

The Sentinel

A 5000 PAPER IN A 5000 TOWN

H. A. YOUNG and M. D. GREENE
Publishers

H. A. YOUNG, Editor
Subscription Rates

One Year \$3.00
Six Months 1.50
Three Months50
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 Sts.

NATIONAL EDITORIAL ASSOCIATION
Member

The Salem Sampler

By HON. R. T. MOORE

A subject under general discussion as a post-war insurance for maintaining the purchasing power of our low income group is the question of a guaranteed annual wage. The idea is an old one that has been brought out periodically and then discarded as impractical. It is obviously based on the theory that the curve of production in all industries will remain nearly constant so that the added overhead of the guaranteed wage would not greatly affect prices and would not lessen consumption of goods. But the production curves vary widely in normal times and while some industries can and do support a guaranteed wage others can not. It, therefore, is impractical to write such a thing into law. It can only be reached by giving full encouragement to those industries which can voluntarily support such a plan and all the aid possible to those which can not so that they, too, can approximate a guaranteed wage by maintaining steady production.

Actually, the guaranteed annual wage is practical only in a national socialistic state such as Germany or Russia. The state, being the chief employer, if not the only one, can then guarantee an annual wage to all through its power of controlling disposition of both man-power and goods. Such an annual wage would be little more than comfortable subsistence. The state has not incentive to produce more than enough for normal needs and living standards would be low because production is low.

In America, the approach to a guaranteed annual wage lies in release from ham-stringing regimentation and in rigid economy of government aimed at lowered tax rates. There must be restoration of incentive to private industry to maintain a high production level. Private incentive could then gradually take the place of war as the spur to greater effort in productive enterprise.

But the planners in Washington are thinking along line of keeping, and even increasing, present war controls. It is a path that leads to the very thing we have been fighting against in Europe, a planned economy with the people as servants and the government as master. Some encouragement is seen in the increasing hostility to this program in the Congress. There is yet hope that the American way will prevail.

Great work has been done unenthusiastically by Senator Byrd's committee on reduction of non-essential federal expenditures. About three billion dollars has been saved to the taxpayers so far and the end is not yet in sight. The Senator is a stalwart democrat but definitely does not see eye to eye with the Administration on matters of government operation. He has long been the arch foe of extravagance in the federal government and the record of his work proves that he knows what he is talking about.

In spite of the trimming off of this large sum from current government expenditures there is no appreciable lessening of efficiency. In fact, the evidence is quite to the contrary. Spurred by the prospect of losing their jobs through the work of the committee, many bureaucrats are really getting in some constructive work. The taxpayer is benefitting in two ways, through the actual cash savings affected and through the scare given slothful employees. What was probably an attempt to brush off this troublesome Senator by giving him a useless committee to play with has turned into a very potent threat to federal bureaucracy. The public will cheer the Senator on.

In discussions of international trade following the war the question of what to do about tariff walls always pops up. Everybody agrees that the free exchange of goods and services is essential to a lasting peace. But no one likes the prospect of a lowered living standard free trade

Weekly Letter From Washington, D. C.

BY CONGRESSMAN HARRIS ELLSWORTH

Last week I made a very hurried visit to the West Coast and was in my district about thirty-six hours. When Congress recessed for Easter, I was offered an opportunity to ride out to the Coast in an Army plane which was making the trip and had several spare seats in it. So, I became an aerial hitch-hiker and, in the course of nine days elapsed time, I average about 1,000 miles a day.

Travelling in Army airplanes was an interesting and enlightening experience. The Army, of course, does not send airplanes at the beck and call of the Members of Congress, but Members, being officials of the government, generally are welcome to ride in service planes if there's room. I had the good fortune to line up a ride with a Colonel who took a half a dozen members of his staff out to San Francisco and Los Angeles and back on a technical mission. The plane was a large two-motor ship, but it was not the last word in comfort. In its active service days, it was a paratrooper ship, and probably was in use on the African desert, since it was painted brown with desert camouflage. The seats were benches along the sides, and they were not upholstered. After having spent more than thirty hours in this plane, I realized that the job of a paratrooper is a hard one in more ways than one.

There is nothing haphazard about cross-country flights of service airplanes. The air highways are as carefully designated as motor highways. All flights are scheduled in advance, cleared by the Weather Section, and are made according to plan.

Nor are Army pilots reckless dare-devils who zoom around in big airplanes with abandon. On the contrary, these pilots and crews are serious, careful and highly-trained young men. Without exception, they are proud of their service and of their individual records. Every detail of every flight is checked and double-checked. The airplane is in constant touch with the ground by radio at all times during flight. The pilot is informed on weather conditions. Planes do not fly if there is weather trouble on the course, and such flights are made only during daylight hours, although all planes are equipped for night flying.

People are pretty much the same everywhere you find them in this broad country of ours. One thing we all have is a feeling that the part of the country we call "home" is just

would force upon a more favored nation like America. For free trade on an absolutely equitable basis is possible only between nations having substantially the same living standards. America would therefore be the loser under any set-up because it is the wealthiest of the nations. It is hard to see how we can afford to lower our tariff wall on those goods which we manufacture ourselves if we intend to protect and expand our industries.

