

Original Slide Feb. 20, 1926

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the bluff a quarter of a mile from China Camp bridge.
Thousands of tons of rock, earth, and even some trees, slid off from near the top of the hill, covering the highway for a distance of 400 feet, tearing out upwards of a hundred feet of paving and depositing it on the Southern Pacific tracks below. Nearly 75 feet of the tracks were torn out.
The slip did not come without warning for boulders had been falling on the highway for an hour previously, but auto traffic was not halted until the huge mass gained momentum and actually reached the pavement.

Small trees, carried down from the hillside, retained an erect position, and appeared to be growing at a point 2 feet above where the pavement had been.

The slip of the earth, softened by rain, began back from the highway nearly 200 feet, where a row of firs apparently held with their roots and prevented the slide from extending to the crest of the hill.

Saturday evening crowds began to gather and Sunday there was a continual jam there all day.

The Southern Pacific got a steam shovel on to the job clearing their right of way at eleven o'clock, and the afternoon train Monday was able to come through a little more than an hour late.

Early Sunday morning, George W. Bryant of the Coast Auto Lines, had a crew of men on the slide making a trail part way up the hill, so that bus traffic was only slightly delayed. It required a climb, however, to transfer from one bus to another. Mr. Bryant has since had a more permanent walk built up over the crest to get his passengers above the workmen and the possibilities of danger from further slides.

Highway Department Engineer W. E. Chandler came in from Grants Pass Sunday and Tuesday told the Sentinel man that the highway department had made arrangements with the S. P. for repairing the damage. The railroad track is to be moved out and away from the bluff 20 or 30 feet, for a distance of 600 feet, giving the road crews a chance to push the debris over the bluff where it can be loaded by steam shovel on to the cars.

The highway department has secured a couple of steam shovels and a fleet of trucks from the Salem office, and their first effort will be to clear enough grade to permit a one-way plank drive to be laid. He estimated that would require a week or ten days.

But to remove the 50,000 or 60,000 yards of earth which was included in the slide, and which will continue to threaten the highway, will require several weeks and may be months. It is not likely that the concrete pavement can be relaid there before the summer of 1927.

The first man going toward Marshfield to be stopped by the slide was Earl Gates who was returning from Portland with his family. I. E. Cover bumped his car from the rear when Mr. Gates had to suddenly stop.

Bob Reddell, of Myrtle Point, was the first man to hit the other end and he suffered numerous bruises and broken ribs as a result of his coupe's collision with a large log. The front

end of the car was badly damaged. Frank L. Greenough and family were returning from the Bay about 11 o'clock and as he saw the lantern and attempted to stop, his car skidded in the mud to within three feet of the big log. He then set the lantern farther back where drivers could see the warning in time.

Dan Brown, of the telephone company, had all lines between Coquille and Marshfield working again within two hours after the slide had taken out three of the company's poles and broken the wires.

Fortunately the Mt. States Power Co. lines were on the outside of the track and were not affected by the slide.

Coquille Legion Auxiliary Notes

Members of Coquille Unit No. 36, American Legion Auxiliary who attended the District Conference held in Marshfield last Friday were, Unit president Mabel Kunz, Eula Schram, Vera Oerding and Lenora Hunt.

The meeting was devoted to the study of the 1941 program of the American Legion Auxiliary, with instructive speeches by Department President Laura Goode, District President Vivian Meiring, Department Secretary May Whitcomb, and other department officers.

Seven Units including the "baby" Unit from Drain were represented. Each unit president presented a report of her unit's activities for the past year.

Reedsport and Marshfield units were made happy by the announcement that each had won one of the coveted Navy print plates for membership.

After the afternoon meeting, the Auxiliary members adjourned to the Chandler hotel for dinner with the American Legion. At the dinner there were speeches by the department residents, and the department commander of the Legion. The commander's speech was broadcast over Radio station KOOS.

The next meeting of the Coquille Unit will be Feb. 10, at which time there will be a pot-luck dinner with the Legion Post as well as a National Defense program.

Eagles Auxiliary Is Five Years Old

A special event at the Eagles meeting Thursday evening was the fifth birthday anniversary celebration of the Eagles Auxiliary. During a recess in the meeting, members of the auxiliary staged a Truth and Consequences game which was hilariously successful.

