

The Sentinel

A GOOD PAPER IN A GOOD TOWN
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A GOOD DEFINITION

The Chicago Daily News gives one of the best homely definitions we have ever seen of Communism, Socialism and Fascism. It's this: It you have six cows, Communists take them all, Socialists take three of them, and Fascists let you keep them and feed them but take the milk.



Proponents of a state office building for Portland believe they have found a way around the constitutional debt inhibition which has been threatening to wreck the program. Their answer to this problem is found in the supreme court opinion handed down more than nine years ago in connection with the construction of a dormitory at the University of Oregon through a bond issue to be retired from rentals. In that case the supreme court held that inasmuch as the proposed bond issue did not involve any debt against the state but was to be paid entirely out of a special fund to be raised from rentals it did not run counter to the constitutional inhibition. The same plan has since been used in financing other buildings at institutions of higher learning.

While the plan is very similar to that proposed for financing the projected office building, there is one important difference which might upset the whole program if it should be taken to court. That difference is to be found in the fact that whereas the university dormitory was a "utility" and the bonds were to be retired through rentals paid by the students, the proposed office building will be state-owned and the rentals which are to pay for it must come either out of legislative appropriations or out of revenues which would otherwise go into the state treasury.

Completion of a 9 1/2 mile project on the Coast highway between Hugg Point and Manzanita, south of Cannon Beach, will shorten the distance between Tillamook and Seaside by 14 miles, according to R. H. Baldock, state highway engineer. The project which includes a 1278-foot tunnel under Arch Cape, now under way, as well as grading and surfacing the entire section, will not be completed for at least three years. Total cost of the improvement will be \$620,000. This is the last link in the Coast highway stretching from Astoria to the southern border of the state on which \$27,000,000 has been spent in the past 20 years.

Secretary of State Snell is not going to take any chance on the urge to "step on the gas." He has had a governor installed on his car set at 50 miles an hour. Snell also plans to install governors on all cars used by employees of his department.

Leo Spitzbart, manager of the state fair, reports an unprecedented demand for space from exhibitors in many departments. Eight counties have already indicated their intention of displaying their products this year, although the opening date of the fair is still more than a month away.

The rising cost schedule is hitting the state in more than one spot. J. M. Devers, attorney for the highway department, reported this week that increasing prices of farm lands is being reflected in higher costs for rights of way.

State officials are giving consideration to the matter of improving or removing the heating plant that serves the capitol group of buildings. Originally located in the basement of the old capitol the heating plant is now some distance east of the new state house. Its appearance, with a ragged chimney rising above the surface of the ground for 50 or 60 feet into the air, detracts greatly from the attractiveness of the capitol grounds. One proposal involves sinking the plant deeper under ground and covering it with a lawn. This would also necessitate stream-lining the smoke stack to an outside wall, in order of the capitol.

THE UPWARD ROAD—WAY OF LIFE

There is no death for one who stands on hard-won heights, on lofty lands, and, passing on, adds but one height more.

To summate he has gained before: Who claims a joy that long has been faith in a substance yet unseen.

Who has, thro' long captivity dreamed freedom, and today is free. Yet there is death, and this is it: A slow surrender, bit by bit.

To earth, of heaven, to depth, of height:

To doubt, of faith, to wrong, of right:

To locks and keys a tame consent: Of struggle a tired relinquishment:

The yield to downward pulls: Surrender to climbing, for the sake of peace:

For as, upon an Alpine steep A pause may mean an endless sleep.

So here no path is to retrace, No sheltered wayside stopping-place.

And Jesus, Friend, I cry to Thee Who marked this upward way for me.

Hold fast my hand, lest I should fall And fall asleep beside the trail:

Lest I should, weary, cease to try To reach the goal—lest I should die!

—Frances Holmstrom

Another proposal involves moving the plant to a new location some distance from the capitol site but convenient to railroad trackage in order to save money on fuel oil. In either event another boiler must be added to the plant to accommodate additional buildings now being planned for immediate construction.

Clarence D. Wagoner, Portland real estate dealer, is being encouraged to seek the republican nomination for governor, it became known here this week. F. G. Delano, Salem real estate man and a close personal friend of Wagoner, said that petitions were now being circulated and liberally signed urging Wagoner to run. Delano said that while the Townsend movement was in no wise interested in Wagoner's candidacy he would receive considerable support from the \$200-a-month pension advocates if he decides to make the race. Wagoner has been active in the Townsend movement as a lecturer for some time.

A potential republican aspirant for Walter M. Pierce's seat in congress made his appearance during the week in the person of U. S. Balentine, of Klamath Falls. Balentine served in the state senate during the recent session, defeating N. G. Wallace, of Bend, for this post in the November election.

Governor Martin this week continued his attack against J. D. Ross as the probable administrator of Bonneville dam. In a statement to the press the governor reviews Ross' opposition to the Bonneville development and declared that the Seattle utility manager has always opposed the interests of the farmers of the great Inland Empire as well as the Columbia river section of Washington and Oregon. Appointment of Ross, the governor declared, would mitigate against the success of the gigantic power and navigation project.

Employment of two additional guards at the state prison was authorized by the Board of Control this week. Salaries of the new guards will be paid out of the prison revolving fund, the emergency board having refused to approve a deficiency appropriation when it met here more than a month ago.

Representatives of an American Federation of Labor local at Gaston, Washington county, appealed to Governor Martin this week for protection from C. I. O. members who, they claimed, had threatened them with violence if they attempted to return to work at the plant of the Stimson Lumber company. Two years ago employees of the same plant, then non-union, appealed to the governor for protection from pickets of the Federation of Labor.

