

Coquille Valley Sentinel

COQUILLE, OREGON, SEPTEMBER 21, 1950.



SOUTHWESTERN OREGON'S LARGEST WEEKLY

An Independent Paper Dedicated to the Development of Southwestern Oregon

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RALPH P. STULLER M. D. GRIMES
Publishers

Ralph P. Stuller Editor
Francis W. Hilton Advertising Manager
Ellen Nesbitt Society Editor
W. H. Ortman Mechanical Supt.
M. D. Grimés Linotype Operator
Leo Call Pressman
Claude A. Riddle Job Printer

A Successful Celebration

"It was a good thing," the man from Arago said contemplatively Saturday afternoon, as he stood in the myrtle grove near the Community building, "this whole celebration. Sort of like the 'Corn Show' but modernized a bit, and it was certainly about time that Coquille started bringing back some of the fine things of the past. We all liked it, the whole Fall Festival, and the barbecue was especially good, too."

Our friend who was a guest of Coquille for the two days of the First Annual Fall Festival was only echoing the conversation we heard all over town Friday night and all day Saturday. The Fall Festival was liked. It was enjoyed. And it is wanted back again. Wanted back again very deeply.

Tribute to the men who made the Festival successful is certainly in order, and it is a long list, too.

Tribute surely should go to some of the older heads who like Fred Lorenz, Bert Folsom, Sam Nosler, Orvin Gant, Bill Ferbrache and many, many others had been telling us all that the Corn Show was a celebration that everyone enjoyed and liked, and why not again?

Tribute, too, should go to the people who took part in the Fall Festival from the kiddies in the pet parade, to the men and women who ran the concessions in the basement of the Community building.

Yes, they all deserve the utmost in praise for a Fall Festival that was highly entertaining, exceedingly successful, and a perfect starting point for the perpetuation of a classic custom of Coquille and Southwestern Oregon.

The Fall Festival grew out of the committee named by President Noble Chowning of the Chamber of Commerce. It was headed ably and efficiently by Stan Sherwood as general chairman who had among his helpers, Clarence Osika, Dick Maeyear, Lloyd Wood, Lloyd Claver, Ernie Kuntz, Mrs. Helen Holmes, Earl Linge, Fred Lorenz, Bill Head,

Carl Hooker, Ralph Stuller, Chuck Adams, Bob Mason, George Bolster, Mrs. Dave Biegger, Mrs. Earl Carroll, and many others who volunteered aid when plans were being drafted.

Taking the brunt of the work, however, were Stan Sherwood who spent endless amounts of time on the barbecue that served 2500 people Saturday, and Clarence Osika, executive secretary of the Chamber of Commerce, who spent all of his time taking care of the planning and details of the celebration.

We've left out some names no doubt of Coquille citizens who aided the celebration. It's hard to mention every one, but need we say more than the Coquille Fall Celebration proves the oft-said point, that Coquille would welcome a Fall Festival and a reincarnation of the old Corn Show.

From now on, Coquille will have an annual Fall Festival. And that's good.

Critical housing problems in Coquille approach an emergency state, and with Coquille school teachers having much difficulty in finding a suitable place to live, we wonder why the district does not consider making the old Valley View school into a series of fine flats. Certainly it would provide good housing for our teachers.

Many oldtimers around town, tell us they missed the "bands" that used to visit stores during the Corn Shows. Next year perhaps these little traveling bands may appear again.

With November 7th only a short way off, the political fires will begin to burn, and from now on you'll hear lots about who to vote for, and what to vote for or against.

Salem Statesman: Congressman Ellsworth, stung to action by complaints of his constituents on lack of freight cars, has introduced a bill to have the government build cars and hold them in a pool for assignment to any railroad when it needs more cars. This looks like creeping socialism" to which Ellsworth is strongly opposed, but it illustrates the tendency of the times: When a pinch comes, load the job on Uncle Sam.

What Other Editors Say

(From Oregon Journal)
In the news of the day is the story of the state highway engineer who is about to go to Coos county. His duty will be to conduct a survey and examine the possibility of a new road from Coos Bay to Charleston. The new route would shorten the distance between Coos Bay (the city) and the coastal town to the west. It would help develop a residential district. Very likely it would advance the plan for a more direct route between Coos Bay and Bandon at the mouth of the Coquille.

But while the state highway engineer is making this study, we'd like to suggest another. Resurvey the route of the old Coos Bay wagon road between Roseburg and Coquille. This was once a key route. Forest and farm riches lie along what is now a little-used, rough track with an almost impassable route over the Coast Range mountains. Tourists would be interested. Along the route is the newly dedicated Maria C. Jackson State Myrtle park, protecting trees found almost alone in southwestern Oregon in a spot for beauty and recreation.

across Front, Taylor and First streets to several business buildings.

