

# The Sentinel

And The Coquille Herald  
A GOOD PAPER IN A GOOD TOWN  
BY H. W. YOUNG.

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OFFICE, NORTH END OF B STREET  
Entered at the Coquille Postoffice as Second Class Mail Matter.



The business man, who never advertises, is giving the mail order houses the long end of the game.

If anyone imagines that Coos county will ever be benefitted by a recall of the county court to the extent of the \$4,000 a recall election will cost, he is going to have another think coming.

It's the open season for slackers now and Uncle Sam is getting after them without gloves. Read the communication sent us from the adjutant general's office at Portland printed in another column.

The extra fare for a seat on the observation car from Coos Bay to Portland has been raised to \$2.64 and it will probably be taken off soon as the government is continually reducing the weight of trains as a war time economy. The Shasta Limited on the main line was taken off recently.

The Sentinel is willing to print almost anything of interest to its readers, which its correspondents may furnish except along one line. Personal attacks on anyone are where it draws the line. Ease your mind by writing them if you must, but don't send them to a newspaper.

No family in town is allowed to buy more than 2 pounds of sugar at a time now, except the special purchases for canning, which may be as much as 100 pounds. Country people may buy five pounds—but the limit allowed for consumption is 3 pounds per month for each person.

Last month the Red Cross asked a hundred million from the American people and received in cash and pledges a hundred and seventy million. It was a magnificent response and shows that both the hearts and heads of the men and women of America are working right.

Referring to what our East Fork correspondent says about Germany's "waiving the rules," we are loath to believe that Henry Sengstacken ever made that quotation approvingly or in glee, though like Mr. Easton we think that the recall movement is a serious mistake and bound to injure Coos county.

Here is an interesting story about one of last Sunday's events on the American front in France:

The Germans captured an American soldier in an attack on Xivray Sunday, but he did not remain a prisoner long. At the village edge, three Germans came upon a wounded American. He was placed under guard of a German private and started for the enemy line. Near a high point beyond the wire entanglements, the American suddenly drew a revolver and forced his surprised custodian to march back across "No Man's Land" into the American line. After turning his prisoner over to his fellow soldiers, the wounded man fell unconscious from the loss of blood.

President Wilson, in his statement calling upon every man, woman, and child to pledge themselves on or before June 28 to save constantly and to buy regularly the securities of the Government, says, "May there be none unenlisted on that day!"

As the President points out, "This war is one of nations—not of armies—and all of our 100,000,000 people must be economically and industrially adjusted to war conditions if this Nation is to play its full part in the conflict."

Our Nation, not our Army and Navy only, is at war. And that means that all of us not actually fighting

must do our part. That part consists in giving the Army and Navy all the support of which we are capable. To do that each one of us must first of all be a producer to our maximum ability and a consumer of necessities only, for every bit of man power and every particle of material is necessary for the use of the Army and Navy and for the making of the things essential to our citizens.

As a maximum producer and as a consumer of necessities only, each one of us will be an accumulator of savings. And these savings can be invested in War Savings Stamps with benefit both to the Government and ourselves.

### ROADMASTER MURDOCK

Admit for the sake of argument that the appointment of a young man of as little experience as R. B. Murdock to the position of roadmaster for Coos county was as great a blunder as the critics of the county court claim. Still if any of those critics had been members of the court and had gone up to Portland and gone over the magnificent Columbia highway and had then asked the State Highway Engineer if they could get one of the builders of that road to take charge of the spending of the \$362,000 road bond fund in Coos county and he had given Mr. Murdock the sort of recommendation he did give to our county court, we very much doubt whether a man of them all would have done any differently from what our court did in employing him. Murdock is honest as the day. He had occupied a subordinate position before he came down here and it was not strange that to make him boss should have resulted in an attack of the big head. Theoretically he was well equipped. Coos county paid him a good salary to get practical experience as a boss. Whether the engineering percentage of road costs under his management were higher than usual, including changes in plan during construction, we are not informed. That he made enemies not only for himself but the court there is no question. If, however, the court erred in appointing him, it strikes us as an error ninety-five men in a hundred would have made under similar circumstances, and against a repetition of which no possible change in the membership of the court can avail to insure us.

The question is whether it is worth while to ditch as good a man and as excellent a judge as James Watson for a single mistake that any man in his place—barring none—would probably have made.

### GRAIN WORSE THAN WASTED.

(From Governor Capper's Address Delivered in the M. E. Church at Larned, Kansas, April 14, 1918.)

We are now fighting a dry Germany. There is no argument at any time in favor of retaining the saloon. But there is every argument in wartime for putting it out of business. In Germany, the kaiser has abolished the brewery and saloon for the war. But today in America they are his best friends and mightiest allies, for they waste our food and destroy our man power.

Last year we made eight gallons of beer to Germany's one. This year our brewers will manufacture 60,000,000 barrels of beer, but Germany's breweries will make none. No beer will be made in Germany this year, but our beer vats will continue to waste our national strength.

