

The Sentinel

A GOOD PAPER IN A GOOD TOWN

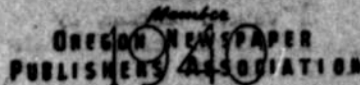
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THOSE ON RELIEF ARE NOT ALL DESTITUTE

The word "relief" in our present day system of government is instantly associated with the widow who draws \$25 or \$50 a month, or the aged who cannot work, or the unfortunate who cannot find a job. But to us the word has a wider meaning and can be applied just as truthfully to the hordes of government commissions, boards and bureaus officials and employees whose pay runs into real money and whom we could do without just as well as we did a quarter or a half century ago.

Nor is our state government free from these relievers, people whose sole duty is to harass and annoy the very people who are paying the relief wages which enable them to get around the state and annoy legitimate business.

These "relievers" can point to the law which created their jobs which in a way reflects back on the voters who elected members to the legislature which enacts these laws.

If about 50 per cent of our state employees were struck from the payroll it would be a "relief" to the taxpayer, even though they had to ask for unemployment relief. That would cost less.



Washington, D. C., March 20—People of the general type in the Vale-Owyhee area will be used to colonize the 1,200,000 acres of the Columbia basin. Mostly they are poorly financed but are willing to work and establish homes. Without any advertising, the 600 families in that area have been canvassed until everything is known about them; their background, former occupation, number of children, finances, where they came from.

From the data thus assembled, government officials are attempting to work out a plan which will be applied to prospective settlers at Grand Coulee. The plan will estimate what it will cost a settler to start with and keep his family until crops can be grown. Also the plan will provide a recommendation on how the necessary finances can be raised, the money being loaned from some government agency with ample time granted for repayment.

A survey indicates that there are enough migrant families in Washington, Oregon and Idaho to settle 50,000 farms in Columbia basin.

Pinch of the war in Europe is being felt increasingly in the Pacific northwest, despite the neutrality law. First to feel the disruption and loss of business were growers of apples and pears. Then the lumber industry received an additional jolt as exports were curtailed. Now England and France have placed a regulation against the importation of canned goods, such as are produced in the packing plants of Oregon and Washington and which had a market in those belligerent countries.

Anti-Japanese propaganda and talk of embargoes against Japan have subsided to a marked degree in the national capital, and no longer is there even discussion of the abrogation of the trade treaty. Very friendly commercial relations continue to exist between the two nations and business goes on as if nothing had happened.

The president will probably have an opportunity to veto a rivers and harbors measure. The chief executive informed senate leaders that he does not favor such a bill this year as the money can be used for other purposes, such as army and navy. There are so many rivers and harbors projects, however, a number in Washington and Oregon, which are needed by various communities that a bill will be prepared and very likely will pass. Then if the president doesn't like it

he can affix his veto. There are members of congress who feel that this county needs other things as well as warships. For example, one of the proposed super battleships costs almost as much as all the money voted for the department of the interior (reclamation, fisheries, etc.) which is \$119,000,000.

For some unexplained reason, the report of the bureau of public roads dealing with inter-regional highways "of military importance" has not been filed. This report was to show the advisability of a super-highway from Boise down the Columbia river, and from Tacoma through Oregon on the route of the Pacific highway. War department would like these routes of "military importance" but does not want the money for them to come out of appropriations for the army.

Senator McCarren, Nevada, is asking for a senatorial investigation of the administration of public lands in the 11 public land states of the far west. The inquiry would also include a quiz of the Resettlement Administration and Farm Security Administration concerning their withdrawal of so-called submarginal lands. The senator implies that all is not on the up and up in the administration of the Taylor grazing act (11,978,370 such acres in Oregon, which includes 1,800,000 acres of state lands; no grazing area in Washington) and gives the impression that acres have been unnecessarily withdrawn from the tax rolls.

Reclamation Commissioner Page says a number of acres will be opened this year on the Owyhee project, the Reza division of the Yakima project, and the Boise-Fayette in Idaho.

According to the census bureau, there are 700 million acres in western states where irrigation is essential but only 20 million acres have been irrigated. Of these 20 million acres but three million are under federal projects, the remainder are in state, district or private development. As the reclamation bureau sees the picture, despite the 700 million acres requiring water to make them available, there are approximately ten million acres not yet developed which have an available water supply.

Last year the government spent for CCC camps in Oregon \$10,464,716 and for the camps in Washington \$7,467,389. This was the cash outlay and does not include the value of the work done by the enrollees.

The Meanest Man In Town

Under the above heading a subscriber writes the Sentinel a letter telling of a distressing incident witnessed on the highway last Thursday:

I have read news items at various times about "the meanest man in town," but have never had the misfortune to actually see one in action until last Thursday morning.

