

# The Sentinel

A GOOD PAPER IN A GOOD TOWN

H. A. YOUNG and H. D. GRIMES  
Publishers  
H. A. YOUNG, Editor  
Subscription Rates

One Year \$2.00  
Six Months 1.00  
Three Months .60  
No subscription taken unless paid for in advance. This rule is imperative.

Entered at the Coquille Postoffice as Second Class Mail Matter.

Office Corner W. First and Willard St.

Published by H. A. Young and H. D. Grimes, Inc.  
PUBLISHERS

## HOW MUCH IS A BILLION OR SEVEN BILLION?

Can you count 100 dollar bills a minute—that is, if you were able to get your hands on them to count; if you could and there were six other similarly employed, at the same rate of speed, working 8 hours a day, five days a week, it would require 81 years for the counting of the seven billion dollars which congress voted to make effective the national lend-lease bill.

That may give some idea, faintly, of what seven billion is.

But if you had a crew of three, each working an eight-hour shift, every day of every year it would take that crew of three more than 133 years to count seven billion dollars, at the same speed mentioned above—100 a minute. Try it for a minute or two of you think it can be done!

## FIFTY-FIVE MILES AN HOUR IS MAXIMUM LEGAL SPEED

(Oregon Voter)

Before both houses of the Legislature finally passed senate bill 1, to give us a sane state speed law painstakingly designed to reduce the motor accident toll, the measure underwent several changes. The provisions and the method of administering the law were simplified and clarified. The measure is regarded as satisfactory, as approximating a model law of its kind, especially by traffic authorities. As these lines are written it lacks the governor's signature but it is believed he will sign it. [It has since become the law of the state.—Ed.]

As the liberally amended bill passed the senate on next to the final day of the session, it sets the top legal highway speed at 55 miles and places complete supervision of speed statutes in hands of a State Speed Control Board, to be created by this act. Designated speeds displace the "indicated" speeds of the original measure. The vital feature of the bill shifting "burden of proof" onto the motorist was retained through the deliberations. If the facts show that the motor vehicle driver was exceeding the speed limit he is to be adjudged a violator of the law, the court merely taking more or less perfunctory cognizance of such defense as he may set up.

The amended bill centralizes almost complete jurisdiction over traffic speeds in hands of the proposed control board—secretary of state, superintendent of state police and chairman of highway commission, or representative or representatives of these should they elect to have a subordinate take the position. Under the original draft of the bill county courts, or commissions, were empowered to establish varying speed zones on county highways and city administrations were to do the zoning on city streets, also acting jointly with the state board in fixing any speed deviations for highways within city limits. The act as amended is to work differently. County authorities may request zoning or speed deviations as to sections of county roads. The control board causes an investigation to be made and on basis of findings grants or refuses the requested changes. If change is effected the board has the necessary speed signs set up, the county standing the expense. Incidentally the same procedure is followed with city administrations in establishing speeds on city streets.

As would be expected, there was great variance of opinion as to what should be fixed as the normal speed limit upon the highways. Original bill left the over-all speed limit at 45 miles an hour, also leaving 20 miles as the limit in city residence districts and 15 miles as the limit before schools. It provided, however, that the control board might authorize higher speeds than 45 miles on stretches of highway. Some legislators thought there should be a higher speed maximum, up to 60 or even 70 miles an hour. These deviations beyond this top. These pointed out that 60 miles an hour is a more common and acceptable speed for motorists now on a clear stretch of highway than 45 miles an hour was ten years ago. A lower limit than 60 miles would make law violators of a great many motorists, it was argued.

On the other hand, there were those who favored a 60-mile limit in the law. In the senate the bill passed Feb. 24 with 60 miles as the limit. The house amended this back to the 55 miles which the senate committee had recommended and the Senate concurred.

There was another simplification as to zone speed. Rate of speed before school houses and school crossings was made the same as that in city business districts—20 miles an hour. Rate in city residence districts was left unchanged at 25 miles an hour.

