Original Slide Feb. 20, 1926

(Continued from Page One) 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 lalted until the huge mass gained Coquille Legion momentum and actually reached the pavement.

Small trees, carried down from the hillside, retained an erect position, ment had been.

The slip of the earth, softened by rain, began back from the highway nearly 200 feet, where a row of firs aparently held with their roots and 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 other department officers.

shovel on to the job clearing their Seven Units including the "baby" to come through a little more than an hour late.

Early Sunday morning, George W. Bryant of the Coast Auto Lines, had a trail part way up the hill, so that coveted Navy print plates for membus traffic was only slightly delayed. It required a climb, however, to transfer from one bus to another. Mr. manent 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 Radio station KOOS. Pass Sunday and Tuesday told the Sentinel man that the highway department had made arrangements age. The railroad track is to be moved out and away from the bluff 20 or 30 feet, for a distance of 600 Eagles Auxiliary feet, giving the road crews a chance to push the debris over the bluff Is Five Years Old where it can be loaded by steam shovel on to the cars.

clear enough grade to permit a oneway plank drive to be laid. He estimated that would require a week successful. or ten days.

But to remove the 50,000 or 60,000 yards of earth which was included in at their own table, which was decorthreaten the highway, will require with five candles. The charter mem- actually visiting Oregon during the several weeks and may be months. bers present were Mesdames Annie year. Many tourists did not bother ment can be relaid there before the Lillian Chard and Ruby Johnson. 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 We have them for children for 1c, collision with a large log. The front | 2c and 5c each.

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 skid-ded in the mud to within three feet of the big log. He then set the lan-tern farther back where drivers could

see the warning in time. Dan Brown, of the telephone comand 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

Auxiliray Notes

Members of Coquille Unit No. 36, and appeared to be growing at a American Legion Auxiliary who atpoint 2 feet above where the pave- tended 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 prevented the slide from extending American Legion Auxiliary, with instructive speeches by Department President Laura Goode, District President Vivian Meiring, ment Secretary May Whiteomb and

right of way at eleven o'clock, and Unit from Drain were represented. the afternoon train Monday was able Each unit president presented a report of her unit's activities for the Then He told them of His Father, past year.

Reedsport and Marshfield units were made happy by the announcea crew of men on the slide making ment that each had won one of the bership.

After the afternoon meeting, the Auxiliary members adjourned to the Bryant has since had a more per- Chandler hotel for dinner with the American Legion. At the dinner there were speeches by the department residents, and the department ommander of the Legion. The commander's speech was broadcast over

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

A special event at the Eagles meet-The highway department has se- ing Thursday evening was the fifth cured a couple of steam shovels and birthday anniversary celebration of fleet of trucks from the Salem of- the Eagles Auxiliary. During a refice, and their first effort will be to cess in the meeting, members of the auxiliary staged a Truth and Consequences game which was hilariously

When refreshments were served charter members of the auxiliary sat vehicles, but the registration for 1940 the slide, and which will continue to ated with a big birthday cake topped quite half of the out-of-state cars 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 pany, had all lines between Coquille for permission to print it was granted. The poem follows:

THE MAN FROM GALILEE

lave 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. How like Him they must be; For you must live pure and holy,

Now He is praying in the garden: That His followers should be one Builded in one Holy Body; Like the Father and His Son.

Said this man of Galilee.

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 nonresident 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 70,754 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 is believed to have amounted to not A pointed out.

Motorists May Claim Income Deductions

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

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 timeand 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 licens-

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 passenger automobile used for pleasure. This must be an actual loss to the person claiming exemptionif 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 acci-

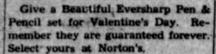
Any interest paid on money borrowed for the purchase of a car-including financing charges specifically covering the interest on the loan.

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 part of his income.



In recent years, subsidary government agencies in the United States have been set up at the rate of about 185 a year.

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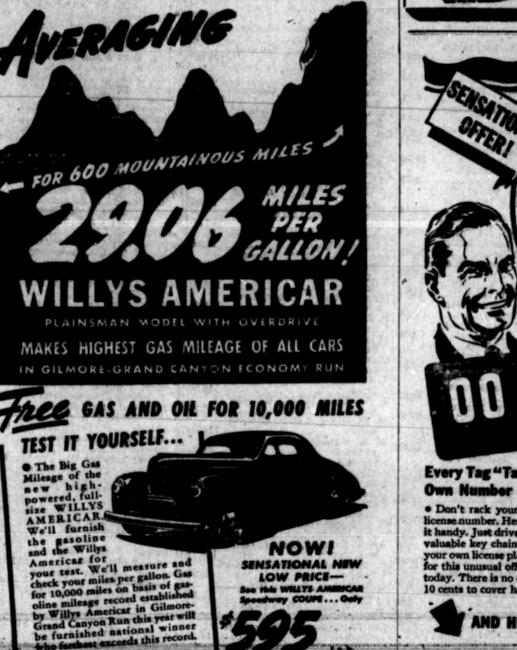
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