

The Sentinel

A Weekly Newspaper With Plenty of Backbone

Elbert Bede and Elbert Smith Publishers
Elbert Bede Editor

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WANT JITNEYS TO STOP.

Walker, Ore., Feb. 21.—(To the Editor.)—We wonder if it would be out of place to speak of the action of the city fathers of Cottage Grove in stopping the auto stages from leaving passengers within the city limits. There is quite a bit of unfavorable comment about it in this section. This jitney line had met a long felt want. We had wished for years for train service so that we could go to the Grove, do a little trading and return the same day. There is only the one train that will stop here.

People had been using the jitney for this purpose. It is thought here that the Southern Pacific people have an agent visiting the towns and using his influence to put a stop to something that is, of course, a damage to their business. The jitney line is a great accommodation to the farmer class, as it will stop anywhere along the line and we can go and return much more conveniently than when we had to depend on the trains. Then, too, from Walker to Cottage Grove the farmers can hardly use their horse conveyances any more on account of the new paving.

Our road has been ruined for hauling or travel with lighter rigs. It is no uncommon thing for people who attempt to drive to town to have a horse fall and break a tongue out of the wagon or hack.

So you see the people are not feeling any to kindly about these matters. And now that a convenient way to travel has come to us to have the very people who would have reaping a benefit from it turn it down seems rather out of place to us. The stage people claim they are already taxed to the utmost of their ability to pay and if every little old town comes forward and demands pay for

the privilege of leaving passengers there it would be to much.
ONE OF THE PEOPLE.

Editorial note.—This correspondent brings up a point to which the city council, no doubt, will be glad to give consideration. The jitney driver who gave the correspondent his information was, however, unfamiliar with the ordinance regulating jitneys using the streets of the city. If the jitney passes through the city at all it is required to have a franchise. The fact that it does not pick up or deposit passengers does not relieve it in any way from securing a franchise. Whether the price to be charged for a franchise is too great the jitney can not say without first making application for a franchise, when the council determines what the charge shall be, the charge being fixed individually for each franchise granted.

If Cottage Grove built no city streets, the jitney would have no way of getting into the city. The streets serve for the jitney the same purpose that railway tracks through the city serve for the railway. The railway paid for the privilege of laying its tracks through the city. The city asks the jitney nothing for using the right-of-way upon which the hard surface paving is laid, but it does ask the jitney to pay something towards the upkeep of the hard-surfaced track which it and the property owners on the streets affected provide for the jitney to use.

It can be said with certainty that the Southern Pacific company exercised no influence with the city council, nor attempted to exercise any such influence.

It is the belief of The Sentinel that the jitney referred to soon will be making regular stops here and picking up and leaving passengers here, for the simple reason that it can do that just as cheaply as it can pass through the city without picking up and depositing passengers. It is not for carrying passengers that the jitneys are licensed.

Cottage Grove is in a peculiar position. No jitney can travel north or south without using the city streets, and for that privilege it is quite certain they will have to pay a reasonable sum, and they will have to regulate their charges accordingly, just as the railroads have to do.

A franchise should not be confused with a tax, as the jitney owners attempt to confuse it. The city collects no tax from the jitneys, but the city would have to tax someone to keep up the streets destroyed by the jitneys, did it not collect a maintenance fee from the jitneys. The railroads build their own roadbed and tracks and pay a tax upon the improvement.

The Sentinel does not question that the jitney is a boon to those who wish to make convenient trips to the city. We wish them to have every opportunity to make these trips conveniently. It is to our selfish interests to wish this for them. Also they are our friends and it is only natural that we should wish all good things for our friends.

They need not worry but what they are going to have jitney service, for the jitneys will need the profitable business of picking up the farmers who wish to come here or wish to return home after having been here on business or pleasure.

Don't let the jitney people fool you. Ask them to play as fair as the city is perfectly willing to be. They should be above asking for charity. They are now under the public service commission and can be forced to give service. They will come to time.

It should be added that the city council of Cottage Grove has no intention of working hardship upon anyone. Its idea is that anyone who makes a profit from the use of the streets should be glad to pay something towards the upkeep of the streets. The jitneys are in poor business when they ask a subsidy from the cities through which they pass. If their business is

such a poor business that it can not bear a legitimate overhead expense, they had better get out of it.

The licensing of the jitney business is also a protection to the legitimate jitney business. Licensing of the business keeps out the fly-by-night competition which operates when business is flush and drops out when business falls off, leaving the legitimate business to carry the burden of slack times.