Officers at Coquille's junior school were chosen last week as follows: 8-B, Phylidias Morris, Lloyd Graham, Thomas Stacer, Frank Goodwin, Alfreda Harry; 8-A, Tommy Thrift, Lin Swain, Faye Hurrell, Lawrence Morris, Faye June Nosler; 7-A, George Ulett, Fred Coleman, Monroe Swindall, Marion Close, Harold Esser; 7-B, Mary Anna Steele, Floyd Case, Martha Carrier, Jesse Barton, Eileen Kern; 7-C, Robert Waggoner, Howard Hickam, Wanda Lee Hickam, Norman Ricketts, Louis Dopaldson.

Members of Coquille high school band are Fred Fuhrman, George Ayers, Eldon Gilman, Faye McCue, John Unseld, Donald Farr, Jack McCue and Herman Ellingsen.

Permission of the council was asked by the Coquille Lumber Co. to lay steam pipe lines under and



By The Hon. Harris Ellsworth
U. S. Representative

The new social security law which has just been enacted represents a decided broadening of benefits—both in amounts and in the number of people covered. Payroll taxes will be increased to finance the program.

More than three million elderly people, together with widows and fatherless children, will immediately receive larger benefit payments. Liberalized qualifications for benefits will make three quarters of a million other people eligible for payments. Nearly ten million people who have not been included in the Federal old-age and survivors insurance program will now have such protection.

The Federal Security Agency estimates that the old-age and survivors insurance program will now cover 45 million workers out of the estimated total of 57 million in the nation. Of the remainder, other retirement systems cover seven million thus leaving less than ten percent of all wage earners without this protection. Another feature of the new law is the coverage of nine out of ten of all full-time self-employed, other than farmers and professional people.

It is estimated by the ICC here that actual relief from the car shortage will not come until the third week in October. Meanwhile, conditions should begin to show gradual improvement. The reason for the shortage is that the railroads have not bought enough new cars since the war to equal the number worn out and junked. During the first seven months of this year the Class 1 railroads, representing 98 per cent of our rail transportation system, installed only 15,988 new freight cars. In the same period they junked 45,567 cars. We have nearly 30,000 fewer cars on the railroads now than were running at the beginning of 1950. It is a sad and costly story.

If the people insist upon electing Congressmen who support the Administration how can non-essential government spending be stopped? When the Republicans controlled Congress in 1947 and 1948 (80th Congress), spending was sharply cut. During this Congress the spending flood-gates

have been opened again. Congressman Homer D. Angell (representing the Portland district) made the following comment on the floor of the House the other day:

"We are entering a war with a public debt in excess of \$257.5 billion, which means \$6,800 for every American family. This debt is greater than our total national income, 10 times greater than all the gold in Fort Knox, five times greater than all United States money in circulation and held in the Treasury, more than all United States life insurance in force, greater than three full years of American peak industrial production, greater than all the deposits in our banks by \$100 billion, and is enough to buy the food for nine full years for every individual in the United States."

"In a single month this year, the United States Government during peacetime spends as much as the total cost of Government in the four years of the Civil War, namely, \$3.35 billion."

In view of what would seem to be attempts on the part of the Truman Administration to smear and discredit General Douglas MacArthur, it is worth noting that the communists would invade South Korea in June.

On January 15, 1950, MacArthur notified Washington that the North Koreans were getting ready and the invasion might come in March or April.

On March 10, 1950, a report was sent to Washington that the invasion would come in the month of June.

On May 25, 1950, it was reported

to Washington from Tokyo that the North Koreans had increased their strength from 6 to 13 divisions.

In addition to the timetable on the invasion, the high command was notified in August, 1949, that two divisions of Korean troops which had served in the Chinese communist army had been sent to North Korea from Manchuria. In December, three more divisions arrived from Manchuria. These veteran troops were distributed in various detachments of the 13 di-

visions, ostensibly to train regular embers of the North Korean army for the coming war.

Brownie Scouts Will Be Organized This Week

An organizational meeting to get the Brownie Scout troops for Coquille running smoothly will be held under the auspices of the Coquille Girl Scout council Wednesday evening at 8 p. m. in the Community building. The meeting will be in the Girl Scout

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PARAGRAPHS OF THE PAST

From The Sentinel Files of 20 Years Ago

(Taken from The Sentinel of Friday, September 19, 1930)

The Natural Gas Corporation of Oregon, through its representative, L. J. Rust of Klamath Falls, was granted a franchise by the city council Monday evening to lay mains and furnish gas to every house and building in Coquille, if desired. It was granted by a 5 to 1 vote.

Last Monday Mr. and Mrs. George F. Folsom of Coquille observed the sixtieth anniversary of their wedded life. Of their eight children five survive: Bert, Ernie and Roy of Coquille; Louis of McMinnville, and Fred of Portland.

Pearls Bros. of this city were awarded both the Beach street bridge and the Willard street sewer contracts by the city council Monday evening, their bid being lowest in each case.

Writing from Empire, William Gadsby informs The Sentinel that the Gadsby Flying Service will be making flights from Coquille as long as the weather permits. Nolan Turner is the licensed pilot for the service.