The brewers of America are greater traitors than our greediest profiteers. They would encourage every one of our 1,250,000 young soldiers to become habitual drinkers. They would deliver the nation up to the enemy for the money there is in the liquor traffic.

The government is asking the good housewives of this country to save food, to economize in every possible way—and the breweries use more of it in a day than the women can save in a year. Enough grain is wasted to make more than 4,000,000 loaves of bread daily.

Writing from France to the home folks in Kansas, Lieutenant Clayton Beach says the poor French and English have seven wheatless, seven meatless, and about three eatless days a week. And while our allies are suffering for more foodstuffs that they may keep more men on the firing line—while to send them this food means the sacrifice of fewer American lives—the breweries are wasting more than 60,000,000 bushels of grain every 12 months. I speak for the patriotic farmers of Kansas when I say this state has not one bushel of grain to waste on the traitorous liquor traffic. To give it grain at any time is wicked. To give it grain now is a terrible crime, for it is nothing more than stabbing our boys in the back.

During the zero weather in January I saw poorly clad women walking along the railroad tracks in Topeka, thrusting their bare hands into the snow to find small lumps of coal, and at that moment great clouds of smoke were belching from the chimneys of the breweries in Kansas City. The breweries are using millions of bush-

els of grain, 8,000,000 tons of coal and 360,000 freight and refrigerator cars annually. Here are three vital necessities of wartime being used in enormous quantities by a worse than useless industry. There is no possible excuse for permitting such an essential business as the liquor traffic to operate at all. Last winter we put the entire economic system of the nation out of joint by closing down industries necessary for the welfare of the people and the conducting of the war, and stopped the pay of thousands of needy wage-earners, that the breweries might burn their thousands of tons of coal a day, waste tremendous quantities of foodstuffs, and betray our men in the trenches.

Kansas will have 35,000 of its finest sons in the war this year. In the name of Kansas, I have asked President Wilson to give us wartime prohibition. I have asked him to extend to our army camps in Europe the five-mile anti-vice zone which protects our men and camps at home. And I have asked him to ship American grain to Europe in the form of flour and foodstuffs so the English breweries cannot make beer out of that grain. And I shall keep on asking. I understand the president's views on this question are changing. The time has come for this nation to say: "Not one more bushel of grain which might go into breadstuffs shall be converted into beer, and not another pound of coal shall go into its manufacture while this war lasts."

### THEIR SACRIFICE SUPREME

(Port Orford Tribune)  
The first Curry county boy to receive his death wound on the battlefield of the world's fight for freedom from German rule, is chronicled in this issue.

Clem Atkinson has paid the supreme price in this titanic struggle. He answered the call to arms that took his young life, freely and gladly, realizing some must take the chance of meeting the fate he met if our national safety, honor and liberty be preserved.

It is always sad to see young life snuffed out in its prime, and the added sadness of this death, and that of Corpie Fish who fell in the service before he reached the battle ground, is that many, many other young men from all over our land, and others from even the little county of Curry, must give in the same full measure before the end is finally accomplished.

These boys are dying for the protection and freedom of your home and mine. Are we then going to grumble when we are denied a few luxuries on our table, and are we going to squeeze our dollars when asked to buy Saving Certificates or Liberty Bonds, that the loss of these lives may be small and stop as quickly as possible? Or, are we going to show the same spirit that our boys who are making the supreme sacrifice are showing, and back them up with all the energies at our command? The question is a personal one to each of us stay-at-homes.

### WORLD OPPOSES RECALL

(From the Bandon World)

Although defeated in the primary election and automatically vacating the position of county commissioner on the first of the year, the mass meeting held at Coquille last Thursday voted to recall Geo. J. Armstrong. That looks pretty much like kicking a man after he is down.

In view of the fact that the present activity is directly the outcome of a personal quarrel between Archie Philip and Editor Maloney of the Coos Bay Times, Bandon people who understand the situation have shown little interest. However, since the recall is apt to come to a vote this time, it is creating more talk in local quarters.

One thing is certain enthusiastic citizens who are laboring under the delusion that to recall the present officials will be a cure for all the political ills of the county are doomed to disappointment. Their expectations go far beyond the realm of possibilities. Without realizing their own faults they will in a year or two, if new men are elected, find they are still in the same boat and will begin to look around for new candidates.

### COST MANY MILLIONS.

Just how much it has cost to give Portland and western Oregon direct connection with the country east of the Cascades we would like to know. The amount the United States government has spent on the Celilo canal at the Dalles runs into the millions and, just for the waterway up the Columbia river alone, we have to add the cost of the Cascade locks to that. Then there is the immense cost of building two railroads through that gorge, one on each side of the river—for the North Bank road is an eastern gateway just as much as the Union Pacific line.

And to this we must add the cost of the Columbia highway, of which Commissioner Simon Benhon says, in the current issue of the Oregon Voter: "By July first the Columbia River Highway will be open for travel from

Hood River to Astoria and the only barrier to prevent its complete serviceability is the incomplete section between Hood River and Mosier, a distance of six miles. This is a striking illustration of the fact that the construction and improvement of two hundred miles of highway by the Highway Department during the past year has rendered serviceable approximately nine hundred miles of road.

