

The Sentinel

A GOOD PAPER IN A GOOD TOWN

E. A. YOUNG and H. B. GIBBS
Proprietors

H. A. YOUNG, Editor

Subscription Rates

One Year \$3.00
Six Months 1.50
Three Months .75
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.

NATIONAL EDITORIAL
ASSOCIATION
Member

Fragments of Fact and Fancy

If there is any danger of the American people imagining themselves as a chosen people, it would not require much reflection to disabuse ourselves of any such conceit.

It was an American mother who would not yield her place in a cigarette line in order to watch her young child. The baby tumbled twice under the wheels of a bus; only the grace of God and the alertness of strangers saved the child.

Then there is a scheme by American stockbrokers which amounts to legal thievery. These Americans are endeavoring to form phony public ownership districts for their own enrichment. These crooks, by tricky manipulation, gain control of power companies and public utilities. So far their corporations apparently are legal but the public is twice victimized. First by higher rates on the utility service the consumers must buy and second by increased taxes necessary to offset those formerly paid by the utility before it became a "fake" public ownership concern. The promoters take runs into the millions and it has been asserted that billions of dollars will be lost to the public in general and to the federal government if laws are not speedily passed to control this "tax-free" snare and delusion.

Other Americans who have de-based their heritage are those who steal chickens by night and Coquille is not free from such humans who follow the habits of the skunk. When Americans thank God that they are not as other peoples are, then is the time for them to remember their sins individually and collectively. Do any of us live up to our opportunities? Although we were fortunate in being born in America, selfishness, self-indulgence and egotism can nullify our birth-right.

We avidly follow the "funnies" and have done so ever since their inception. At times we have wanted to lift our voice against the vulgarity and depiction of depraved and criminal characters. We doubt, however, that the showing of evil and vice in the comics makes wrongdoing very attractive to the young readers.

The greater danger comes when a popular character does wrong and "gets away with it." A few weeks or months ago Buz Swayzer, the small boy's hero, disobeyed orders and flew his airplane under a bridge. Although reprimanded, he retained the reader's sympathy and everyone applauded his disobedience. Real harm can result from such stories.

We note there is a tendency on the part of pilots from the North Bend naval base to circle our city again, diving slightly, semi-stunting and flying low over residences. Coquille is one town which does not appreciate any such exhibitions. That tragic Sunday of last October can never be forgotten here.

With the advent of the dry season, the Coos county coast below Bandon has again become a fire hazard. Although much money has been appropriated and experiments conducted for the eradication of the gorse there, this thrifty furze defies destruction.

We see a glimmer of hope and foretell its utter extermination. The fabulous incomes now being reaped by those raising bulbs in that section will provide the incentive for many others to uproot and totally annihilate what is now a noxious evergreen shrub. When the stakes are high enough (as they now are for lily growers) the impossible can be accomplished.

It is not strange foreigners are baffled by the English language. There is no rhyme nor reason to much of it. Even those who speak it as their mother tongue, can go far afield with some of its tricky words and phrases.

For example, take a couple of words: "corps" and "species," they

TWENTY YEARS AGO

(Taken from The Sentinel of Friday, July 17, 1925)

J. S. Barton this morning recorded the deed which transferred ownership of the finest ranch on the Coquille river from A. T. Bestul to Willis A. and Walter M. Tway, of the Alberta country. This 240-acre ranch sold for \$72,000 and, although not the largest, is the most valuable on the river.

An improvement in Coquille streets is being made at the corner of Front and Willard streets where the curbs are being set back two to three feet from their former position on the three corners.

The new switchboard in the Hotel Coquille went into use Wednesday and now each guest room in the hotel is equipped with telephone service.

R. W. Bullard, who has kept a store and postoffice at what is known as Bullards, died last Saturday and was buried Monday. He was one of the best known residents on the lower river.

Coquille is to be Division Headquarters for the State Highway Department in southwestern Oregon, from the California line north on the Roosevelt Highway and to the Pacific Highway on the east. The land purchased by the department is that lying between the Collier Apartments and the Kistner home, and it extends north past the west side of the myrtle grove to the W. C. Krantz property.

J. E. Norton this week purchased the donkey engines at the Aasen camp above Norway and thus made sure that they would not be moved until the forty acres of government timber he recently purchased there had been logged.

The following new teachers have been employed by the directors of School District, No. 2: Helen Roseman, high school; Geo. R. Moorhead, high school; W. F. Van Pelt, upper grades; Helen A. Fish, intermediate grades; Hazel Adams, primary; Alice Prensall, primary; Geraldine Windes, primary; Beasie J. Moore, grades.