As I was driving toward Coquille on the Marshfield highway between the high school and Folsom's Grocery, I noticed a little brown dog which had evidently been hit by a passing car trying valiantly to gather his strength to get off the highway. He looked bewildered but did not seem to be hurt badly enough to be helpless. My intention was to get out and get aid for him. He probably could have been treated and would still be alive. However, a loaded truck was approaching from the opposite direction. The driver could not fail to see the dog but drove on and his truck wheels left the dog a mangled, writhing mass on the highway.

I hollered at the driver and pointed to the dog but he was not humane enough to stop and see if the animal needed help or a quick release from its misery.

I shall not soon forget this meanest man in town.

Dusk The Most Dangerous Time For Pedestrians

Eighty-three per cent of the pedestrians killed in traffic accidents in the state of Oregon during January were victims of crashes which occurred after dark, it was announced today by Earl Snell, secretary of state, who said that of the 12 pedestrians killed during the month, only two were hit during daylight hours.

Forty-one per cent of this pedestrian deaths resulted from accidents which occurred between the hours of 5 and 7 p. m. This period proved a dangerous time for all types of accidents with 33 per cent of the total deaths for the month resulting from accidents in that time period, Snell said.

The from 5 to 6 p. m. saw the greatest number of accidents for any one-hour period during the month, with 254 crashes resulting in three deaths and 33 persons injured.

Calling cards, 50 for \$1.00.

TWENTY YEARS AGO

(Taken from The Sentinel of Friday, March 26, 1920)

Mrs. Charles Schroeder, of Norway, has been down here visiting this week.

Arthur Hooton came in from O. A. C. last Saturday to spend the week's spring vacation at home.

The mail train came in last night about six hours late. The trouble was due to an extra freight being derailed by a tree that had fallen across the track near Beck station.

Lee Goodman returned Tuesday morning from Powers. He will run the donkey at the Powers camp on Cunningham when operations are started out there.

It is reported that Mr. and Mrs. C. L. Tuttle expect to return to Coquille in the near future, he having accepted a position in one of the stores here.

Theo. Clinton was down from Norway Monday morning.

If, as stated by a commission man here recently, a condensationary report in six months after getting into successful operation, there seems to be no reason why such a plan should not get all the milk it can handle, especially if the owners are willing to share some of their profits with the dairymen.

Capt. Ben Fisher, of Marshfield, who is a candidate for the republican nomination for district attorney in this county, was a caller last Saturday. He has three competitors in the race—Justice A. H. Derbyshire, of North Bend; City Attorney James T. Brand and E. Lothard McClure, of Marshfield.

Clean Highways Should Match Scenic Beauty

A hundred million motorists—and spring!

It's an alluring whisper that comes from the West!

Oregon scenery is waiting. The war has closed all travel lanes to Europe. But what of that!

Oregon has 7000 miles of highways, built primarily where scenery is unrivaled on this continent. These unrolling ribbons of satin roadway cost a couple of hundred million dollars. They belong to the citizens of Oregon.

And the people of Oregon offer to a hundred million motorists a great scenic exposition. It becomes, with the reopened Golden Gate Exposition at San Francisco, a powerful reason for motoring westward in 1940.

Then there is something to be done at home. That is, to make sure that we can point with pride to every mile of our highway system.

Unfortunately, we cannot travel far without being grieved and embarrassed at the sight of commercial rubbish and offensive sign boards.

There are places where roadside beauty has been turned into highway slums.

The Oregon Roadside Council, a group of highway loving people, has worked long and patiently toward saving Oregon scenery. Through its efforts much has been accomplished that is now proving to be invaluable to our state.

This organization now finds it necessary to expand. In order to do this it needs the co-operation of every citizen of Oregon. You are invited to become a member of this organization.

The membership dues are only a dollar a year. A dollar could never be invested anywhere that would bring more satisfaction and pride to the investor. It will also mean your becoming a part of the splendid program planned for the future and helping in a degree to preserve the scenic wealth of our state.

With the exception of the secretary, no one in the council receives any compensation. The money is spent entirely for organization work, traveling and making investigations, co-operating with county units, compiling reports and surveys, correspondence, postage, publishing, printing and distribution are some of the things the money is needed for.

Upon enrollment, members will re-

Built-ins
 Trade us something you can't use for these

CLOTHES HAMPERS \$1.00 to \$1.50

SWAP HO
 Corner Front & Willard

The members of the 4L organization at Schroeder & Aasen's camp at Norway have just completed a new hall there and will open it with a dance on the evening of Saturday, April 3. The public is invited to attend.

