

Washington, D. C., March 12—Your postmaster, in about six weeks, will give you the first touch of war and national defense. Every postmaster in the country will have on sale thrift stamps and other obligations of the government. These stamps and certificates will be offered for sale to the general public. This is one device the treasury has adopted for raising revenue to carry on the cause of Britain, China, Greece and to provide home defense. There is no limit to the stamps, certificates and bonds that the treasury may sell.

A feature of the securities is that they are not tax exempt. This means that the treasury will have to pay a higher rate of interest, but with the taxes paid on them and the number which may be lost the treasury expects to make a clean profit. Purpose of the stamps, in particular, is to reach out for the low income class of citizens. The stamps will be sold not only in postoffices but in stores and schools, wherever there is a prospect of sale. The savings bonds will not be negotiable; they cannot be transferred by the purchaser to another individual.

Treasury is considering non-negotiable bonds to sell insurance companies. There has been much criticism of late about insurance companies by the "monopoly" committee. The companies are charged with using none of their capital as "venture money." Treasury thinks that the insurance companies can well afford to invest heavily in the new bonds, tax exempt and non-transferable, for their reserves.

These stamps and the smaller bonds will supplement the income and other taxes which will be imposed on the American people. At first, at least, there will be no drive to sell the securities, as was the case in the first war with thrift stamps and liberty bonds. Provided the public does not step up and purchase, however, an intensive drive will be arranged, for Uncle Sam must have money, tons of money.

No one liked to mention it, openly, but the high spot in the debate on the lend-lease bill was the attempt to prevent the president from sending American soldiers outside the western hemisphere. It was not England or Europe where the troops might be sent but Singapore, the great British naval base in the orient. The mobilization act permits the president to transport the national guardmen of Oregon and Washington to the Philippines and Guam, if he sees fit, but dispatching them further west to Singapore was another proposition.

Secretary of State Cordell Hull was insistent that no restrictions be placed on the president, for the state department is looking to the time when conditions in the orient may be such that, with an alliance with Britain, American soldiers may be required at Singapore in addition to the Philippines, Guam, Wake Island and Samoa. The subject was so delicate that no one wanted to mention the word Singapore.

Troops in the northwest, regulars, guardsmen and draftees, may be sent to Alaska to an imposing army base to be established there. Already draftees and regulars are being shipped from San Francisco to smaller posts which are being built up in Alaska. Speaking of Alaska, the territorial legislature is treating the new governor rough. The governor addressed the legislature and immediately after the law-makers adopted a resolution protesting "outsiders" being appointed by Secretary of the Interior Ickes, and curbing the powers of the governor. Plans for using Alaska as a stepping stone for refugees from Germany to enter the United States are still being pushed by Ickes, and this is another grievance.

Naval officers will make a new inspection of the facilities of Oregon and Washington for the construction of ships. Existing yards are now loaded up and new facilities must be found. Two yards on the Oregon coast are being considered now for small wooden boats, about 80-footers. A number of contracts are being considered for Puget sound. Shipbuild-

ing for the navy, maritime commission and coast guard is to be one of the major industries of the northwest.

A 10,000 word report on timber, especially in Oregon and Washington, was prepared for the joint committee on forestry by a Washington, D. C., lawyer, who read the testimony of hearings in the northwest. One reading of the draft found no member satisfied with it and the document was discarded. Now each member of the committee is preparing his own version of the timber situation and what curative measures should be undertaken and these will be consolidated for presentation to congress. It is almost the deadline for submitting the report. It was to have been filed a year ago but an extension was granted.

STATE BELITTLED—YET OREGON LEADS NEIGHBORS

(From Oregon Voter)

Oregon's actual progress in volume of manufactures, volume of wages, increase of the people's income and decrease of unemployment and of need, is ignored by legislators who favor higher expenditures and public ownership that takes property off the tax roll. These ill-formed legislators hold Washington up as an industrial and tax paradise because it has several large municipal electric utilities and no income tax; similar eulogies are poured forth in behalf of California.

The cold facts are that in increase in population from 1910 on, from 1930 on and from 1930 on, Oregon has excelled Washington; it also has gone ahead of Washington in increase in the volume of manufactures from the 1909 census on, for every period covered by the manufacturers census except the period of World War ship-building activity, and after that activity subsidized Washington relatively sank behind Oregon and has not caught up yet in proportion of increase. During the last ten years, Oregon relatively has gained more in volume of manufactures than has California. In relation to all other Pacific Coast states, Oregon has gained more in recovery from the depths of the depression, and in those depths it did not sink so low as the other states.

