fetched to us. Congress certainly would want us to assume that it knew what it was doing before, who is to blame for the "loopholes?"—congressmen who deliberately left those loopholes in the law, or tax-paying citizens who did exactly what the law required of them?

But more serious problems confront us. The National Industrial Conference Board made us emit a preliminary gasp with a recent study of taxes and government debts. It found that the debts of local, state and national governments at the end of the last fiscal year amounted to \$415.96 for each person in the country, including women, aged, and children. The debt was \$59.28 per person in 1913.

Worse than that, the Board finds that out of the total national income of \$54,000,000,000 in 1935, exactly \$9,717,000,000 went to taxes. Translated into every-day figures, that means that taxes actually got 17.7 cents of each dollar we earned and spent for rent, food, clothing, doctors, or anything. Despite that fact, the debt increased.

Heave your sighs of relief, for the day of reckoning is coming.

COOS' RETAIL TRADE INCREASE

Retail trade gains of \$2,000,000 in Coos county in 1936 show the important contribution made by the county to Oregon's rating as the third highest state in average spendable income, according to the annual survey of national buying power just released by Oregon Mutual Life Insurance company.

Coos county retail trade gained 84 per cent in the 1933-35 period. The county's buying power index stands at 134, well above the national average of 100. There are 260 cars per 1000 people registered in the county, markedly higher than the 182 in 1000 population recorded nationally.

Only Nevada, with an index figure of 168, and California, with 149, had a higher buying power rating than Oregon, with an index of 135.

The three Pacific Coast states, with an average buying power rating of 143, led all geographical subdivisions in the country by a wide margin, the middle Atlantic and east north central groups standing second with a 115 index figure.

The survey indicated that the average Pacific coast family has spendable income three times as large as the average family in the deep south, and one-third higher than the national average.

Living standards are much higher in the far west, the survey indicates. All classifications studied show the Pacific coast leads in retail sales increases, new car sales, passenger car registrations per 100 population and stand second in the number of income tax returns filed in proportion to population.



Appointment of Hall S. Lusk, of Portland, to the Oregon supreme court is believed by many to have cleared the way for appointment of Claude McCulloch, of Klamath Falls, to the federal bench, a post which has now been vacant for many months.

Basis for their belief lies in the fact that Lusk was regarded as McCulloch's principal opponent in the race for the federal job.

Judge Lusk, who will take up his new duties on August 1 as successor to the late J. U. Campbell, will be the first democrat to grace the supreme bench in this state since the retirement of O. P. Coshow in January,

1931. In fact, democratic supreme court justices have been few and far between in Oregon history, most of those who have served in that capacity reaching their position through appointment rather than through election. Coshow, the last democrat on the supreme bench, was first appointed by Governor Pierce in January, 1924, to succeed Justice Lawrence T. Harris, resigned. In the general election that year he was returned to a full six-year term on the bench. That same year Martin Pipes, another democrat, was appointed to the bench to succeed Justice John McCourt, deceased, but served for only a few months. The only democrat to be elected to the supreme court in this state in the past 50 years, with the exception of Justice Coshow who had the advantage of a previous appointment, was Alfred S. Bennett whose term began on January 7, 1919, but who tired of the strenuous grind after less than two years experience and resigned on October 5, 1920.

Consolidation of smaller schools, equalization of taxation and more adequate school supervision and relief of property from a part of its present heavy tax burden were urged by county school superintendents meeting at Salem in their annual conference this week. The educators also went on record as favoring the establishment under state regulation of a bureau or teacher's agency for the dispensation of accurate information regarding the qualifications of prospective teachers.

June was the second "million dollar gasoline tax month" in Oregon this year. Taxes paid by users of this motor vehicle fuel during June swelled the state coffers by \$1,028,315.76, which was only \$12,000 under the all-time high record set by May collections, according to Secretary of State Earl Snell, who predicts that July collections will top those for May.

Federal subsidies for Oregon flax growers are now practically assured in the opinion of L. L. Laws, manager of the state prison flax plant. The government is expected to pay flax growers \$7.50 a ton this year, Laws said. Earlier reports from Washington, D. C., were that the subsidy had been cancelled. Payments to Oregon flax growers this year under the subsidy plan are expected to approximate \$37,500.