Ronald Davis, deck hand on the Dispatch, was drowned about eleven o'clock yesterday morning on the Down trip of that boat, at one of the ranch landings below Parkersburg. He and another deck hand got off the boat and each had taken a can of milk and put it on the boat. By that time she had begun to swing out but no one saw Davis fall into the water.

Andrew Jackson Wilson, one of the few G. A. R. men in this city, died at his home in the northeast part of town Tuesday and funeral services were held at 1:30 yesterday afternoon, Rev. A. B. Barry officiating.

Two half breed Indians, Mary Mecum and Ed Ned, were tried by Justice Stanley last Monday on a charge of having deer meat in their possession during the closed season. Mecum was fined \$40 and the charge against Ned was dismissed.

About nine o'clock yesterday morning we were treated to a good old-fashioned snow storm, an inch or two falling, which whitened the hills about town and gave the lawns a very Christmasy appearance. It affected the temperature of the day in a very marked way, making it seem about as cold as any during the winter. And all the while our cherry trees were loaded with blooms.

Over at the Bay Monday the wage scale for common labor was raised to \$5.30 a day.

ceive cards bearing the insignia of the Council and the name of the member. They will also receive the very attractive year book for 1940 immediately, as well as future literature.

Please enroll now and send your dollar, or check, to the Oregon Roadside Council, Felling School Building, 049 Porter St., Portland, Oregon.

Card of Thanks

We wish to thank everyone for their kindness and help and floral offerings following the death of our brother and uncle, Jack W. Jones. Mr. and Mrs. Harold Jones and daughter.

Circuit Court Cases

March 18—State Ind. Acc. Com. vs. John Mirrasoul Jr.

March 18—State Ind. Acc. Com. vs. Edna Brigham.

March 18—State Ind. Acc. Com. vs. Sargent A. Hutchinson.

March 18—State Ind. Acc. Com. vs. Jno. A. Walter.

March 18—State Ind. Acc. Com. vs. Alonzo C. Maddock.

March 19—J. Costello vs. S. Fusco.

March 19—Almantha Phillips vs. John and Mary Mirrasoul.

Calling cards, 50 for \$1.00.

A. L. Hooton, electrical contractor and dealer, 274 Second St., Coquille. Complete stock of wiring supplies. tf

For Your

OREGONIAN

by carrier

Call

J. A. Hannon
 Phone 180R — Coquille

UNION EASTER SERVICES

Pre Easter Services
 12:00, Noon, to 3:00 P. M.
FRIDAY
Pioneer Methodist Building
 Sunrise Services
 5:55 A. M. to 6:35 A. M.
SUNDAY
Court House Lawn
 Band instruments and volunteer choir to assist in music
Rev. Charles M. Guilbert
 to speak

(Church bells will ring at 5:30 A. M. to call the community to these services.)

CHEVROLET'S FIRST AGAIN!

GENERAL MOTORS' NUMBER ONE CAR IS THE NATION'S NUMBER ONE CAR
 In Value... In Road Action with Economy... In Sales!

\$659
 MASTER 65 BUSINESS COUPE
 Other models slightly higher

All models priced at Flint, Mich. Transportation based on rail rates, state and local taxes (if any), optional equipment and accessories—extra. Prices subject to change without notice.

The nation looks to General Motors for genuine motor car leadership!

You will find convincing proof of this in the fact that General Motors' number one car, Chevrolet for '40, is also the nation's number one car in dollar value and in sales!

Chevrolet's great list of quality features makes Chevrolet the outstanding car value of 1940.

And, of course, it's the sales leader—for the ninth time in the last ten years!

Eye It, Try It, Buy It

Southwestern Motors

Coquille Myrtle Point Bandon

"THE LONGEST OF THE LOT"
 181 inches from front of grille to rear of body—for length where length counts—Chevrolet for 1940 is the longest of all lowest-priced cars! Big, sturdy, big loads, big value!

NEW EXCLUSIVE VACUUM-POWER SHUNT
 The only steering column shunt available today on any car that does 80% of the work for you and requires only 20% driver effort!

CHEVROLET HAS MORE THAN 175 IMPORTANT BODIED FEATURES, INCLUDING THE "SIDE SWAYAL"—WITH CHEVROLET'S PROTECTED EDGE-ACTION BODIED SYSTEM • NEW "ROYAL COUPE" STYLING • SHOCK SHIELD AND CUSHION • NEW FULL-VISION DOORS BY POWER • NEW HEARD BEAR HEADLIGHTS WITH SEPARATE PARKING LIGHTS • SUPER-ELASTIC VALVE-IN-HEAD ENGINE • PROTECTED HYDRA-MATIC BRAKES

*On Special De Luxe and Master De Luxe Series.

LEADER IN SALES IN 9 OUT OF THE LAST 10 YEARS!