The only way out appears to be the use of American ingenuity to devise machines and methods of mass production that will lower costs to the point of equal competition with cheap foreign labor. To do this will require the co-operation of labor, which has always been hostile to the increasing use of machines in the supplanting of man-power, and of government which must amend tax laws to permit of the rapid depreciation of machines and machine tools for tax purposes.

Articles written by far-sighted labor union officials indicate a change of attitude towards the use of machines. There is good prospect that organized labor will aid this program because of the promise of more and better paid jobs it entails.

The Treasury Department is talking of liberalizing the allowable depreciation schedules as well as generally lowering corporate and business taxes after the war. But it should be done very soon to be fully effective in the reconversion of industry. There is danger here of repeating the "too little and too late" mistake.

The promise of 60 million jobs will be certain of fruition if free sway is given to American enterprise. The market for our goods is almost unlimited if they can be produced cheaply enough and if we will import goods of other countries in quantity, goods that we can use but do not produce at home. This writer can not help feeling that we will get along much better if we quit trying to tinker with the Lord's immutable law of supply and demand. We need to roll up our sleeves and get to work. To keep this life interesting and enjoyable the Almighty has decreed that we must work our passage through it. Trouble in large amounts awaits those who break this law.

a little better than any other place in the nation. I feel, for example, that the Pacific Coast, and especially the southern part of Oregon, is by long odds the only really livable part of the United States. Most of the young officers with whom I made this trip live in the East, and I was amused at their conversation as we left the airplane at Bolling Field after having made the trip back here from the West Coast. As we were walking out to the car, one of them said to the other: "Boy, doesn't this air feel good? It's certainly grand to be back here. I didn't like that Pacific Coast country at all." Then, they proceeded to admire the trees and shrubbery as we drove into town, noting how much better they liked this part of the United States as compared to where they had just been. I kept quiet, but the fact of the matter was, my feeling was exactly the opposite: I very definitely missed the fresh, clean tang of the Pacific Coast air, and could see no virtue in what I found here. Perhaps this love of home, possessed by all of the people from wherever they may come in our great country, is one of the things which makes this nation great.

Brake Checking To Start Sunday

The nation-wide brake emphasis program, designed to call the public's attention to the need for good brakes in vehicle conservation and safety, will get under way April 15, for a six-week period, Secretary of States Robert S. Farrell said today.

In Oregon, the program is under the direction of Chief of Police Harry M. Niles, of Portland, who has been named state coordinator and the safety division of the secretary of state's office is acting as the field contact organization for the program.

Nationally, the program is sponsored by the International Association of Chiefs of Police. In Oregon, all local police departments, sheriffs and the state police are participating in the program, which is an enforcement activity designed to stimulate greater attention to the matter of keeping brakes in good operating condition.

During the program, brakes will be checked on all private passenger cars stopped by law enforcement officers in routine traffic activities. The check consists of placing a specially designed wood block, one inch thick, on the floor board under the brake. The pedal is then depressed and if it contacts the block before the brakes start to take hold, the brakes are deemed inadequate and the driver will be advised to have them adjusted.

Tests by automotive engineers have shown that when the brake pedal has only one inch of travel left after the brakes start to grab, it is possible to build up only about 50 pounds pedal pressure on the brakes," Farrell explained. "This is inadequate for safe stopping since engineers say there must be at least 130 pounds of pedal pressure to permit safe stopping."

Tests have demonstrated that cars with inadequate brakes required from 42 to 55 feet to stop from a speed of 20 miles an hour, while the cars with good brakes required from 15 to 22 feet to stop from this speed. From a speed of 30 miles an hour, cars with inadequate brakes could not be stopped in less than 90 feet.

Officials sponsoring the program urged drivers to have their brakes checked to make sure they were in proper adjustment. Good brakes are important in preventing traffic accidents which may destroy human lives as well as vital automotive equipment, Farrell pointed out.

Keys made for all locks. Stevens Cash Hardware, Coquille, Ore. tf

Get a good book at Norton's Rental Library. tfs

Kidneys Must Work Well

For You To Feel Well
24 hours every day, 7 days every week, never stopping, the kidneys filter waste matter from the blood.
If more people were aware of how the kidneys must constantly remove surplus fluid, excess acids and other waste matter that cannot stay in the blood without injury to health, there would be better understanding of why the whole system is upset when kidneys fail to function properly.
Burning, scanty or too frequent urination sometimes means that something is wrong. You may suffer aching back, ache, headache, dizziness, rheumatic pains, getting up at night, swelling.
Why not try Doan's Pills? You will be using a medicine recommended the country over. Doan's regulates the function of the kidneys and helps them to flush out poisonous waste from the blood. They contain nothing harmful. Get Doan's today. Use with confidence. At all drug stores.

DOAN'S PILLS

St. Paul and Slavery

It is very interesting and instructive for anyone who will take time to compare the same or similar features of the thoughts and life work of the Christ and of St. Paul. Both were supposed to represent ideas and actions far beyond anything in the world in any time or place.