Timely Topics

By HON. R. T. MOORE

After several hearings and conferences with interested parties, the last legislature drew up a bill to allow moderate increases in axle loadings of log hauling units in an effort to settle the perennial dispute between truckers and the highway department. The bill aimed to eliminate the dangerous practice of unloading logs at the weighing stations to lighten over-loaded trucks. It also established a system of penalties for violations.

It passed the House against the spirited opposition of the highway department which thought it too liberal. But it bogged down in the senate and was eventually replaced by an innocuous measure reported to be sponsored by the highway department. The latter offered too few concessions to log-truckers to be of much value but it was enacted because it was better than nothing at all. Passage of the earlier bill through the House indicated a growing sentiment in favor of more friendly treatment of log truckers. It would have been bad political medicine to send timber county representatives home empty-handed.

The logging industry did not present a united front in requesting this legislation. Large operations with private roads were not interested. Neither were those who had provided themselves with expensive weighing equipment. The demand came from the small operators and independent truckers with less than a half dozen trucking units. These could not afford the necessary equipment and were therefore at the mercy of the highway regulations.

While the parade of traffic-violation tickets across the desks of the justices of the peace does not seem to be as extensive as usual, it is no indication that the current truck bill is effective. It is merely that less units are operating this season than usual. Lack of tires, parts, and manpower has forced the lay-up of many trucks. And many small owners have given up what they had considered a hopeless struggle to stem the tide of nuisance regulation pouring forth from federal agencies. Lower log production is also an important factor. It inevitably means loss of time at the mills this coming winter and corresponding failure to meet military quotas of lumber.

The question of log-hauling regulation rests upon the premise of whether our highways should be built to accommodate standard trucks or whether the trucks should be built to fit our highway conditions. Our highway department holds to the latter view and justifies its position by adherence to an agreed standard of state highway construction adopted in conference with other states. Truck manufacturers are expected to make their trucks conform to this standard. But in practice the keen competition among the truck builders and the considerable variation in load limit regulations as between the states combine to prevent rigid standardization. We find the same equipment hauling more pay

both mean group, the first being the name for a body of soldiers and in its singular form the final "s" is not sounded though it has the same spelling as the plural form which does sound the "s." "Species," on the other hand, is spelled and pronounced the same whether singular or plural. If the final "e" is dropped it is another word and means coin, usually gold or silver, or, as the dictionary says, "hard money." Wonder if that was a mistake and Webster meant "hard-to-get money"?

load in one state than in another. This causes trouble for both the trucking industry and law-enforcement officers.

Just as the steady growth in size and power of locomotives forced the continual rebuilding of railroad bridges and trackage, the increasing power of auto-motive equipment will compel changes in construction of our state highways if we are to hold our competitive position. Trucks are as essential to our economy as the railroads and we must prepare ourselves to use them as efficiently as other states. Highway systems have become fully as competitive as railroads and no state can afford to allow its highways to fall below standards set by its neighbors. The current study of our trucking industry and auto-motive freight hauling regulations is very timely. Members of the legislature hope for much good to come of it.

This writer noted a growing feeling in the legislature that our highway department was becoming too autocratic in its attitude towards the public. The outward evidence of this belief was the rough treatment given department-approved measures in the House and the passage of the first truck bill over department opposition. A similar move failed in 1943 when the House was made up of substantially the same personnel as in 1945. This hostile trend may not yet be great enough to overcome the influence of the department in the legislature but it is a danger signal. If the department persists in its unfriendly attitude towards the trucking public and in temporizing with the solution of trucking problems a complete re-organization may be forced by public opinion. Intiflation of proposed solutions for log-hauling problems have heretofore come from the industry. They should now come from the highway department, itself, as proof of good faith.

The prolonged dry spell has created a very serious fire hazard in Oregon forests. Because of the tremendous demand for lumber by the armed forces, a demand greatly in excess of prospective supply, it is essential that production of logs be kept at a maximum. The public has the responsibility of helping the industry by strictly observing closure regulations in forest areas and by extreme care in the use of matches and smokes. The forest fires now burning in several parts of the state are preventing gravely needed production of logs. The nation may pay dearly for someone's carelessness. The industry must have the support of the public as never before if it is even to come close to meeting quotas.

Another handicap to the industry is the unfortunate press release by WPB stating that restrictions on some types of building were being lifted. The implication is that building can be done. The truth is that the military demand will absorb practically all of the lumber production for an indefinite period. The lumber industry has been unwisely subjected to heavy pressure from civilian users when its full efforts should be directed towards meeting military demand. This statement has also been the indirect cause of labor unrest through its implications that war pressure on the industry was easing off. The exact reverse is true.