The city council is endeavoring to work out a plan whereby all nearby communities can be served without placing a burden upon those who conduct the means of transportation, especially those communities where jitneys have only local business to depend upon, such as would be the case for a jitney line between here and London, between here and Lorne or between here and Diston. It is not possible, however, to exempt such lines from the operation of a general franchise ordinance and such lines can only be favored by regulation of the amount of the franchise fee, or by some similar action.

Regulation of motor transportation is a new wrinkle in government. Undoubtedly it will take some little time to formulate fair and equitable rules and rates and both the jitneys and the people should show some little forbearance towards those who are endeavoring to work out laws fair and just to all.

SOME ROOTS TO FILL.

All indications point towards a lively contest for the place in the county court which M. H. Harlow has declared that he will vacate when his present term expires. Two candidates already are in the field and more are expected.

It is probable that no friend of Mr. Harlow's would claim that he has made no errors. Mr. Harlow would make no such claim for himself. It is equally certain that no one will be able to make any such claim for who ever may be selected by the voters to fill Mr. Harlow's shoes.

The campaign will be conducted, no doubt, on platforms promising economy of administration in the conduct of county affairs and, equally without doubt, mistakes of the past administration will be pointed to by those anxious to try tightening the laces on the boots which Mr. Harlow will leave.

Unquestionably there will be enough truth in some of these claims to attract the attention of a large number of the voters and before the campaign is over many will come to believe that they have been pauperized by the conduct of county affairs, and The Sentinel is willing to make the prediction that the same charges will be made, and with equal truth, four years from now when the candidate successful at the approaching election is put on the grid.

Nevertheless it is important that we elect a man whose ideas of economy are such that we can agree with them. It is even more important, however, to elect a man who has the mental ability and the business acumen to conduct the business of the county, whether any cutting of expenses is shown.

The Sentinel has not always agreed with Mr. Harlow. Mr. Harlow probably would feel that his administration had been a failure had we been able to agree with his every act, but we have no hesitancy in saying that whatever Mr. Harlow's faults may have been, the man who attempts to fill his boots has got to have feet of more than average size. We honestly believe that Mr. Harlow has done his duty as he saw it. He has done it without trumpeting of his own and has not been swayed by the trumpeting of others. During the latter part of his term he has been guided by the confidence which comes of familiarity with the business in which one is engaged. His services, gauged by what private business pays for similar services, have been fully paid for by the county. The salary can hardly cover living expenses.

This is a great deal to say of anyone who has held the position of county commissioner for eight years. A successor who hopes to win the same encomiums has a real job cut out for him at about half the salary the job should pay, which latter fact may keep many good men from seeking the place. H. J. Markussen is the most likely candidate so far to appear. He could not be elected were Mr. Harlow a candidate for reelection. With Mr. Harlow out of the race, he will stand out conspicuously because of his past interest in county affairs, because of his efficient service for many years as a deputy assessor, because of a wide acquaintance in the northern end of the county, because of sane ideas on road construction and because of a feeling that the northern end of the county, which has never been represented in recent years, at least, is entitled to a place on the county court.

Some women draw men like poisoned sweet water does flies.

No one seems to care whether an undertaker starves to death or not.

A church which gave trading stamps, a certain number of which would secure a harp on high, would make a real hit.

Gratitude is the interest you pay on kindness shown you. There are too few opportunities to pay this kind of interest.

All have more or less vanity. If not vain about our clothes and neat appearance, we are inclined to strut a little about our indifference to the opinion of the world.

It isn't as easy to get acquainted with the girl who stays at home and helps her mother as it is the other kind—but you will be well repaid for the extra effort required in finding her.

The famous road that leads to the place that begins with a letter which many Englishmen do not pronounce, has just been resurfaced and is in condition to withstand the traffic until next New Year's.



HEAR Evangelist Zook Sunday Night, Feb. 26

Great sermon-lecture on twentieth century amusements.
Is the devil in the card game and dance?

SERMON—

"Eating Soup in the Devil's Kitchen"

Hear that great chorus choir. Don't miss the special music

First Christian Church
COTTAGE GROVE, OREGON

THINGS WE THINK

Things Others Think and What We Think of the Things Others Think

A boil puts a man's temper at 212 degrees.

Women are the wine of life and improve with age.

A retentive memory is a blamed nuisance sometimes.

There is a job for the knacker; set him onto the pessimist.

The lambs will insist on gambling and gambling on the stock markets.

Yesterday is gone, today is yours, tomorrow you may not be here. Get busy!

A mollycoddle may surprise you once in awhile by strenuously denying the charge.

A newspaper is the only circulating medium that is always worth more than par.

We would just as soon some of our congressmen would come back—and stay back.

When a man is dissatisfied with his home it is more than likely that half the fault is his.

A person who radiates sunshine on the outside will usually be found pure and clean inside.

