

The Sentinel

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

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One Year..... \$1.50
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OFFICE, NORTH END OF B STREET
Entered at the Coquille Postoffice as Second Class Mail Matter.

The name of the Kaiser pear has been changed to the McAdoo.

The last days of the present winter have by no means been its best days.

The recall was delayed again when the printed petitions in Mr. Sengstacken's office were burned in the big fire at Marshfield.

General Pershing stated the first of the week that the American troops now remaining in Europe will be sent back in the same order in which they went overseas.

Those fortunate enough to be in the income tax paying class this spring have got to get busy p. d. q. to make out their returns and pay their score in the next two weeks.

The Marshfield city council has decided to have no more "vener" structure on the fire limits. Three inches of brick, stone or concrete has been the minimum in such walls heretofore but 12 inches are to be required hereafter.

The people of the United States are supposed to make 40 billions of dollars a year. This is more than three times as much as the earnings of any other nation on earth. In 1920 the taxes to be paid the national government in this country are expected to amount to three and a third billions of dollars. One billion of this will be for interest on Liberty Loan bonds. That would be 8 per cent of our national earnings.

Uncle Sam evidently has no fears of a hoodoo. He is now putting out a new postage stamp. It is of the 13-cent denomination and is issued primarily for use in preparing a single rate of letter postage and special delivery fee, or for postage and registry fee. It may be used, however, for other purposes for which ordinary stamps are used. The new stamp bears the head of Benjamin Franklin and is printed in yellow-green ink.

Some people in Coquille are beginning to find that the combined taxes on their property this year is somewhat lower than last year—ten per cent in cases that have come under our observation even where the valuation had been raised. This is due to the fact that the increased assessment throughout the county permits a lower rate. The total millage which was 54.4 in this city last year is 42.3 this year, more than one-fifth or about 22 per cent less.

The criticism and abuse President Wilson is receiving from some senators and representatives of both parties at Washington is mild compared with what was aimed at George Washington and Abraham Lincoln when they were piloting the nation through the breakers. And such criticism is as little merited now as it was generations ago. When you read bitter complaints of the way our boys have been sacrificed in France during the past year remember that Lincoln and Grant were denounced as butchers in the days of the wilderness campaign that won the war.

Tuesday the Roosevelt Coast Highway \$2,500,000 bond bill was passed by the senate. Last week it was approved by the house. After it has been signed by the governor, there will be two more rivers to cross. It is to be voted on at a referendum election by the people next June, and it is quite problematical whether the rest of the state will vote to tax itself for a coast highway. If they do, it will not become operative until the federal government matches dollars with the state. Before L. J. Simpson began to boost for the project, however, its chances of approval by the legislature looked very slim.

The promise so often held out to the ear that we should have a consolidation of state commissions and a reduction of the "overhead" expenses of government has been again broken to the hope. No doubt the legislators honestly tried to effect some economies in that way, but prying a barnacle loose from the ship of state isn't as easy a job as one might think.

When well organized, the fellows who have hold of the public text can bring a big pressure to bear against any move to separate them from the pay roll. Our opinion is that it will take an initiative measure to accomplish anything along this line. But one not carefully thought out might do more harm than good.

This wasn't a good year for trimming, that is sure. Perhaps because of the rebound from war economies.

The Sentinel is asked for copies of the new income tax law just enacted by congress and signed by President Wilson last Monday. They are not to be had. As soon as Milton A. Miller, collector of internal revenue at Portland, gets printed copies of the new instructions he will furnish them to all applicants. Meanwhile all that we know about the changes in the law is that the rate of tax on the first \$4,000 of income above exemptions is six per cent, where it was two per cent last year.

We have some of last year's income tax catchalls, but they are out of date. The government, which has only had the law for four days is now insisting that all returns must be made out by March 15, and that the tax or at least a quarter of it be paid on that date. As we see it, this time ought to be extended, and the government will probably have to give more time. But then it may not.

SOME INCOME TAX DOPE
Work on the collection of \$6,000,000,000 has been begun by the Bureau of Internal Revenue at Washington. This is the estimated yield of the new revenue bill. The income tax provisions of the act reach the pocket-book of every single person in the United States whose net income for 1918 was \$1,000, or more, and of every married person whose net income was \$2,000 or more. Persons whose net income equalled or exceeded these amounts, according to their marital status, must file a return of income with the collector of internal revenue for the district in which they live on or before March 15.

Here is what will happen to them if they don't; for failure to file a return on time, a fine of not more than \$1,000 and an additional assessment of 25 per cent of the amount of tax due.