Attention again is called to the fact that these 25-mile limits in cities and the 55-mile limit upon state highways remain subject to adjustment. The limits may be reduced as well as lifted, in discretion of the State Speed Control Board. Motorists will be interested—if the act becomes law as expected—in discovering whether or not highway zones with speeds permissible above 55 miles an hour may be established. It is naturally assumed that county authorities will revise speed limits on good paved county highways to conform to the provisions for state highways.

## Fragments of Fact and Fancy

"When Britain first, at Heaven's command,

Arose from out the azure main,  
This was the charter of the land,  
And guardian angels sing this strain:  
'Rule, Britannia, rule the waves;  
Britons never will be slaves.'

The nations, not so blest as thee,  
Must, in their turns, to tyrants fall;  
While thou shalt flourish great and free,  
The dread and envy of them all.

'Rule, Britannia, rule the waves;  
Britons never will be slaves.'

Still more majestic shalt thou rise,  
More dreadful from each foreign stroke;

As the loud blast that tears the skies  
Serves to root thy native oak;

'Rule, Britannia, rule the waves;  
Britons never will be slaves.'

These haughty tyrants ne'er shall tame.  
All their attempts to bend thee down  
Will but arouse thy generous flame,  
But work their woe, and thy renown.

'Rule, Britannia, rule the waves;  
Britons never will be slaves.'

—James Thomson

The verses are from a poem written over two hundred years ago. For generations the English navy has upheld the traditions of a free people by their bravery and courage and within the past week new tyrants have learned that Britannia still rules the waves.

Of course, we are at war with Germany and have been for some time. Our neutrality act put formal declaration of war out of fashion because it gave the president of the United States the power to name and penalize the aggressor in a conflict between nations. However, events are moving so rapidly now that it seems impossible for another month to pass without Germany declaring war on us. We've given the axis power plenty of provocation but until now the benefits derived from maintaining diplomatic relations with this country have outweighed all hostile acts by our government. The Nazi spies and fifth column agents in this country are directed from the German and Italian embassies and formal declaration of war would tend to put an end to the activities of these enemies in our own midst.

April has been a martial month for this county, most of our wars starting in the fourth month of the year. The first battle of the Revolutionary war was on April 19, 1775, at Concord. The battle of San Jacinto was fought April 21, 1836, resulting in Santa Anna's defeat and the independence of Texas. The first shot of the Civil war was fired at Fort Sumter on April 12, 1861. Spain and the United States broke off diplomatic relations on April 21, 1898, war being declared by the U. S. on April 26. Then in 1917 we entered the first world war on April 6.

We do not have the gift of precience so will not assume the role of a prophet and predict immediate war though it does seem to be a matter of days rather than weeks now.

David Lawrence's column last Sunday was entitled "Reform as Usual" Attitude of Government Agencies Seen as Blow to Defense Program." In it he says: "The administration . . . seems to care more about paving the way for the public ownership of utilities than about the immediate needs of the war effort. . . . The power for defense. . . He also alleges that the New Deal strategy is for government control of everything instead of encouragement of private savings in industry and defense activity. It is disheartening, as he points out.

However, there is a possibility the

# TWENTY YEARS AGO

(Taken from The Sentinel of Friday, April 1, 1921)

Next week a mining congress will meet in Portland and the owners of some of the best claims in the well known gold mining districts at the south end of this county will be there with specimens of the ore they have taken out.

A dispatch from Bandon yesterday afternoon brought the sad news of the death of its most distinguished citizen, Dean William Horstall, of the Episcopal church, who filled the pulpit of St. James' church here for years.

J. D. Graham & Sons this week made a deal with Chas. Baxter for the 50x100 feet lot just west of Graham's Garage, on which they propose to erect a building covering the entire lot.

Hall & Ireland, the contractors, who built the new telephone office, took the old residence there on the con-

tract and having sold it to Hark Dunham now have another job in remodeling it and finishing the upstairs rooms.

