

The Sentinel

A Weekly Newspaper With Plenty of Backbone

Elbert Bede and Elbert Smith Publishers
Elbert Bede Editor

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GIVING OREGON ANOTHER SWAT.

Oregon as a whole and Willamette valley points in particular always have been dependent for prosperity upon the whims of the railroads and upon the whims of those who regulate the railroads.

With transcontinental rates granted to Willamette valley points through the Ogden gateway and with reductions in rates granted upon lumber and the products of the valley, we had begun to feel that we were being favored by the gods. Then like a bolt from a clear sky came the decision of the United States supreme court ordering a separation of the Southern Pacific and Central Pacific systems, upon the ground that they are competing lines.

Such a contention is so ridiculous that we are not surprised that action towards the separation has been postponed for 60 days in order to give time for filing an appeal for a rehearing. We can not help but feel that the court would reverse itself upon more deliberate consideration of the proposition.

To all intents and purposes the Southern Pacific and Central Pacific have been the same system for a period of 50 years and it is doubtful if many people on the coast ever would have learned that the line from the southern boundary of Oregon to Tehama, Calif., is not a part of the Southern Pacific except for this decision of the supreme court.

The ridiculousness of the decision is indicated by the fact that the Southern Pacific has not a rail of any kind between the Oregon southern boundary and Tehama, Calif. The Central Pacific's rails between those two points are an integral part of the Southern Pacific system and by no stretch of imagination can this portion of the Central Pacific be considered a competing line.

The decision seems to be based upon the premise that the Central Pacific's line through Ogden competes with the Southern Pacific's transcontinental line 400 miles to the south. Even this requires a considerable stretch of the imagination.

The Willamette valley is not concerned so much in the damage done to the imaginations of those who now would separate lines which have been for 50 years, to all intents and purposes, integral parts of the same system.

tem, as it is in the damage likely to be done to Oregon.

It is no secret that the Union Pacific wishes to gain control of the Central Pacific lines, and undoubtedly will do so in case the plan for separation is carried out. Its officials endeavor to show Oregon people that they will be benefited by the change and that the Southern Pacific will be forced to build the Natron cutoff and build a connecting line to hitch together its Oregon lines and its California and transcontinental lines. Even if that result should be brought about, that does not excuse unfair treatment of the Southern Pacific, but we can seriously doubt if such would be the result.

There would be nothing to prevent the Southern Pacific from using steamships for making connections between Portland and San Francisco. The Willamette valley would no longer be furnished rolling stock from the Southern Pacific's transcontinental line, because of the charge that would be made to cross the Central Pacific's system.

We can readily believe that no ties would be shipped from Oregon for the Southern Pacific's transcontinental or California lines, because the full rate would have to be paid over the Central Pacific's connecting link. We can readily believe that the Willamette valley would lose its transcontinental rate through Ogden which all main line cities now enjoy. We can easily see that this would put a crimp in the lumber business of the valley, and a crimp in the lumber business would put a serious crimp in all Willamette valley business.

Of course it is more likely that the interstate commerce commission would use the power granted it since the time of the enactment of the Sherman law, under which the separation has been ordered, and would rectify the error of the supreme court, but there is no reason why an error should be made just because someone else has the power to correct it.

A glance at the map showing Central Pacific and Southern Pacific lines indicates that control of the San Francisco bay waterfront may have more to do with the proposed separation than any fact which has been set out for the public to read. It does not take much of a stretch of the imagination to believe that control of the San Francisco bay waterfront would be worth the full price that would be paid for the Central Pacific, which now controls a large part of the waterfront.

We can not believe that the proposed separation is going to be put over, but there is so much potential danger to our interests in the progress of the case to date that it behooves us to sit up and take notice.

STORM MUST HAVE BEEN ARRANGED.

It was something of a coincidence that upon the very day when New York City was struck by the terrible storm which dealt death to so many who were seeking recreation in the amusement parks of that city there should have appeared in the New York Tribune a double-page spread showing the Pacific northwest's great out-of-doors playgrounds, where such storms are unknown. A fine advertising stunt upon the part of the Pacific Northwest Tourist association. A Lane county scene appeared in the spread. The same edition of the Tribune carried a quarter of a page of Pacific northwest scenes as a news feature.

The Pacific northwest's recreation advantages contrast favorably at any time with those of other states, but this timely piece of publicity should do much toward directing attention of recreation hunters this way.

Editor Hinman, of The Brownsville Times, although making quite a successful effort to give his city a modern paper, believes in honoring the pioneers who made possible a city where in he could conduct a newspaper, for which reason he recently got out a special edition to welcome the Lane county pioneers upon the occasion of their annual reunion. Everett Earle Starnard assisted him in recounting history of pioneer days.

The diaphanous gown is intangible evidence of feminine immodesty.

A man without brains sometimes has some severe headaches.

THINGS WE THINK

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

High heels don't necessarily elevate the morals.