For "wilfully refusing" to make a return on time, a fine not exceeding \$10,000, or not exceeding one year's imprisonment, or both.

For making a false or fraudulent return, a fine of not more than \$10,000, or imprisonment for not more than one year, or both, together with an additional assessment of 50 per cent of the amount of tax evaded.

For failure to pay the tax on time, a fine of not more than \$1,000 and additional assessment of 5 per cent of the amount of tax unpaid, plus 1 per cent interest for each full month during which it remains unpaid.

In addition to the \$1,000 and \$2,000 personal exemptions, taxpayers are allowed an exemption of \$200 for each person dependent upon them for chief support if such person is under eighteen years of age and incapable of self-support. Under the 1917 act, this exemption was allowed only for each dependent "child." The head of a family—one who supports one or more persons closely connected with him by blood relationship, relationship by marriage, or by adoption—is entitled to all exemptions allowed a married person.

The normal rate of tax under the new act is 6 per cent of the first \$4,000 of net income above the exemptions, and 12 per cent of the net income in excess of \$4,000. Incomes in excess of \$5,000 are subject also to a surtax ranging from 1 per cent of the amount of the net income between \$5,000 and \$6,000 to 65 per cent of the net income above \$1,000,000.

Payment of the tax may be made in full at the time of filing return or in four installments, on or before March 15, on or before June 15, on or before September 15, and on or before December 15.

Revenue officers will visit every country in the United States to aid taxpayers in making out their returns. The date of their arrival and the location of their offices may be ascertained by inquiring at offices of collectors of internal revenue, post-offices and banks. Failure to see these offices, however, does not relieve the taxpayer of his obligation to file his return and pay his tax within the time specified by law. In this case taxpayers must seek the Government, not the Government the taxpayer.

Under the bill that has been reported to the house judiciary committee in Congress beer or any liquor containing more than one part in 200 of alcohol will be under the ban in the war time prohibition. One half of one per cent is the limit of the kick any beverage can get by with.

Any room, house, building, boat, vehicle or structure where liquor is manufactured or kept for sale is declared a "public nuisance" and may be dealt with as such by the commissioner of internal revenue. The bill places

the enforcement of prohibition on the internal-revenue commissioner.

Anyone connected with the manufacture or sale of liquor is subject to a fine of not less than \$100, nor more than \$1000, or imprisonment, of not less than 30 days nor more than one year.

The owner of property, if he has knowledge of unlawful acts in his building, is subject to a fine. The property may be sold to pay such fine.

Uncle Sam usually makes thorough work when he attempts law enforcement and bootleggers who dare to defy him are pretty sure to be sorry for it.

THE FIRST ROAD NEEDED
What a difference the point from which we see things makes in our opinions. Here for instance we find in the Port Orford Tribune the following editorial in regard to road improvement in Southwestern Oregon:

It is reported that Senator I. S. Smith, of Coos county, is working very diligently for a hard-surfaced road from Myrtle Point to Roseburg. This is all very well but it seems to the Tribune that the Senator, who is also supposed to represent Curry county as well as Coos, is getting off on the wrong track.

The big thing to this section of the state of Oregon is a coast highway. It means far more to Coos county—more even to the Myrtle Point section, than a hard-surfaced road to Roseburg, and to Curry county—one would not help here while the other would be of inestimable value to her development. The coast highway is inevitable, but the spending of a large amount of money between Myrtle Point and Roseburg might delay it many years.

The Jones bill, that provides for the building of a coast highway from Astoria to the California line in conjunction with Federal aid, is what the people of Coos and Curry county need, and want. Senator Smith should recognize this fact and get behind some legislation like the Jones bill, along side of which the Myrtle Point-Roseburg road and a crab law for Coos Bay are but as chaff in a Kansas cyclone.

And this after the state highway commission had pledged the state to the improvement of the Myrtle Point-Roseburg road, after the \$6,000,000 bond bill of 1917 had pledged the state to pave it as far from Marshfield as it should be put on line and grade and after that act had been approved at the June election of that year!

There seems to be no end of arguments to prove that the state ought not to keep faith with Coos county; and fulfill the promises on which our support of the six million road bond bill was won.

We might paraphrase the Tribune's words after this fashion: "The paved road from Coos Bay to Roseburg is inevitable. Its building may promote but certainly cannot delay the building of the coast highway from Coos county south to connect with the California road system."

There is no probability that any road anywhere can be built to give Coos county connection with the Pacific highway and the improved road system of the outside world half as quickly as by the completion of the road up the Middle Fork of the Coquille and out through Camas Valley. That is a road of easy grades, a road that will carry us through the coast range along a water grade in fact. There is no other way by which travel up the coast from Curry county can in the unremote future get out by auto to the main road to Portland so easily and quickly as this one. It is never blocked by snow and will make a year round highway—and the only practical one from the California and Curry county coast road when it is built.