The Mrs. Burkholder Millinery and Dressmaking stock and business has been purchased by Mrs. Bonnie Walker, who expects to continue it and add other lines. Meantime she expects to dispose of the Racket store she has conducted so successfully for several years.

Mrs. Ida K. Owen is this week moving into her bungalow just north of the old Kronenburg home and has rented the latter place to W. E. Bosserman, local agent of the S. P.

Henry Waltermier, who is believed to have been the oldest citizen of Coquille since Mrs. Leneve's death, passed away at one o'clock Monday afternoon at the home of his daughter, Mrs. James S. Grush, at the age of about 90 years.



administration has not caught up with Roosevelt's newer policies. The new dealers were gleeful that Secretary Ikes and other leftists were included on the presidential sea voyage last week. Could it be they were taken along for a few first-hand lectures on patriotism?

Those who view with complacency the government's seizure of defense industries as the only means of curbing the strikes have failed to understand the events abroad during the last twenty years. When private property is confiscated, labor is enslaved; the two conditions are dependent one on the other and are the double expression of one basic evil—government monopoly. It is called communism in Russia, fascism in Italy and national socialism (Nazism) in Germany.

Washington, D. C., April 2—If the repeated assertions of Martin Dies and members of his committee which is investigating un-American activities are correct, then many of the strikes staged in plants having defense orders have been in charge of and manipulated by communists. Purpose of the communists, contends Dies, is to slow down production, stop it when possible, disorganize the workers and prevent the United States making a united front in this period of great emergency.

Day after day Representative Dies has declared, and published in the Congressional Record, the names of communists who are participating in these strikes. The names have been gathered by the committee during its long investigation and are attested as the truth; innumerable of the names being identified by communist witnesses, and with each name announced by Dies he is giving, in addition to their party connection, a list of communistic activities in which these men (and some women) are engaged. No one has yet challenged the accusations of Dies.

days this strike was ended, just as the several aircraft factories were about ready to stop work for want of the missing part.

Plants built to make powder have been held up waiting the termination of the Allis-Chalmers strike, which started January 22. This strike has delayed the navy program for destroyers a quarter of a year. The American Car & Foundry Co. was closed by strike and this prevented the manufacture of wheel drums for the Yellow Cab Co., with a contract for \$83,000,000 of army trucks. Motor Wheel Co. has a contract for equipment for British anti-aircraft batteries. The list of strikes is interminable. Mostly they are called by CIO, although AFL is responsible for the strike at Wright Field, which was finally broken up by the army. AFL struck at the Todd Shipyard in Texas and 2,000 men walked out because a foreman, with the yard for many years, did not belong to the carpenters' union.

Principal criticism against AFL, in congress, is that it is working a racket in charging heavy initiation fees; that an American citizen can not get a job digging a ditch without joining an AFL union. At one cantonment a union squeezed more than \$390,000 from men asking a work permit. Charges against CIO and AFL are that they are working for a closed shop on every bit of defense work, but each organization wants to control the work or plants where defense projects are under way. The government has done nothing about the closed shop, but congress is threatening to act. With CIO Dies

is asserting communist influence. Most government contracts are on the cost-plus fixed-fee, the fee being an average of three per cent; the profit of the employer is small, and Uncle Sam, through the income tax, will get most of that.

Contractors are worried about a straight bid, because a strike upsets their schedule of costs and a change in wages can make a loss instead of a profit. The labor situation has given most of the contractors on the Pacific coast the jitters. Conciliators from the department of labor have not settled matters with speed; have not settled anything in some cases. The super-mediation board of eleven men appointed by the president has no authority to do anything until it has been appealed to after all other

peace efforts have failed; then the super-mediators can do nothing but talk to the interested parties.

President Roosevelt has urged the American people to make sacrifices, as has Mrs. Roosevelt, and the general public appears to be willing to go along without asking more pay, time and a half, shorter hours; but not so the unions, who have made no sacrifices as yet.

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