When refreshments were served charter members of the auxiliary sat at their own table, which was decorated with a big birthday cake topped with five candles. The charter members present were Mesdames Annie Wimer, Agnes Lewis, Hattie Gaffey, Lillian Chard and Ruby Johnson. A large number of Eagles and auxiliary members attended the meeting.

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Another Coquille Poet Writes

An unknown talent has just made itself known. The Sentinel editor heard from several sources of the very excellent poem which Bert Mead, popular caretaker at the county jail, had written, and our request for permission to print it was granted. The poem follows:

THE MAN FROM GALILEE

Have you ever heard the story,
Of the man from Galilee;
How he trod the earth in sorrow,
And died for you and me.
How they found Him in a manger,
In the town of Bethlehem;
And they heard the Angels singing,
Peace on earth, good will to men.
He lived humbly with his parents,
He was faithful, kind and true;
Then one day He told his mother,
He had other work to do.
And we see him at the river,
Where His ministry begun;
And we heard a voice from Heaven,
Saying, This is my Beloved Son.
And this man He healed the lepers,
And He made the blind to see;
'Twas the man of many sorrows,
'Twas the man of Galilee.
And we see Him at the bedside,
Of a little girl that's dead;
Then to her: Arise my daughter,
Were the words the Master said.
Then He told them of His Father,
How like Him they must be;
For you must live pure and holy,
Said this man of Galilee.
Now He is praying in the garden;
That His followers should be one;
Bulld in one Holy Body;
Like the Father and His Son.
In divisions you are wandering,
And the way you can not see;
Don't give up and get discouraged,
Ask the man from Galilee.
Then when life down here is ended,
You will for that city flee;
And receive a hearty welcome
From the Man of Galilee.

Half Of Out-of-State Cars Did Not Register

Seventy-five percent of the non-resident motor vehicles registered in Oregon during the year 1940 came from the three western states, Idaho, Washington and California, it was announced today by Earl Snell, secretary of state.

California led the list with 70,764 cars, while Washington sent 20,949 and Idaho contributed 4,596.

Total non-resident registration for the year was 127,941 vehicles, the lowest registration since 1936. In 1939, the registration totaled 149,502 vehicles, but the registration for 1940 is believed to have amounted to not quite half of the out-of-state cars actually visiting Oregon during the year. Many tourists did not bother to register their cars at all, it was pointed out.

Motorists May Claim Income Deductions

Oregon motorists facing the April 1 deadline for making out federal income tax blanks were reminded today by the legal department of the Oregon State Motor association of certain exemptions for expenses of operating their automobiles.

The association warned motorists to keep more complete and accurate records of car operations this year inasmuch as government tax agencies have declared their intentions of requiring more proof before granting exemptions.

Legal advice obtained by the association also cleared up the point that cars used in driving to and from the owners place of business are not engaged in business at that time—and such expenses are not deductible.

Deductions allowable in computing taxable income include the following: State gasoline taxes — motorists must furnish a complete record for this item as the department of internal revenue will not accept estimates. The tax in Oregon is five cents per gallon.

All sums paid as registration fees during the year—this includes licensing.

Any loss sustained from the outright sale of the car. This does not include any trade-in deals on the purchase of another car.

Any loss occasioned by damage to a passenger automobile used for pleasure. This must be an actual loss to the person claiming exemption—if the loss has been compensated by insurance it is not deductible.

Any amount expended for personal injury damages that has not been compensated for by insurance is a deductible item—this is true, however, only if the car were being used for business at the time of the accident.

Any interest paid on money borrowed for the purchase of a car—including financing charges specifically covering the interest on the loan.

All operating and maintenance expense, including depreciation, on passenger cars used wholly for business—or on a pro-rata basis where used less than half the time for pleasure. This has been construed to cover insurance costs.

Motorists are warned by the association that the federal gasoline tax and federal taxes on new cars, lubricating oil, tires, tubes, and accessories are considered by the department of internal revenue as manufacturer or distributor taxes and not as deductible consumers taxes.

The amount paid for the purchase of an automobile for either business or pleasure has been ruled to be a capital expenditure and not deductible, but the depreciation incurred in its use for business is a deductible item as mentioned before.

Any employee receiving mileage or gas allowance can claim no exemption for automobile operation unless this allowance has been declared a part of his income.

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CLEANSER SUNBRITE 3 CANS **10c**

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TANG pint **17c**
Salad Dressing quart **27c**

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SYRUP 5 lb. tin **45c**



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