Instead of the Myrtle Point-Roseburg highway standing in the way of the construction of the road down the coast from Port Orford south, its construction will do more than anything else to promote the construction of that road.

Even if the appropriation of \$2,500,000 for the coast highway from Astoria to the California line should be approved at the election which will be held next June and the federal government should match dollars with Oregon on this project, it may be several years before the work is begun and a score before it is finished. Of course, we hope the time will be less but no work like that can be speedily accomplished. Meantime the only outlet for Coos county—and Curry county too—that promises speedy building of a paved road to connect with the Pacific highway is the one that is a part of the six million bond program by promise of the highway commission, by the faith of the legislature that passed that law and the people who approved it. It

is the key to the road situation for Coos and Curry counties.

WHY THE EMERGENCY?
The legislature at Salem evidently had no difficulty in finding plenty of reasons for declaring an emergency on the ten million dollar road bond bill. Here is what they say on that subject in the 16th and final section of the act:

Inasmuch as the condition of the roads and highways of the State of Oregon demand that road construction, betterment and pavement should be prosecuted with diligence before the inclement weather of the Fall of the year begins; and, inasmuch as it is necessary to provide the State Highway Commission with sufficient funds to construct, better and pave the roads and highways designated by Chapter 423 of the General Laws of Oregon for the year 1917, and to make effective the will of the people as expressed at the special election held June 4, A. D., 1917; and, inasmuch as it is necessary to provide employment for the Soldiers, Sailors and Marines returning from the service of our Country and to provide a means of relieving the stress of industrial activities and provide employment for the laborer unemployed; and inasmuch as the health, peace and safety of the people of the State of Oregon depends upon immediate construction, repair, betterment and pavement of said roads and highways; it is hereby declared that an emergency exists, and that it is necessary that this Act take effect immediately after it is passed by the Legislature and approved by the Governor; therefore, this act shall be in full force and effect from and after its passage.

REFERENDUMS IN JUNE
A bill that has passed the senate at Salem with only five dissenting votes and will, no doubt, be enacted into law provides for the submission of the nine following constitutional amendments and legislative acts to the voters of Oregon at a special election to be held June 3:
The \$5,000,000 reconstruction bond issue.

A constitutional amendment giving the state authority to guarantee the interest on irrigation district bonds.

A constitutional amendment providing that the state industrial accident commission may locate a reconstruction hospital in Portland.

A constitutional amendment creating the office of lieutenant governor.

A bill authorizing the issuance of reconstruction bonds and conferring powers upon the state board of control to expend the money on a reconstruction building program.

A bill providing for state aid to soldiers who desire to attend college.

A bill levying a state tax of one mill annually for the construction of market roads.

A bill providing for the construction of the Roosevelt coast highway and appropriating \$2,500,000 therefor on condition that the government expend a like amount.

Provision is made that if any of the above measures should fail to pass the legislature, then, of course, they would not be submitted at the special election.

This is mostly a new crop. In fact, none of our old friends except the lieutenant governor measure appears here.

Quick Action on Bridge

L. O. Green, from the Inman Mines Co. camp on the upper Sixes river, states that for a while during the high water the camp was isolated on a little island at the fork of the river, the bridge having been washed away. But it didn't take them long to build a footbridge. Drawing a cable across the river in a boat they hooked it onto a log that had been cut down and hewn flat on one side. With the power from the water wheel they snaked the log down to the river and set it across a narrow canyon, forming the foundation for a substantial foot bridge. The log was three feet in diameter at the butt and 127 feet long. It took 800 feet of cable to handle it.—Bandon World.

WHY A LAME BACK?

That morning lameness—those sharp pains when bending or lifting, make work a burden and rest impossible. Don't be handicapped by a bad back—look to your kidneys. You will make no mistake by following this Grants Pass resident's example. W. A. Trefen, 731 Highland Ave., Grants Pass, Ore., says: "I suffered for a long time from my back and kidneys and never found anything that would give me much relief until I began using Doan's Kidney Pills. They strengthened my back and eased the dull pains that had settled across my kidneys." (Statement given March 24, 1913.)

On March 20, 1916, Mr. Trefen said: "I am still a strong booster for Doan's Kidney Pills, for I don't know of anything their equal for lame back and kidney trouble. They always do me a wonderful lot of good when I need a kidney medicine." Price 50c at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mr. Trefen had. Foster-Milburn Co. Mfgs. B. B. N. Y.


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