The year 1945 will probably be the toughest year of the war for the industry. It has managed to approximate military demands to date and has supplied a minimum of civilian demand as well. But production is falling off so fast that an actual shortage threatens this coming winter. It will be a miracle if lumber quotas are met on time. But

the lumber industry has performed miracles before. It can repeat it all put the shoulder to the wheel.

Russia—What Is It Economically And Socially?

Past history everywhere will bear the statement out that the least governed people will finally be the best. The duties of government should at all times be the simplest possible and in a general way the Declaration of Independence defines these duties—the preservation of life, liberty and happiness. Also the preamble to the Constitution defines these duties.

We should decrease or eliminate everything contrary to these principles. It is only where the lives of people conflict that government has any moral right to interfere. Instead of increasing government continually, we should be eliminating one function after another and thus simplify government.

We built the greatest system of railroads in the world and built them by private enterprise. Russia built hers by government and with the usual result they are almost a total failure.

In this country, until very recently, labor has been free to employ itself and go from one job to another until the individual finds a job that suits him. Let us compare that with the Russian way. The man is put on the job and if he quits he is followed by a spy that liquidates him and he is not heard from again. In Russia a laborer is nothing but a slave and the worst kind at that.

In this country we are fast losing our independence. The laborer here is told when he shall work, how many hours he shall work, how much he shall produce; also how much he shall pay for the chance to produce. The result of this condition will finally be a lowering of the standard of living to that of Russia.

There is an aristocracy in Russia which is fed, clothed and housed in the best possible way.

We have until recently had a very small army and navy but I doubt very seriously whether we need anything-but a police force. Russia has always had a large army, but very little navy. About all an army and navy are good for in either country is for the so-called jobs for the upper crust. If that element was done away with your army and navy would be a minus quantity. Both countries could do away with all such; also ambassadors, consuls, ministers to other countries serve no good purpose.

In this country people are free to come and go and can express opinions freely. Russia is just the opposite. People are told what to think, how to act, spies everywhere. Here people build their homes any style they choose. In Russia they are either herded together or live in hovels.

In this country production tends

to a maximum because of free enterprise. In Russia, because of the lack of free enterprise, production tends to the starvation point.

A noted revolutionary statesman well said: "Give me liberty or give me death."

—Jas. Richmond, M. D.

Get a good book at Norton's Rental Library.

MAKE ICE CREAM
At home—Any flavor—Delicious—Smooth—No ice crystals—No rocking—No whipping—No scorching—No sugar—No preservatives—30 recipes in each 10¢ package. Send this ad for free full-size sample order, or buy from your grocer.

LONDONDERRY
Brand Home-made Ice Cream
STABILIZER
Manufactured by THE LONDONDERRY CO., SAN FRANCISCO 1, CALIF.

"It Pays To Insure in Sure Insurance." See Ernest R. Smith, office Roxy Bldg. Phone 97.

Watch Your Kidneys!

Help Them Cleanse the Blood of Harmful Body Waste

Your kidneys are constantly filtering waste matter from the blood stream. But kidneys sometimes lag in their work—do not act as Nature intended—fail to remove impurities that, if retained, may poison the system and upset the whole body machinery.

Symptoms may be nagging backache, persistent headache, attacks of dizziness, getting up nights, swelling, puffiness under the eyes—a feeling of nervous anxiety and loss of pep and strength. Other signs of kidney or bladder disorder are sometimes burning, stinging or too frequent urination.

There should be no doubt that prompt treatment is wiser than neglect. Use Doan's Pills. Doan's have been winning new friends for more than forty years. They have a nation-wide reputation. Are recommended by grateful people the country over. Ask your neighbor!

DOAN'S PILLS

The Bootery Can Serve You

We will carry the same line of shoes you have shown preference for in the past and shall endeavor to give you the same SERVICE to which you have been accustomed

We Welcome you to come in and get acquainted



Mr. and Mrs. J. H. Bowen new owners of the

COQUILLE BOOTERY

Home Made

H O M E M A D E

Hi Folks

It's goodbye for a while, but we will be back before very long. We will be busy painting and repairing, trying to get supplies and planning our work for the time we will open. Thanks a lot for patronizing us so faithfully in the past. We will appreciate seeing you when we come back.

LLOYD AND GERTRUDE HICKAM

Coquille Bakery

Phone 243

Home Made

H O M E M A D E