

Highway Commission At Coquille And Bay

(Continued from Page One)

field said they were spending some money for new surveys but that the commission had no commitments to make at this time. He said the gasoline revenue, matched by federal money, might mean the commission would have 18 or 19 million a year to spend after the war when reconstruction can be started.

Mr. Banfield expressed the commission's hope to hear from all communities, as they travel over the state, as to what is felt to be the particular needs of each section.

Engineer Baldock outlined briefly what the state highway department hopes to do after the war in providing work for returned service men and those let out by defense manufacturing plants, but feared that with a devalued dollar of around 75 cents, the need of the state for road work would be five or six times as much money a year as the commission would have for spending.

Mr. Baldock said possibly ten thousand men could be used on highway work and John W. Kelly said it was probable there would be six times that many men idle in Oregon. Commissioner Schupp began his remarks by saying that he and Commissioner Merle Chessman are not as inarticulate as they appeared to be. Being new highway commissioners they were out to learn all they could about the job, and at present can say nothing about future plans. "Transportation is the basis of our economy," Mr. Schupp declared, "and it is going to be more so. Post war planning is the most important matter before Oregon right now; we must have better roads."

He expressed the hope that when their present job as commissioners is finished that this highway commission will be recognized as a State Commission, not a county commission interested only in local road matters. Mr. Chessman said he was traveling under wraps; that being a state representative that he could not boost Highway 101 all the time as he would like to do, but that he has not lost interest in the Oregon coast. He said the commission is making a sincere effort to learn the needs of all sections of the state.

John W. Kelly, who formerly was editor of the Sentinel column from Washington and is now chairman of Oregon's Post War Planning and Rehabilitation Commission, under appointment by Gov. Snell, said one of the biggest jobs of his organization will be getting ready to put men back to work after the war, and "just as important the help needed in developing the state's natural resources."

County Judge L. D. Felsheim was the next speaker called upon. He said the improvement of 101 in Coos county is the main need from the commission's point of view but called attention to roads that could be designated as secondary highways for recreational and industrial needs. He told of the pounding the highways and roads are receiving from logging trucks and said that in the upper Coquille valley, due to the war needs for lumber, 75 per cent of the traffic is composed of logging trucks.

Judge Felsheim declared that debt reduction had been the first consideration of the county budget committee which had concluded its labors that day but that a small fund had been set up as a highway reserve for after-the-war road building.

The judge continued that the county court had not yet had an opportunity to outline a program of the county's highway needs but that that court would do so, for submission to the state highway commission after the and the county commissioners had consulted with chambers of commerce, city officials and others as to the particular needs of each section.

Mayor J. Albert Matson of Marshfield expressed confidence that the highway commission will take care of all needs as those needs appear and as rapidly as they have funds to do it with.

Mrs. Stella Cutlip, of North Bend, state legislative member from Coos and Curry, voiced an urgent appeal that the commission do all it could for Curry county and referred to the beauties of the road from Powers south to the Rogue, which rival the scenery of any country on earth. She also expressed confidence that after traveling over the state's highways, the commissioners will see the highway needs and supply those needs as rapidly as funds are available.

Lafe Compton extended the visiting officials an invitation to stop in Coquille, which they did the next morning.

Ralph T. Moore, Coos county's representative in the legislature, expressed the lumberman's idea that the commission, in its rules and regulations should show tolerance and not apply the same penalty for overloading on the green timber trucks as apply to those trucks carrying dry lumber. Due to the war-elimination of coast-wise schooners practically all of the log transportation is now

Weekly Letter From Washington, D. C.

BY CONGRESSMAN HARRIS ELLSWORTH

Washington, D. C., July 10—Having been in continuous session since 1939, the Congress Thursday evening passed a concurrent resolution declaring a recess. Unless called into session before that time, Congress will resume its work at 12 noon Tuesday, September 14th.

It should be noted that this recess is not the end of a Congressional session—it is not an adjournment. When the Congress reconvenes in September, (unless it is called before), it will continue in the first session of the 78th Congress. The second session will begin after the first of 1944. The concurrent resolution, which formally authorized the recess, was passed by both houses. Being a concurrent resolution and not an act of law, the signature of the President is not required.

Congress may be called back into session at any time prior to September 14th by order of the President of the Senate and the Speaker of the House; by joint action of the Majority Leader of the Senate (Senator Barkley) and the Majority Leader of the House (John W. McCormack of Massachusetts); or by joint action of the Minority Leader of the Senate (Senator McNary) and the Minority Leader of the House (Joe Martin of Massachusetts).

There was a rumor floating around Washington last night that the President is preparing a "surprise" for Congress. There is no hint what sort of thing this "surprise" may be. I suppose it is like most other rumors—pure guesswork. However, there is one thing not yet definitely settled—the President has not placed his signature upon the Emergency Deficiency bill. If he decides to veto that bill, it might be necessary for Congress to return forthwith.

The Emergency Deficiency Bill carries two paragraphs that are known to be objectionable to the President. His special emergency fund is set up in this bill and certain rather definite restrictions have been placed upon his use of the fund provided. The second reason why the

done by truck.

Two arterial roads on 101 in Coos county, Mr. Moore pointed out, were the elimination of the bottleneck in the section between North Bend and Marshfield and the straightening of most of the Coquille-Marshfield 18 miles of highway. Secondary roads needing attention are the Loon Lake road, the Coos Bay Wagon Road, the Seven Devils road and the Powers to Agness road.

