

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 \$3.00
Six Months 1.50
Three Months80

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.

WHAT HELPS BUSINESS HELPS EVERYONE

Could everyone in the United States read and realize the truth of what is contained in the following, the future of the United States would be assured. The article is clipped from the house magazine of the Trumbull electrical equipment factory at Plainville, Conn., and is right in line with what L. A. Liljeqvist is saying in the talks on labor and capital which he has made recently:

The message, "What Helps Business Helps You," is indicative of the need of a new viewpoint, a better understanding, a renewed spirit of good will among men on which foundation our nation has been built.

The atmosphere must be clarified. Groups that never should have been hostile to each other must come to realize (now more than ever before in the face of this business recession—lest it become a definite depression) that the interests of employer, employee, government and the general public are mutually and definitely interrelated.

As W. J. Cameron said in part: "No one's health can be increased by injuring another's health. We cannot win security for one class at the cost of insecurity to another—nor build prosperity for one on the poverty of another. Whenever we dig that ditch, we'll fall into it ourselves. If Paul needs more, Paul ought to have more—and our job is to produce it. But robbing Peter for the purpose of helping Paul hardly can be called production. It does not change the underlying conditions."

A little shop of twenty-five men that disburses all its profits and does not continuously feed them back into the business cannot grow, but must drop behind and still farther behind until it becomes antiquated. Unless there are working profits, a little business of twenty-five men can never grow into an industry employing five thousand men. Only when there are profits can a business grow, steady employment and wages be assured, and a program of profit-sharing made possible.

If this country is to succeed, if there is to be economic prosperity, if the standards of living and wages are to be improved—business must be successful. It cannot be hampered, scorned and battled at every turn.

When business does not know from one day to the other what new proposal will be made to harass private enterprise, the confidence on which the foundation of business expansion rests is destroyed.

So does it not indeed behoove us—workers and employers alike—to realize that what helps business helps us all?

AMERICA'S TRAGIC RECORD

Basic reasons for America's shameful automobile accident record in 1937 were "too much speed and too little courtesy," according to a new booklet entitled "Death Begins at 40," just issued by the Travelers Insurance company. The booklet presents a complete analysis of last year's traffic accidents, based on official figures from the 48 states.

There is no intention in the booklet, according to the editors, to advocate 40 miles an hour or any other fixed speed as a top limit. To quote: "... there are times, as in heavy traffic or heavy fog, when 30 miles an hour is suicidal; other times when 50 miles an hour seems reasonable. Every driver should know, however, that if he does have an accident it is more likely to mean death if he is going fast."

Many of the features in the booklet have been prepared especially to show what happens in the higher brackets of speed. It is pointed out, for instance, that a car is four times harder to stop at 50 miles an hour than it is at 25, and nine times harder to stop at 75 miles an hour than at 25. A new word, "turnability," has been coined to express another speed factor. The driver's turnability, the booklet shows, decreases rapidly as his speed increases. Thus, he can make only one-fourth as sharp a turn at 50 miles an hour as he could make

at 25 and only one-ninth as sharp a turn at 75 as at 25.

Another set of figures shows that if you have an accident while driving under 40 miles an hour, there is only one chance in 44 that somebody will be killed but if your accident comes when you are traveling faster than 40, there is one chance in 19 that somebody will be killed.

While the folly of high speed provides the main theme of the booklet, there is a secondary theme which runs consistently through the issue. It is the need for courtesy on the highway.

After analyzing reports of 40,300 fatalities and 1,221,090 injuries in traffic accidents last year, the company's statisticians point to these interesting and little known facts about accidents:

Exceeding the speed limit was responsible for 37 per cent of the deaths and 25 per cent of the injuries.

More than 94 per cent of drivers involved in fatal accidents were male and less than six per cent female. It does not necessarily follow that women are safer drivers than men, it is pointed out, because adequate data on the relative exposure are lacking.

Ninety-seven per cent of drivers involved in fatal accidents had had one or more years' driving experience.