Aid of the State Bond commission in refunding its outstanding bond and warrant debt has been sought by the city of Bandon. It is proposed to refund \$156,373 in outstanding bonds at 25 cents on the dollar and \$102,537 in outstanding warrants on the basis of 35 cents on the dollar. The refunding program is necessary in order that the stricken city may take advantage of federal funds in its reconstruction program, according to Mayor Ed Capps.

One of the liveliest sessions the Board of Control has held in many months was staged this week when the members sat in judgment on a controversy between gill netters and seiners on the lower Columbia river. The gill netters, represented by State Senator F. M. Francisovich were in-

As Manufacture Increased Congestion Became Worse

[Editor's Note: This is the second of a series of five stories dealing with today's traffic problem, how it grew and its solution.]

In 1920, as the country entered its first great era of motor car production, automobile fatalities mounted to five figures.

Traffic congestion became enough of a problem to warrant establishment of the Bureau for Street Traffic Research at Harvard University.

Every day a country road or twisting, narrow street was being given a hard surface of concrete or asphalt.

Every year more miles of speed were being built into the automobile and fatal accidents began to increase.

At corners where important streams of east-west and north-south traffic joined, tangles grew worse and worse.

That was about the time the first sign was put up that read:

"Go Slow and See Our Town; Go Fast and See Our Jail."

In towns and cities automobiles were limited to 25 miles an hour. The speed limit signs didn't stay up long, because it soon was impossible to attain 25 miles in most larger cities.

Soon city councils were buying traffic lights. At first a cop stood on the corner, and, when he figured, one stream had flowed long enough, changed the light and let the other stream go.

The "meter system" of control came into use. Lights operated by a mechanically controlled timing device were designed to govern traffic for entire sections of several blocks. That's about as far as we have gone with our traffic control, except to enact innumerable ordinances that are sporadically enforced.

All this time more and more cars were rolling off the assembly lines. Money and brains were marshalled behind the car's production, to make it increasingly better.

This was a fine thing. But everyone overlooked our street and highway system except neighborhood groups that wanted their particular streets or roads paved. The first great period of congestion came in 1923, when more automobiles were manufactured than had ever been turned out before in any one year.

Manufacturers and business men began to find that with the increasing network of paved roads goods could be shipped more cheaply and, better still, from door-to-door by truck. So more trucks were made and thrown into the tangle.

A campaign began in Chicago for four-lane roads.

Dr. Miller McClintock went to Los Angeles and studied its problem. He set up a "major-street" system of wider, better connected thoroughfares set aside for a faster flow of traffic.

Since then Dr. McClintock, now head of the Harvard Bureau, has been called in as consultant by many of our larger cities which were hampered by the ever-growing congestion in their streets. Recently, under the sponsorship of the Shell Oil companies, he and Norman Bel Geddes, a foremost planner of the future, have co-operated on a solution for today's stop-and-go problem, to be taken up later in this series.

The automobile, says Dr. McClintock, is not the villain of today's American tragedy of traffic congestion, with its staggering annual toll of human lives, that has grown from a total of 15,000 in 1922 to 36,000 in 1936.

We have efficiently developed the automobile, he says, but have given little or no intelligent consideration to the street system over which it must operate.

Dr. McClintock says that the nation has sincerely attempted to do something about its traffic tangles but the efforts haven't been very effective.

Putting up posters urging safe driving, holding occasional police safety drives and installing more traffic lights won't stop people in automobiles from killing themselves and 36,000 others each year, says Dr. McClintock, but traffic engineering will.

Assisting that the board cancel a deed to certain tide lands which it had given to one Henry Coles, owner of the upland. Francisovich claimed that the board had not complied with the law in the sale of the fishing ground. A compromise was finally reached when Cole agreed to give the deed back to the state at the close of the present fishing season.

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Anemia, of Lack of Good Blood

(Oregon State Board of Health)

'Anemia is caused by either loss of blood or by failure of the body to make blood. The disease is divided into two classes, primary and secondary, the latter always being due to some underlying condition.

"The symptoms of all forms of anemia are practically the same, depending upon the intensity of the disease. Shortness of breath occurs because anemic blood carries a lessened amount of oxygen than normal and therefore more breaths have to be taken in order to obtain the normal quantity of oxygen. This is strikingly shown by breathlessness when the anemic person goes up stairs or climbs a hill. With this shortness of breath there is a rapid and conscious action of the heart beat, a marked paleness of the skin and lips and a tendency to giddiness or faintness.

"Anemia may be secondary or primary. When secondary it is simply an evidence of an underlying cause or disease such as a defective food supply, the eating of too much candy and sweet desserts instead of fruits and green vegetables which contain iron; fever; poisons such as lead, mercury, arsenic; Bright's disease and jaundice. Patients with anemia need to have a physician study them in order to determine the cause and to prescribe the proper line of treatment.

"There are two types of primary anemia—one is easily curable and the other absolutely hopeless. The curable form occurs in young girls usually beginning any time from the

fourteenth to the sixteenth year of life. This disease is most common in ill-fed overworked girls of large towns confined all day in close, poorly lighted and badly ventilated rooms. Such cases complain of breathlessness on slight exertion and palpitation, and they faint easily. They do not lose in weight—in fact their weight may increase. Their skin has a striking yellow green color and for that reason this disease is often called green sickness. There may be puffiness of the face and swelling of the ankles which might suggest Bright's disease. These anemic girls often become low-spirited and irritable. Their appetite is peculiar and they crave all kinds of indigestible articles such as pickles, chalk and even earth. They are sometimes called clay-eaters in the South. The cure is easy and brilliant—Blaud's Iron pills with regulation of the bowels—for these girls are generally badly constipated.

"The other form of anemia is called pernicious anemia because it is always fatal. This disease occurs in middle life and no certain cause has been as yet discovered. Treatment has seemed to help but no line of treatment has ever effected a cure."

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