We find His doctrine (the brotherhood of man) shaking the very foundation of the Roman empire, which was founded on human slavery, and finally causing His death. Human slavery had no place in the doctrine of the Christ.

If slavery was ever right, it is right today and custom can never make any wrong right. If the taking of a person's labor product without his consent through theft, chattel slavery or private property in land, was right in Paul's time it is right today.

Paul, without excuse, advocates slavery (the robbery of one man by another), he places the slave on a lower plane socially, economically, spiritually and morally than he does the brother and sister. He cares nothing about the primary wrong done the slave, depriving him of his chastity, wealth, freedom and, at times, his life.

Paul took the stand that Rome could do no wrong (Do as Rome does). He deprives Christianity of its dynamic force. Paul literally tells Rome, "If you will let me preach a little of the Christ's doctrine you can have industrial slavery, you can have chattel slavery, in fact any crime on the calendar. I will even become a Roman citizen." Rome finally got tired of the Pauline brand of change and finally put him out of the way. He could not have fared worse had he been like the Christ and stood on truth.

It is difficult to estimate the character of a public man so far in the past, at least when there is so much that is inadequate, vague and so much of it shrouded in mythology. We can all say how and what we would do but it does seem that it would be much easier to die for the truth than for half of it. Paul takes the guts out of the Christ's doctrine, or Christianity, making it possible for Rome to adopt it (which she does.) This is sufficient reason for the spirit of decline found in the church.

Please read the following and form your own conclusion: 1st Timothy 6-1; Titus 2-3; Ephesians 6-5; 1st Peter, 2-3; Philemon, this chapter is chiefly interesting as showing the social petition of the slave which Paul advocated.

Free Trade, Free Land, Free Men. —Jas. Richmond, M. D.

Old papers 6c a bunch.

After you've seen it and gasped with surprise, please don't give away the secret. . . . It's so good that the thrill shouldn't be spoiled for anyone!

"The Woman in the Window"

Roxy Sun. Mon. Tue.

See "Spike" Leslie for the best in Liability, or other Insurance. Office, 275 So. Hall, in former hospital bldg., phone 5; residence phone 95L. Phone 232R, to Art Hooton for your electrical wiring and repair needs. He is located north of the ball park on the Fairview road. tfs

Free Lecture On Christian Science

Subject . . . "Christian Science: Exchanging Human Concepts for Divine"
Lecturer . . . Anna E. Herweg, C.S.B., of Columbus, Ohio
Member of the Board of Lectureship of The Mother Church, The First Church of Christ, Scientist, in Boston, Massachusetts
Place . . . Church Edifice
730 Central Avenue, Coos Bay
Time . . . Tuesday Evening, April 17, at 8:00 p. m.
Under auspices of First Church of Christ, Scientist, Marshfield

ALL ARE CORDIALLY INVITED

NOTICE To Dog Owners

NOTICE IS HEREBY GIVEN that after April 30th, 1945, all persons owning or keeping a dog over eight months old, and who have not obtained a Dog License are guilty of a misdemeanor and, upon conviction thereof, shall be subject to a fine of \$10.00 for each offense, together with costs of proceedings as provided in Section 32-2415, 1940 Oregon Code.

It is the intention of the County Court to enforce the provisions of this law, and a man will be engaged to check on all unlicensed dogs after May 1st.

It is suggested that any owner or keeper of a dog, over 8 months old, promptly remit to the County Clerk the license fee of \$2.00 plus \$1.00 penalty, and procure a Dog License before May 1st to avoid further costs.

By Order of the County Court

L. W. ODDY, County Clerk

BIRTH CERTIFICATES

Do you realize how important and valuable this document can be to you? It can be worth real money to you. Don't wait until you need it but come to my office today and make application.

REAL ESTATE

Just listing property or buying property isn't the whole story about Real Estate. The experience my office has had in handling many deals over a number of years is your guarantee of service. List your property with me and I'll do the best I can to sell it, and if you are a buyer, I'll make every effort to see that you get a good title to the property.

INSURANCE

Sound, standard stock companies insurance is handled by my office which assures you of the best possible insurance.

Don't forget to donate to the Allied Clothing drive

GEO. E. OERDING

Bank Bldg.

Phone 36M

THE OLD JUDGE SAYS...



"When this war is all over, Judge, there will be some mighty interesting books written about it. Expect we'll learn a lot of things we didn't know before."

"Yes, Fred, when the record is finally written we'll realize what a gigantic operation this war really was and how important to final victory many factors really were."

"Take, for example, just one industry. Few people realize the importance of the great work done by the beverage distillers during the war. A high government official

called it 'an almost unparalleled example of the overnight conversion of an entire industry from peace to war.' He also said not so many months ago, while speaking about synthetic rubber, 'It is fair to regard the rubber manufactured to date as being almost solely the product of the beverage distilling industry.' That's the type of thing I have in mind . . . the way great American industries at home cooperated to help our brave fighting men abroad."

"I see what you mean, Judge... a complete history of American teamwork."

This advertisement sponsored by Conference of Alcoholic Beverage Industries, Inc.