More than 78 per cent of all fatal accidents occurred when the road surface was dry. Eighty-three per cent of all fatal accidents occurred in clear weather.

There were more fatal accidents on any one day than on any other day. The heaviest injury toll came on Saturday. More persons were killed between seven and eight o'clock in the evening than at any other hour.

Fatalities increased last year in every age group except that from five to fourteen years of age.

In the past fifteen years, 441,913 persons have been killed in the U. S. by automobiles. This is almost double the number of American soldiers killed in action or died of wounds in all the wars this country has engaged in since its birth.



Speculation as to the political intentions of Secretary of State Earl Snell was definitely set at rest by his announcement this week that he would seek re-election to another term in his present office. Snell has been prominently mentioned as a possible candidate for the Republican nomination for United States senator and it is known that strong pressure was brought to bear by certain republican leaders in an effort to persuade him to announce for the post formerly occupied by Frederick Steiwer and now filled by Evan Reames, of Medford, under temporary appointment.

In announcing his decision to try for re-election Snell explained that he was influenced in this course largely by considerations of his obligation to his family and his desire to continue serving the state in a position with the duties of which he is now familiar after three years in office.

Political observers generally have conceded Snell an easy victory in a race for re-election.

Second outstanding political development of the week was the announcement by Howard Latourette, of Portland, that he would not enter the democratic gubernatorial primary. While the democratic national committeeman proclaims his neutrality in the forthcoming campaign, it is generally felt that at least his moral support will go to Dr. J. F. Hosch, of Bend, who will oppose Governor Martin for the democratic nomination. Incidentally the self elimination of Latourette which is taken to signalize a healing of the breach which threatened to divide the anti-administration forces increases by just that much the hurdle which Governor Martin must surmount in the coming campaign if he is to win the democratic nomination and a chance at a second term.

Following closely on the heels of Latourette's announcement Dr. Hosch filed his formal declaration of candidacy in which he indicated that he proposed to attack Martin's stand on the sales tax, gambling measures and liquor. "Deeds, not words, will bring the New Deal to Oregon," is the slogan under which the Bend democrat will tour the state in his campaign for democratic support.

Miss Harriett Long, state librarian, shared honors with Governor Martin in the ceremony which marked the turning of the first spadeful of earth on the site to be occupied by the new state library building this week. The ceremony was attended by a number of high state officials, supreme court justices and members of the Capitol

Reconstruction commission. The contractors have lost no time in getting on the job and already work is under way on the new \$700,000 structure which will house not only the state library but a number of other departments including the department of education, department of vocational education and the World War Veteran State aid commission.

Seventeen Oregon counties participated in the distribution this week of \$25,587.94 representing Oregon's share of rentals received for grazing lands under the Taylor Grazing act. Largest amount went to Malheur county whose share amounting to \$11,248.05 represented nearly 50 per cent of the total. Other counties participating in the distribution and the amounts each received included: Baker, \$1887.31; Deschutes, \$648.10; Gilliam, \$90.88; Morrow, \$3.28; Sherman, \$122.68; Wasco, \$53.48.

Commercial jobbers cut a total of 168,555 Christmas trees from Oregon forests during the recent holiday season, according to a survey by the state forestry department. The trees would cover an area of 314 acres on the basis of a 9 by 9 planting, which is regarded as quite dense for well formed trees. This figure does not include trees cut by individuals for their own use.

It costs the taxpayers of Oregon more than \$53,000 a month to pay the hotel bills and transportation costs of the state's small army of travelling officials and employees. A survey just completed by Budget Director Wharton reveals that the biggest share of this cost, averaging \$36,467 a month, is paid out for transportation. Operation of state-owned cars alone accounts for an expenditure of \$22,812 a month while the use of privately owned automobiles on state business costs another \$10,833 a month. The railroads get very little passenger business out of the state, train and bus fares combined amounting to only \$2,819 a month. Meals eaten by state officials and employees while away from home cost an average of \$8,931 a month while lodgings account for another \$7,620 a month. Wharton's survey shows that the state is now operating 562 of its own cars at an average cost of only 2.58 cents a mile. Use of privately owned cars costs the state an average of 3.8 cents a mile.