A girl always thinks a wedding dress would look just too sweet for anything" on her.

There's never a cloud without a silver lining—but there is not always a cloud with a silver lining.

It would be interesting to know what Adam and Eve used for colic medicine after eating the green apples.

The good skipper is never found "waiting for his ship to come in"—he is at the helm guiding her course.

We have seen some girls who have lost their hearts in a love affair, but many more who have lost their heads.

Some men never learn that a girl who has time to spend eight hours a day dolling up hasn't time to learn how to cook and to wash dishes.

Troubles are like children. If nursed they grow larger and larger; if cold-died and no attempt is made to subdue them, they become as unruly as spoiled children.

The sweet girl graduate is no longer the candy kid. She is just beginning to learn the lessons of life—the first of which is that fame is a transient joy that fades in a day.

We don't see why we haven't as much business sagacity as most of those who have succeeded. That's what the successful ones thought but they didn't sit around whining about it.

It sounds nice in poetry to tell of the rooster that crows in the morn—but when it becomes a reality on a morning when a man may want to sleep it puts murder in his heart.

Power is said to come from the heart. The larger a man's heart, we presume, the greater his power. By this method of reasoning we fail to see how some men keep their blood in circulation.

In a new novel the lover drops kisses from an airplane to his sweetheart on board an ocean liner. The old style where you hold her tight to you and feel her heart throb every time the lips meet, is good enough for us. Under such circumstances it is easy enough to believe that you are traveling on air.

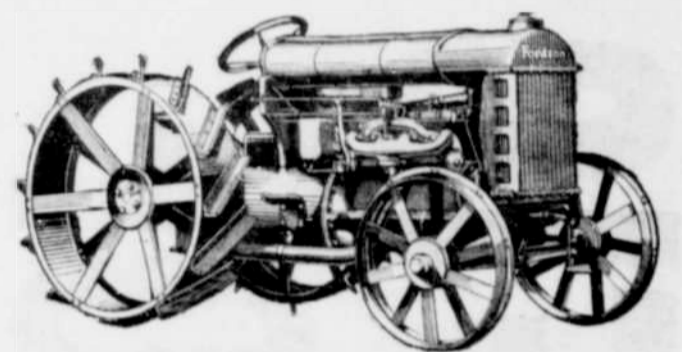
Eugene V. Debs may be wrong on many things, but he was right when he said: "There is something wrong with a country wherein the wealthy and aristocratic women will pay one hundred dollars for a pug-nosed bulldog to hug and kiss and fondle while many a bright little orphaned child holds up its tiny hands in a vain appeal for a mother's love and caresses."

"A woman has no sense when she is in love," says a preacher. And of some of them are in love most of the time.

The man who is a good liver is very likely to be bothered with a bad liver.

The sport who drinks champagne out of an actress' slipper usually gets drunk to boot.

Wonder what Eve told 'em when the neighbors wanted to see the marriage certificate?



\$395

f. o. b. Detroit

Henry Ford says the price of manufactured goods which the farmer must buy must come down to an equality with the things the farmer has to sell. He leads the way by cutting the price of the Fordson almost in two.

The Fordson is a manufactured article which the farmer almost has to have. It is a modern necessity on any modern farm.

Costs no more than a good team of horses. Does the work of several teams. Costs no more to keep up when working than does a team of horses and costs nothing at all for upkeep when idle in the stall.

The Fordson, however, is seldom idle. It can be put to many tasks for which a team of horses is not adapted.

You couldn't afford to be without a Fordson, even at the old price. At the present price it is as much of a necessity as the seed with which you put in your crops.

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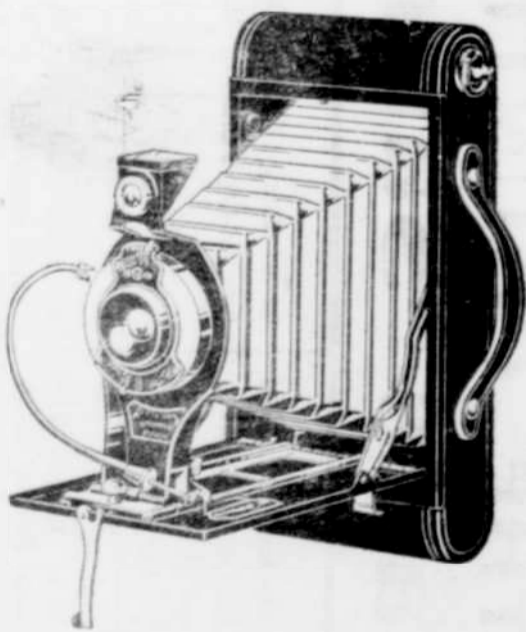
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