Two important steps on the new state building program were taken by the Capitol Reconstruction commission this week. One of these was the elimination of the New York firm of Trowbridge & Livingston, capitol architects, as the designers of the new library and office building and agreement on the firm of Whitehouse & Church, of Portland, for this job. The other was the signing of an option on the T. B. Kay property at a price of \$44,000. This property covers approximately one-third of the block bordering on Court street between Summer and Winter streets. Of particular interest in this connection is the price paid for the Kay property which will serve as a yardstick in measuring the value of other property in the blocks which the state hopes to annex in its program of building expansion.

Thirty-nine proposals are on file with the state board of control in connection with the Portland office building program. Twenty-four of these proposals involve the purchase of sites for the proposed building. Many of these sites are already occupied by buildings which would have to be torn down or moved if acquired by the state. The other 15 proposals cover buildings suitable for office purposes either as they stand or following remodeling.

The advancing cost of living has caught up with the imbibers of hard liquor. The liquor control commission has announced a complete revision of its price list effective August 1 with most of the items slightly higher than present prices. At the same time, the commission announced, 24 new brands of liquor are being added to the store shelves while 42 brands are being dropped.

"When I said that the re-appointment of Chas. V. Galloway and Earl Fisher as tax commissioners were made without any strings attached I meant just that."

This was Governor Martin's reply to critics who have been "viewing with alarm" a purported "new policy" adopted by the board of control in its relations with the tax commission. The "new policy," which has drawn the fire of critics in certain quarters is supposed to involve scrutiny of major compromises entered into between the tax commission and taxpayers.

"The board of control has no authority of law to meddle with the administrative duties of the tax commission and I for one have no desire to do so," the governor declared.

Tiring of the rule of rubber stamp to department heads who expand

their office space in rented quarters and then ask for official approval of their action the board of control this week turned thumbs down on this practice. Hereafter approval must be secured first or some officious underling is going to find himself in an embarrassing position, the board warned.

Approximately 200 applications for grubstake loans under the new mining act have already been filed with the state board of geology and mineral industries. The statute creating the board authorizes grubstake of \$50 to be advanced to legitimate prospectors, the loan to be repaid if a "strike" is made.

Safety Leaders Offer Pledges In Statewide Campaign

"I will drive carefully at all times, keeping hands on wheel, eyes on road, mind on driving. I will learn, respect and obey the safety rules."

Striving to stem the flux of traffic disaster scourging Oregon, thus will every motorist in the state be given an opportunity to ally himself with Oregon's crusade against death.

The motorist's "White Cross Safety Pledge," bearing the signature of the car's operator, is contained on a small red, white and blue sticker to be attached in the lower right-hand corner of the windshield. It will signify the driver's sincere intention to drive safely.

The pledge is sponsored by the Oregon State Motor association and other safety leaders as a part of the traffic safety program of education, engineering and enforcement.

Motorists will be asked to sign the pledge only with the understanding that they will accept, as the pledge outlines, their clear-cut duty to conserve life and prevent suffering and injury with every means in their power, the safety leaders aver.

Three out of five fatal vehicular accidents are caused by some negligence of the man behind the wheel, the motor association points out. To motorists desiring to lend their support in the battle against this needless toll, the pledge will be available throughout the state at offices of the motor club. Here it can be obtained at the office of The Sentinel or at the Chamber of Commerce.

The support of every owner registering his car with the secretary of state will be requested. Through the authority of James H. Cassell, president of the Oregon Automobile Dealers, purchasers of new or used cars will be given a chance to take the pledge of safe driving.

Today's Traffic Problem One Requiring Much Study

An automobile, built to maintain effortlessly a speed of 60 miles an hour, can only average between five and six miles an hour on cross-town streets in New York city.

This indictment of today's tangled traffic conditions recently was turned in by the Bureau for Street Traffic Research at Harvard University.

Ever since the first great peak of automobile production was reached in the early '20s the street systems of American cities have been steadily losing ground in their battle to handle the traffic flow. Stop-and-go driving conditions have become so widespread that today some people are wondering what is going to become of the automobile.

Two of the nation's foremost experts believe that it is going to play a more important and useful part in our lives. They are Dr. Miller McClintock, director of the Harvard Bureau, and Norman Bel Geddes, a famous futurist of industrial design, whose creative brains were recently brought to bear on the traffic problem under sponsorship of the Shell Oil companies.