The mild winter weather enjoyed by Oregon this year is reflected in an increase of approximately 20 per cent in gasoline sales during January as compared with sales for the same month last year. Reports to Secretary of State Snell account for the sale of 13,992,733 gallons of gasoline

during January on which the state tax amounted to \$699,636.66.

Residents of Cascade Locks have petitioned the Oregon Hydro-Electric commission for the organization of a people's utility district to include not only the town of Cascade Locks but a strip of territory approximately ten miles long bordering on the Columbia river.

First National Co-operating In F. H. A. Loan Program

Applications for Class one and two loans under Title I of the new National Housing Act just passed by Congress are being accepted by the Coquille Branch of The First National Bank of Portland, it is announced today by Harry L. Claterbos, manager.

"Under this act," Mr. Claterbos stated, "which amends and revives the home and business plant modernization act, known as Title I under the original F. H. A., loans may be made for the purpose of alterations, repairs or improvements in amounts not to exceed \$10,000 for the improvements of existing structures, or \$2500 for the construction of a new structure. We are receiving many applications under classifications one and two outlined by the act and believe we are entering a new era of renovating and modernization."

Mr. Claterbos pointed out that the act specifically covers three classifications of loans: Class 1—to repair, alter or improve an existing structure or the real property in connection therewith. Class 2—to erect new structures exclusive of those used in whole or part for residential purposes, and Class 3—to erect new structures to be used wholly or in part for residential purposes. Classification 1, authorizing loans up to \$10,000, covers the repairing and improving of such structures as homes, apartment houses, multiple-family houses, hotels, office buildings or other commercial buildings, hospitals, orphanages, colleges, schools, churches, manufacturing and industrial plants and other similar completed structures having a distinctive functional use.

While this act does not cover the purchase and installation of machinery and equipment, "repairing and improving existing structures," does include such installations as stokers, oil burners, coal, gas and electric furnaces when they are a permanent part of heating systems, plumbing and electric wiring systems that become a structural part of the building.

Loans up to \$2500 on new structures not used wholly or in part for residential purposes may be made under classification 2. Such loans may include the erection of barns,

garages, service buildings gasoline stations, tourist cabins and various industrial or commercial buildings. Classification 2 loans mature in five years.

Dr. C. G. Stem, chiropractic physician, foot correctionist, electric therapist, 292 Moulton St., phone 867. tf
Calling cards, 50 for \$1.00.

Special Offer: FOR A LIMITED TIME ONLY

Your old mattress will help you pay for this Simmons Beautyrest mattress, which will give you the finest, most luxurious comfort known. Yet its cost is only about 2 1/4 cents per day.


We will allow you \$5.00 on any old mattress toward the price of this \$39.95 Simmons Beautyrest, making the cost to you \$34.95 and your old mattress.

Take advantage of this offer to get yourself a Beautyrest—but don't wait—come in and select yours today.



Gould Furniture Co.

COQUILLE



DRIVE A BETTER CAR

Sure, we're co-operating with National USED CAR EXCHANGE WEEK and here's how!
With Such Bargains as These—

1937 PLYMOUTH DELUXE SEDAN—Radio, Heater, Dial equipment and new tires
Only \$745.00

1936 DODGE SEDAN, all over-hauled, original finish, good tires. Genuine Hydraulic Brakes and goes this week for
Only \$585.00

1936 CHEVROLET MASTER SPORT SEDAN with trunk. This car has very low mileage and the very best of condition
Only \$595.00

1936 PLYMOUTH COUPE—Run only 1400 miles. We have never had a better car than this one
\$545.00

We have several cars from \$100.00 to \$350.00. In fine condition 1935 and 1936 long wheel base Dodge Bros. Trucks. Special Prices.

CREARY & WILLIAMS

DODGE and PLYMOUTH

Phone 203
Coquille