Exhibits and entertainment at Coos and Curry county fair at Myrtle Point this week surpass all previous records. The Smith-Hughes and 4-H club displays really make the fair this year.

Dr. James W. Wheeler who took over the practice of Dr. G. Earl Low here Monday came up from Gold Beach last week. His family will not join him here until the first of the year.

Coquille high school has eleven lettermen on the football squad this fall: B. Ireland, A. Glaisyer, R. Detlefsen, F. Schram, L. Seeley, M. Seeley, S. Chard, S. Pulford, R. Woodyard, Harold Stevens, T. Greenough. Others on the squad are H. Plaep, M. Stonecypner, D. Donaldson, R. Martindale, O. Eckholm, H. Greenough, D. Ellingson, E. Gilman, T. Osmond, F. Holverstott, A. Shaver, E. Morris, C. Perrott, H. Williams, W. Ellis, M. Ireland, N. Peart, H. Hatcher, V. Hansen, T. Leach, R. Shipman and H. Ellingsen.

Permission of the council was asked by the Coquille Lumber Co. to lay steam pipe lines under and

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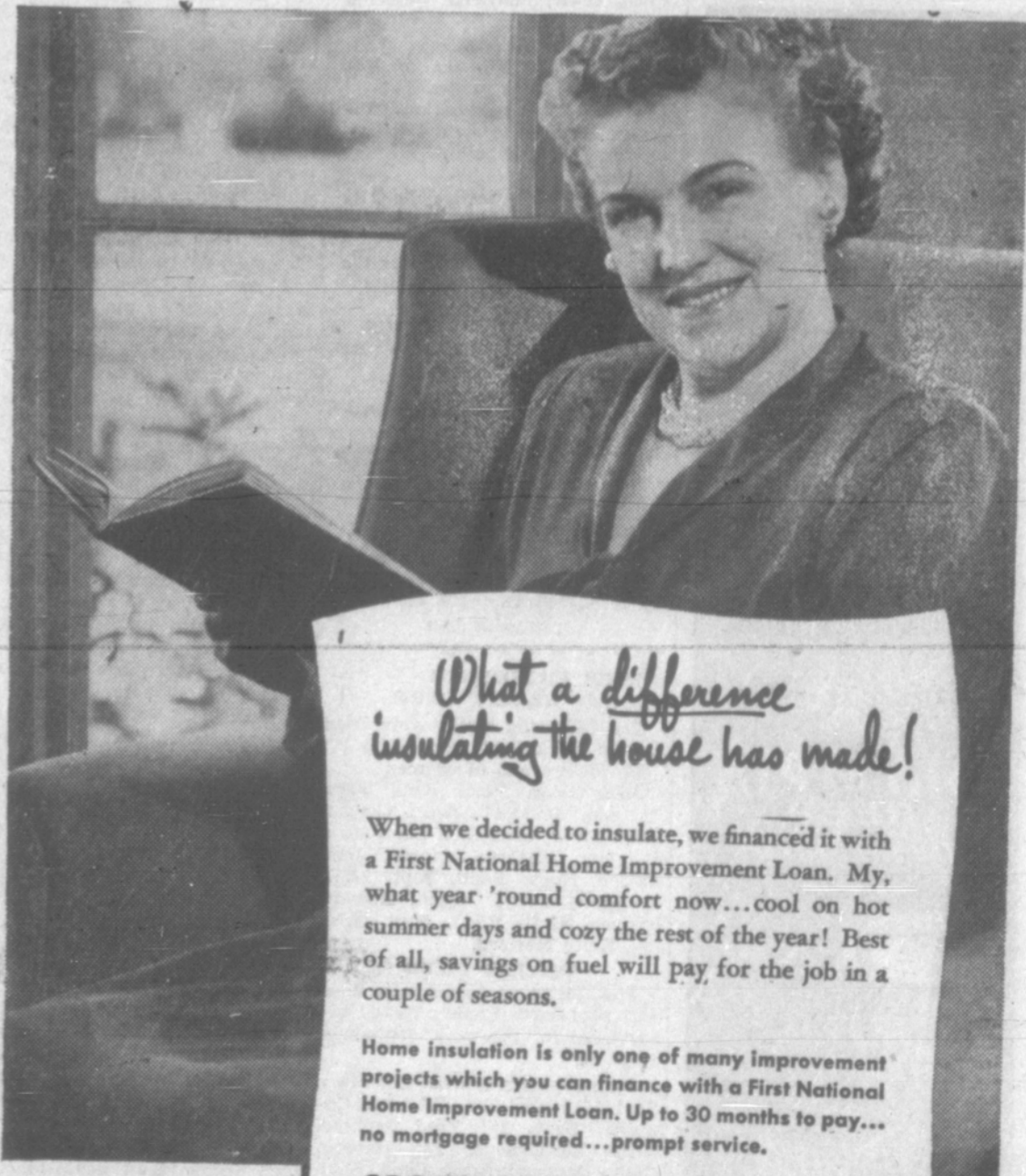
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