This series of stories deals with what they and others have found wrong with our present system of handling traffic. It will also tell what these two experts believe must be done if we are to keep the automobile with us as a swift, safe servant.

To understand the problem it is necessary to see how it came into being. Back in the Gay Nineties when the first automobile sputtered down Main street the only traffic problem was that of controlling frightened horses and untangling piled-up buggies.

Automobile development was slow until the world war and there was some doubt as to what the automobile eventually was going to become. The extent of our dependence upon it today was not generally foreseen.

Then someone discovered that the car was a pretty good thing to load the family into and take them over to the next county. Of course, it might take you a couple of days. You'd get stuck on the dirt road several times, the engine would quit on a steep hill; if you ran out of gas you were out of luck. But it was fun.

It got to be such fun that somebody started a Good Roads association and people began to learn what the words "asphalt" and "concrete" meant. Hard-surfaced highways began to ap-

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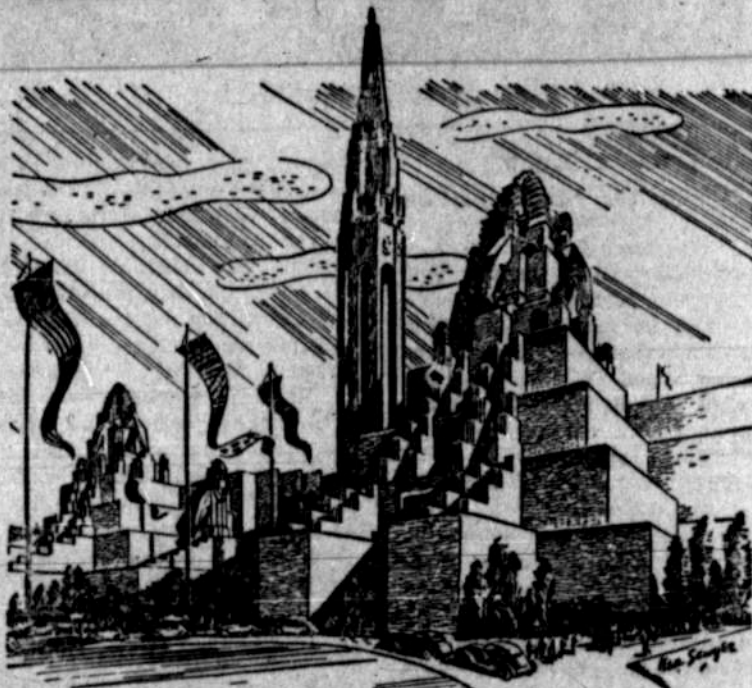
SOUTHWESTERN MOTORS COQUILLE OREGON

STORIED RAMPARTS OF WORLD'S FAIR

In feature movies the hero was always winning a trans-continental road race. The country entered an era of speed; it began to get around and see what was over in the next state; farmers could come to town every day instead of on Saturday night. Country lines were wiped out. Naturally all of this increased the demand for automobiles. As soon as people got them they wanted better ones and the efficiency of mass production as developed by the automobile manufacturers gave them a better car at a lower price. The nation began to turn out cars by the mile.

The automobile was hailed as one of the greatest aids to civilization. In the words of Dr. McClintock it started a "revolution." In one of the most amazingly rapid developments the world has ever seen it gave us the power to transport humans and goods rapidly and in mass quantities just as the discovery of power enabled us to develop mass industrial production.

The automobile was here to stay. It was a friend and servant. It was yet to become, through improper control, a killer.



First view of the entrance to the magic city being erected for the 1939 Golden Gate International Exposition on Treasure Island in San Francisco Bay. More than 20,000,000 persons are expected to attend the World's Fair.

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Heaviest Losers in World War
 Russia, with 1,700,000 men killed in action, suffered the heaviest loss of any nation in the World war. Germany was second with 1,600,000 and France third with 1,300,000. About 65,000 Americans were killed.

Oldest Jewish Cemetery
 The oldest United States Jewish cemetery was established in New York in 1656 through permission of Peter Stuyvesant. It is maintained by the Spanish and Portuguese synagogue.

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