The six miles between Hood River and Mosier interrupts, in a degree, travel over three hundred and fifty miles of highway. To complete this stretch will cost approximately \$350,000 as its entire distance is one solid rock making construction extremely expensive,—yet, its importance cannot be over-estimated as it will practically open a thoroughfare to the vast Inland Empire. It is a sincere hope that the construction of this stretch will soon be in progress and that its completion will be a fact by the summer of 1919.

### MUST QUIT SOFT JOBS.

Assessor Beyers, of the local Military Board for Coos county, is in receipt of the instructions issued by the Provost Marshal General's office at Washington, D. C., in regard to men of draft age, who are idle or are engaged in non-productive occupations.

Men, who are in Classes II, III, or in Class IV on the ground of dependency, are to be moved right up into Class I and to go toward the head of the list in that class if they are not busy in some productive industry, regardless of the dependency of their families. Among idlers are classed gamblers of all descriptions, and race track or bucket shop employees.

Among others whose occupations "will not justify postponement of a call to military service even if they are in Class II, III and IV, on the ground of dependency," the following are listed:

- a. Those engaged in selling food and drink.
- b. Passenger elevator operators, attendants in clubs, bath rooms, etc.
- c. Those employed in connection with games, sports, etc.
- d. Those in domestic service.
- e. Salesmen and other clerks in stores and mercantile establishments.

The latter class is the only one that would be much in evidence in this section; and indeed, we doubt whether there are many young men of draft age now clerking in Coquille or in this end of Coos county.

### OREGON HAS LOTS OF COAL.

The Northwest Mines Handbook, published by Sidney Norman, of Spokane, Washington, is a valuable reference work of the mining industry of Idaho, Washington, British Columbia, Oregon and Western Montana. It gives the name, location, stage of development, amount of production and in fact, a condensed history of practically every mine in those states. Besides, it contains much valuable information on mining conditions generally in the state mentioned. For instance, it makes the statement that most Oregonians would at first blush be disposed to doubt, but which is true just the same, and that is that "Oregon is well equipped with coal, there being numerous fields located in various parts of the state, the most important of which is the Coos Bay field." Of this field he says it has been operated continuously during the past 35 years and has produced two and one-fourth million tons of coal. The greatest production in any one year was in 1904 when it amounted to 111,540 tons. The production has been kept down by the cheap fuel oils of California, but the fields will in time be looked to for their vast stores of fuel.

While most Oregonians know of the Coos Bay coal fields, few of them know that down in southern Coos county two big veins have been uncovered—one seven and the other ten feet thick, and both of good quality. —Salem Capitol Journal.

Call on us for Stationery.

### TWICE PROVEN.

If you suffer backache, sleepless nights, tired, dull days and distressing urinary disorders, don't experiment. It's evidence from this locality doubly proven.

Mrs. Emma Kirkpatrick, 653 W. Seventh St., Eugene, Ore., says: "I am not an advocate of proprietary medicines, in general, although I believe there are a number worthy of confidence. The great trouble is to be certain they are reliable. Because of the good reports about Doan's Kidney Pills from people I knew, I was led to give them a trial. Judging from the fine results I got, I can say Doan's are a medicine of merit and do all the are claimed to do." (Statement given February 8, 1906.)

Still Enthusiastic.  
On March 28, 1916, Mrs. Kirkpatrick said: "It has been quite a few years since I have had occasion to use Doan's Kidney Pills. I still have as high an opinion of them as when I gave my first endorsement."

Price 60c at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mrs. Kirkpatrick had. Foster-Milburn Co., Mfgs., Buffalo, N. Y.

## HELP BUILD THAT BRIDGE OF SHIPS

An officer attached to the American Expeditionary Force in France sends the people back home this message:

### "Build a Bridge of Ships to Pershing"

Our shipbuilding program calls for the expenditure of hundreds of millions of dollars the citizens of the United States must supply by taxes and by investing in Government War Loans. Even 25-cent Thrift Stamps will help build that bridge of ships to Pershing. We sell them, also War Savings Stamps and Liberty Bonds.

SUSTAIN THE BOYS WITH YOUR DOLLARS

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You will be sending your friend more tobacco comfort and satisfaction in one pouch of Real Gravelly Plug than in half a dozen plugs of ordinary tobacco.

Give any man a chew of Real Gravelly Plug, and he will tell you that's the kind to send. Send the best!

Ordinary plug is false economy. It costs less per week to chew Real Gravelly, because a small chew of it lasts a long while.

If you smoke a pipe, slice Gravelly with your knife and add a little to your smoking tobacco. It will give flavor—improve your smokes.

SEND YOUR FRIEND IN THE U. S. SERVICE A POUCH OF GRAVELLY

Dealers all around here carry it in 10c pouches. A 3c stamp will put it into his hands in any Training Camp or Section of the U. S. A. Even "over there" a 3c stamp will take it to him. Your dealer will supply envelope and give you official directions how to address it.

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