Clarence H. Coe, of Marshfield, made the most startling suggestion of the evening, declaring that Mr. Baldock and others might declare him to be crazy for uttering such a thought at this time but he would present it, nevertheless, for the commission's consideration. Highway 101, the Coast Highway, is primarily a tourist road, Mr. Coe declared. Develop that highway so that more and more people on recreation bent will want to view the beauties of its entire length. In those myriads of tourists which Mr. Coe envisaged will be capitalists, men with money to invest and help in the development of Oregon's unsurpassed natural resources.

In the coming post-war days Oregon will have more men than ever before capable of handling heavy equipment and machinery. Put the men who have been driving tanks in Africa, Europe, the Solomons and elsewhere, on the job of driving caterpillars and bulldozers; they will be able to do a better job than have been some of the jobs of road building in the past.

Mr. Coe quoted Engineer Baldock as saying that \$125,000,000 spent on state highways, will bring them all to standard construction, and Mr. Coe's suggestion was that the work be done all over the state as soon as the war is over. Contract it all at once. At a 60 cent post-war dollar, the cost of such a mammoth undertaking would be around \$200,000,000. Over a three-year period, with federal and state match money, the Commission would have \$100,000,000 to spend.

And here comes what Mr. Coe called his not-so-crazy suggestion to the commission, that they borrow \$100,000,000 on a bond issue and do the state job in a hurry.

With all the income taxes to pay, the bonds to purchase and the deflation period after the war, the thought of the state highway commission borrowing \$100,000,000 may be frightening, but there is always the gas tax to be counted on for a home amount each year and Mr. Coe's idea is not one to be dismissed lightly.

At the conclusion of the two-hour meeting, Mr. Saunders showed motion pictures of the Oregon coast and the highway, wonderful scenes of beauty and adventure which can be enjoyed anywhere along Oregon's 400 miles of coast line, and which anyone who ever has the chance to

President might object to the bill is the fact that it carries the provision that none of the money appropriated may be used to pay the salaries of three federal employees who are alleged to be Communist—or at least have had some affiliation with Communist front organizations.

Probably by the time this is printed, the President will have signed the bill with or without a message questioning the constitutionality of the method taken by Congress to discharge three government employees.

This bill is of great concern here in Washington because the appropriation is principally for the payment of District of Columbia employees and Capital help—including Congressional secretaries. These people will get no pay checks until the bill is signed—their pay is now past due. If the President should veto the bill, these employees will be without any pay until the Congress either passes the bill over the veto or enacts a new appropriation bill—and that would take considerable time. It is assumed, however that the bill will be signed.

I am planning to spend at least six of the eight weeks of recess in Oregon. I want to make a trip over the district and spend several days in each of the seven counties, talking to people and getting data on problems which may need attention here when I get back. My office here will be open all summer. My very efficient office staff Hayden Garber, my secretary, and his assistant, Miss Marcella Langdon, will be on the job. All mail addressed here will be promptly handled and problems requiring direct contact here in Washington will be taken care of. I shall, of course, be in constant touch with the office here—no matter where I may be in the district.

This will be the last "Letter from Washington" until Congress reconvenes.

Representing Coquille at the meeting were County Commissioner P. W. Culver, Lafe Compton, J. A. Lamb and H. A. Young.

Out-of-Doors Stuff

by LANS LENEVE

The government is taking no chances regarding spies operating as anglers on lakes and near the mouths of coastal streams, for it is necessary for any angler to possess both a birth certificate and an identification card in order to angle near the mouths of coastal rivers and upon lakes bordering the shore line of any armed, or military zone. However, we all realize the fact that it is a case of closing the barn door after the horse has escaped. For years and years the Japanese were allowed to frequent waterfronts, coastal harbors and cruise about our island out-posts, clicking their cameras to their heart's content and mapping our coast from every angle.

But now that a war is on, every citizen is gazed upon with suspicion. Take for instance, the case of a person wishing to angle in Garrison Lake. His angling license in the first place shows him to be an American citizen. And if this is not sufficient evidence of the fact, it's a cinch that his birth certificate shows him to be a full fledged citizen. But these two proofs are not enough. It is necessary that a person must be finger printed, a photograph furnished and an identification card issued him before he is allowed to wet a fly or cast a bait in Garrison Lake. In fact, the owners of the property bordering the lake and who live near its shores, must show an identification card in order to go upon the lake or cross their own land to the beach. Their children may play upon the beach but no other children are allowed to play with the owner's children.

It looks sort of foolish to us—looks more like New Deal stuff than war regulations. While there is nothing like taking precautions to prevent any spies from contacting or signaling any enemy craft, there is such a thing as becoming too drastic concerning the curbing of the one hundred per cent American citizens who love to angle in such spots as Garrison Lake.

Don't get us wrong—we are behind the government one hundred per cent in every effort set forth to win the war, but it appears to us that American citizens are put to a heap of unnecessary trouble in order to

secure a little fishing. And no American citizen relishes being gazed upon with suspicion by our armed forces when he pursues his favorite pastime. If just half the measures of precaution had been employed by the war department many years before the attack on Pearl Harbor, as are employed now, our enemies would not today have the valuable knowledge in their possession that they possess regarding our coastal defenses, our harbors and island possessions. A little less red tape and a little more freedom to American citizens regarding their rights to angle when and where they please, I am sure would

meet with the hearty approval of the sporting fraternity.

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HAVE you a boy in this war—a son or a sweetheart, a husband or a nephew or a grandchild or a friend?

Is your heart with a sailor on the broad, high seas—a soldier stationed somewhere abroad—a pilot, a tail gunner, a bombardier?

Then surely you want to do all you can to shorten the war, to help bring your boy's familiar footsteps back to your front stoop again!

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