Judged by every index of employment, unemployment, applications for relief, applications for old-age pensions, WPA certifications, volume of business, volume of production, volume of sales and other indices of economic change, Oregon has done better during the last ten years than either of her sister states. Temporarily, with defense program orders placed in Washington and California in tremendous volume, those two states are making relatively a greater showing, even as they did during the World War, but in the permanent peace-time occupations Oregon has been making real and substantial progress in excess of its enterprising neighbors; it has avoided their deficits; its fiscal affairs are in good shape; it has avoided the heavy taxes which in those states have been necessary in their attempts to finance their huge expenditures.

The situation in Oregon is wholesome. If these legislators would pay some attention to what their own state has done at moderate tax cost instead of allowing their gaze to rest exclusively on the green pastures of high expenditure to the north and south, they would have better perspective and would be more appreciative of Oregon public policies which have produced such substantial results.

Unemployment Drops 18 Per Cent

A decrease of nearly 18 per cent in February unemployment benefit payments and a drop of 25 per cent in the number of initial claims filed this year are new indications of the improvement in the job market during the past twelve months.

Checks sent out last month by the unemployment commission totalled \$421,442 as compared with \$511,766 for February, 1940. The first two months of 1940 saw 40,971 claims for jobless insurance filed, while this year the figure is 30,562.

The monthly report of the commission, as made public by Administrator Silas Gaiser, shows \$11,034,400 for the first two months of 1941, compared with \$11,083,473 at the end of January and \$8,664,898 a year ago.

The active file of available workers also shows a 10 per cent decrease. Reports from 23 employment offices operating under the commission place the active file at 41,662 as compared with 50,685 a year ago.

Mining Location notices for sale at this office.

Gas Taxes Total Ten Billion In U. S.

Highway users in the United States since 1919 have contributed \$10,000,000,000 in gasoline taxes, and the highways built chiefly with such taxes constitute the first line of defense in the country's program of national security, reports Dr. E. B. McDaniel, president of the Oregon State Motor Association, in a review of the motor fuel tax situation in its relation to national preparedness.

"The United States now has the finest system of highways of any nation in the world. These roads, built chiefly with gasoline taxes to serve the peace-time needs of the nation, now stand as the first line of defense in our great program of national security. These roads already have been built. Men, equipment, and supplies can be moved over them today," said Dr. McDaniel. "There is to be no waiting until next year for these roads. In a national emergency the entire civilian population could be moved, with a seat for every man, woman and child, in the passenger cars and buses now operating on our highways."

First inaugurated in Oregon in 1919 at the rate of 1 cent per gallon, the gasoline tax was soon adopted by all the states. In 1932 the federal government, when its tax receipts were only one-third of the present level, imposed a "temporary" duplicating tax on gasoline. Last year the rate of the federal levy was increased to provide additional funds for defense purposes. Several of the states also have increased their tax rates, chief-

ly in the depression years of 1930 to 1933. Now the overall burden of federal and state gasoline taxes averages about 46 per cent of the retail price. For every \$1 that the average motorists in the United States pays for gasoline, he must contribute an additional 46 cents in taxes.

During the 22 years that the gasoline tax has been in existence in the United States, more than \$10,000,000,000 in revenue has resulted. Approximately eight and one-half billion dollars of this revenue has been collected by the states, and one and one-half billions by the federal government. Receipts of the federal and state governments from the levy have increased enormously. In 1941 highway users in this country will pay out approximately one and one-quarter billion dollars in gasoline taxes. That amount is more than what was required to run the entire federal government, including the army and navy, plus all state governments, plus all municipal and county governments, in the horse and buggy era before the advent of the motor vehicle."

Coquille Carpenters Local Entertains Coast Council

Coquille Carpenters, Local No. 1096, entertained delegates of the Oregon Coast Council of Carpenters Monday evening in the I. O. O. F. dining room. Delegates were present from Marshfield, Bandon and Coquille locals, but there were none from Reedsport. After attending to business of importance a lunch was served at 9:30. The next meeting of the coast council will be at Bandon on April 9.

Keys made for all locks. Stevens Blank Warranty Deeds for sale at Cash Hardware, Coquille, Ore. at this office.