Compound interest is great fertilizer for the root of all evil.

A gentleman will always stand up for a woman—in a street car.

A leader will get to the front through any kind of a crowd.

A picture hat is sometimes necessary to set off the painting underneath.

A girl's ideal gets lower as the number of her unmarried years gets higher.

Did you ever get senk by being carried away with some soprano's high C?

The innocent bystander is the one who gets the worst of it. Don't be a loafer.

Whether or not the poor are getting poorer, the rich are certainly getting richer.

Two aeronauts ran into each other a few days ago and had quite a falling out.

Are girls as bad as they are painted? a magazine asks. Those who are painted probably are.

A man who can't stand it to have things go against him will never make a success in life.

The committees that are investigating the high cost of living are a part of that cost.

Every city has a lot of citizens who don't count—but they are always figured in the census.

If folks were turned inside out there would be about as much difference in them as there is now.

"Aeronautic politicians" is the up-to-date way of speaking of the kind that can't stick to terra firma.

A leader of men usually claims the credit for all the good things his followers do and lays the bad onto them.

When you see a fellow out looking for trouble, you might as well follow along and be ready to help pick him up.

A great big 250-pound man appears painfully out of place trying to act comfortable drinking tea at a ladies' aid.

When we try to rise too high at one leap the momentum of the fall is likely to carry us far below our former position.

A stitch in time is all right, but the right time is not late in the evening after mother has done a hard day's work.

A girl can be terribly happy imagining herself in positions that would scare her to death were they really to happen.

When a man thanks you for calling his attention to a mistake he has made, you can safely set him down as a blasted lyre.

There must be a large number of ignorant ones so that the wise ones may have someone upon whom to demonstrate their wisdom.

Have you ever noticed how some folks seem to run out of conversation as soon as they tell everything they know about themselves?

A Chicago man dropped dead in a department store while shopping with his wife. Women who love their hobbies will take due warning therefrom.

It is hard to reform a successful sinner, but when misfortune overtakes him he is very susceptible to a teaching that promises so much and exacts so little.

A Boston goat recently made a meal of a valuable manuscript which the author carelessly left within reach. When even animals develop a literary taste the world certainly must be getting better.

A hughable street incident a few days ago illustrated that it isn't always wise to keep pecking away at a person when you have him licked. A bulldog had singled out an onery looking country cur and had him down and licked to a fare-you-well, but he gloated over his victory until the country cur in desperation conquered his fear, wriggled to his feet and made things so warm for the bulldog that he was forced to turn tail and run. He vanished from view with his former vanquished foe still in pursuit.

SUNDAY CLOSING DISCUSSED.

Cottage Grove, Ore., June 21.—(To the Editor.)—Will you kindly allow me space in your paper for a few words in regard to the Sunday closing move? Not that I am opposed to the closing of pool rooms, cigar stores and theaters; no doubt it would have a beneficial effect upon the habits and morals of our young people if these places were closed seven days in the week. But why close them Sundays only, and leave them open on the Sabbath day? The friends of this measure advocate it upon the plea of stricter Sunday

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(Sabbath) observance.

There is a bible command to "remember the Sabbath day to keep it holy." We are commanded to do no work on that day, and in Isaiah 58:13-14 we are urged to "turn away our foot from the Sabbath," stop treading it underfoot, not doing our own ways or finding our own pleasure, and bid den to "call the Sabbath a delight, the holy of the Lord, honorable," and to honor Him.

Now in many different texts the good book tells us that the "seventh day is the Sabbath of the Lord thy God," while we can search the bible through from cover to cover in vain for a single text bidding us to keep holy the first day of the week. Why, then, urge Sunday closing on the plea of Sabbath observance?

And what a very small percentage

of Sunday observers really keep the day as we are commanded to keep the Sabbath. Are not the majority of them found Sunday after Sunday doing their own ways, finding their own pleasure? Do not Sunday ball games, motorcycle and other races and picnics always draw large crowds? Are there not many so-called Sunday keepers who go fishing, hunting, swimming and joy riding on Sunday, "finding their own pleasure?"

Evidently the Sunday closing advocates believe that by closing all places of amusement or business on that day, people would be driven to going to church; but it might not work out that way. The great out-of-doors is always open; smokers could easily acquire the habit of lying in a supply of the filthy weed for "over Sunday" and those who formerly had frequented

pool rooms and theaters on Sundays would go joy-riding or take up some outdoor sport, and no great increase in church attendance would be accomplished.

Suppose, however, that we could succeed in driving frequenters of these places to church. Would compulsory church attendance benefit them? I doubt it. Church attendance is not necessarily worship. Men cannot by their laws control the thoughts of the mind or compel the emotions of the heart; and genuine worship is essentially of the mind and heart. Right training in the home, with thorough study of the bible, will accomplish more in teaching our young people their duty to God than all our man-made laws. Education will surely accomplish more than legislation.

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