Insurance

All Lines—LIFE, INDEMNITY, FIRE, TORNADO, STORM, AUTO
Strongest Companies in the United States.
All adjustments made by local representative. Don't wait to have the premium payment before insuring. Your credit is good.
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Eight Balls of Fire

If you like fireworks, and who doesn't, it's really too bad you can't see what goes on inside that sparkling big Buick FIREBALL eight that romps you so easily down the broad highway.

There you'd see eight busy cylinders, with pistons flashing up and down...

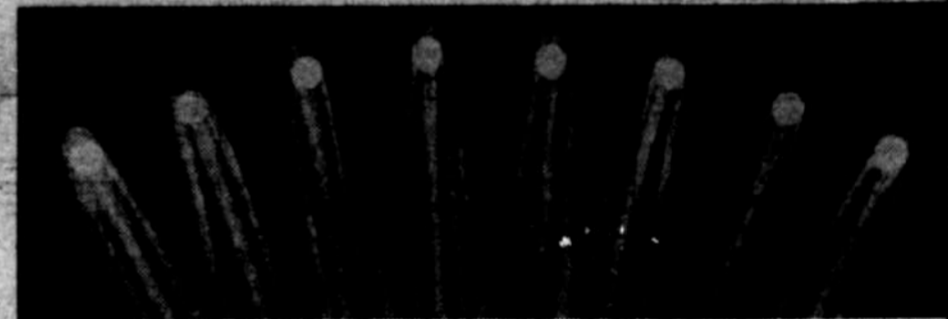
You'd see each fuel charge packed tight into a tiny bundle shaped like a flattened ball...

You'd see the spark leap, the flame spread, the piston thrust down with extra force as each furious fireball lets go its pent-up wallop.

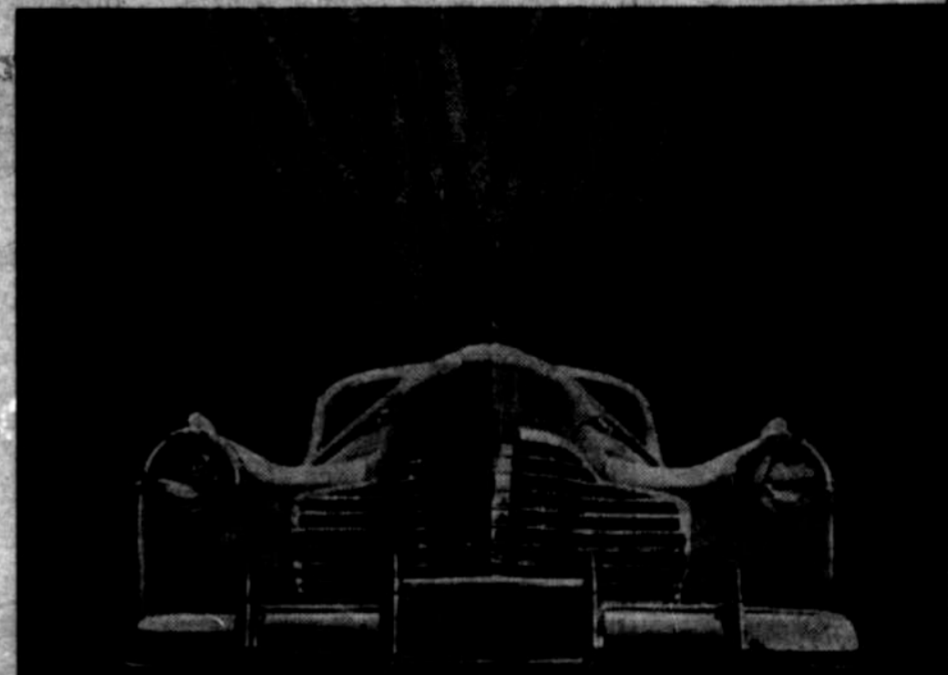


You'd see all this happening as fast as thirty times a second in each of those eight cylinders—and we think you'd understand then just why there's such a special and exciting satisfaction in the way a Buick travels.

Gasoline gives up more of its power when it's packed as tightly as it is here.



and how they can travel!



That special, flattened-ball shape of the compressed fuel charge means smoother, better burning, full focus of the power on the piston head, where it counts.

So when you've got these eight balls of fire working busily under

the bonnet, you really travel!

You travel farther on every gallon; you travel more pleasurably.

You travel—but, shucks! Why listen to talk when there's a Buick dealer nearby waiting to show you how you travel behind a FIREBALL?

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WHEN BETTER AUTOMOBILES ARE BUILT BUICK WILL BUILD THEM