

The Sentinel

A Weekly Newspaper With Plenty of Backbone

Elbert Bede and Elbert Smith Publishers
Elbert Bede Editor

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THE WEEPING AND WAILING OF LAND BARON PIERCE

If there ever was any doubt as to the fitness of Candidate Pierce to hold the job of governor, that doubt has been dispelled by the disclosure of the method he practiced to secure from the irreducible school fund a loan of double the amount the law permitted him to borrow.

The method Candidate Pierce practiced was a simple one. He simply transferred his property for a few days to several of his relatives, who applied for and secured the loan from the school fund and then transferred the property back to Candidate Pierce, who at that time, of course, had no idea that he would at this time be a candidate for governor. The loan asked for would have been refused had Candidate Pierce asked for it upon the same land, but by making these dummy transfers he was able to circumvent the plain purpose of the law and within a few days the land was again in his name and his land was security for the loan which would have been refused had not Candidate Pierce thought of this sharp plan.

It would have been an exceedingly

funny joke had those to whom the dummy sales were made had as loose ideas of the fine points of the case as Candidate Pierce had and had accepted the transfers as bona fide. Candidate Pierce would have had a fine time explaining how his fertile acres had been latched from him by fraud.

The irreducible school fund belongs to the children of the state. The handling of this fund is the most sacred trust given to our state officials, but it is no more a sacred trust for our state officials to properly handle this fund than it is for every citizen of the state to do his part to circumvent any raid being made upon this fund.

Is there any good reason to believe that Candidate Pierce would have any greater regard for the state school fund as governor than he did as a private citizen?

Of course the state really lost nothing by these shady transactions on the part of the great land baron, Candidate Pierce, but not only did he raid the school fund at a time when others more worthy were seeking loans from the same source, but he actually used the money unlawfully secured from the school fund to loan to his neighbors at a higher rate of interest than he was paying for it. Probably some of those who borrowed at a higher rate of interest the money that Candidate Pierce had secured at a low rate of interest wanted to borrow direct from the fund but were denied this opportunity because of the fact that Candidate Pierce, then only a land baron, had beaten them to it.

The Sentinel has not always agreed with Governor Olcott, but never has it known Olcott to perform any act bordering upon the shady. During the many years he has assisted in conducting the state's affairs he has given to the state the best of his energies and even his bitterest enemies admit that his administration of the business affairs of the state have been of a high order and of a character that has saved many thousands of dollars to the state.

Candidate Pierce, in his weepy voice which has the power to get many of 'em going, achrymously sputters about the tax burden which the dear people have to bear and in stentorian tones declaims himself the watchdog which should be set to guard the doors of the treasury against the onslaughts of the raiders, but it has been shown by a publication of the record of Candidate Pierce that he voted for practically every bill or resolution which resulted in placing a tax burden upon the people or which assisted the people in voting a burden upon themselves.

The Sentinel is not criticizing Pierce, either as the candidate or as the land baron, for casting his vote for those measures while he graced the legislative sessions with his august and retentive presence, nor for casting his vote for them when exercising his prerogative as a citizen while doing his duty at the polls. The Sentinel probably supported the greater number of those measures which have placed a tax burden upon the people because it thought that they would be worth what they cost.

It still believes that the results obtained through the various educational taxes which the people voted have proved worth all they have cost. It thinks that the results obtained from the market road tax are worth all it has cost. It does not now think of any tax voted by the people which could be done away with, or which the people would be willing to do away with.

We are not criticizing Candidate Pierce, the land baron who pays a large share of the taxes of Union county, for his stand upon these measures which have increased the tax burden, but we do criticize him for now attempting to make the dear people believe that Candidate Land Baron Pierce is in no way responsible for this burden of taxation. We do criticize him for trying to make the people believe that if Candidate Land Baron Pierce is elected to the chief executive's office the tax burden will be immediately cut in two.

The governor of the state of Oregon must work under the laws which are provided for him. He can have much influence in getting laws enacted which may work for a more economical conduct of the state government, but by far the greater proportion of the tax burden either comes about through the provisions of the state constitution, as created by the people themselves, or is brought about through laws which the people themselves have enacted.

No governor can override the constitution, even for the purpose of reducing taxes, and no governor can of his

own motion do away with tax laws which have been voted by the people. He would hardly have the temerity to ask the legislature to repeal tax laws enacted by the people and even if he had such temerity, which Candidate Land Baron Pierce may have, he could not find a legislature to do his will, when doing so meant overriding the will of the people.

Candidate Pierce is conducting his campaign upon a claim of his ability to reduce taxes, but he has not given an example of how he could do it and anyone who has made a study of these things knows that he is promising to do something which is impossible of performance by the chief executive. Taxes will not be reduced until the people themselves determine that they will do away with many of the things which are paid for out of the tax moneys of state, county, city and school district. When that time will come, none but the people can say. Candidate Pierce is off on the wrong foot and his achrymose wailings are of no avail.

From Oregon to Minnesota

By Elbert Bede, Editor The Sentinel

Supplying Comforts for Tourist Camps.

We found several tourist camps where those who deal in articles which the tourist is likely to want to buy assist in furnishing conveniences for the camp. A swing may be donated by a dealer in a popular make of tire and the donor is permitted to decorate the swing with his advertisement. A bench may be given by the authorized agent of a popular car, the name of which is conspicuously emblazoned thereon. Tables may be donated by the dealer in a certain brand of spars, plug, the qualities of which are duly set forth upon the top of the table. This is a simple method of getting many articles for a camp and the person donating them is made to feel that he is getting full value for his money.

Getting on the Ticket in Wisconsin.

We were in Wisconsin just after the primary election. As a feature of the aftermath a heated discussion was being carried on in the press as to whether certain candidates who had received a majority vote of their party had earned the right to be on the ballot. It seems that the law there requires that no party is entitled to have the names of its candidates printed upon the general election ballot unless it polls 10 per cent of the total vote. While this may be good law, it would greatly interfere with the orderly operation of the democratic party in some sections of Oregon. In Lane county, for example, the democratic party would have no legislative candidates. Nominating a candidate by writing in his name would be almost impossible under such a law.

Oregon Leads in Roads.

All motorists who had visited Oregon and with whom we talked upon the subject agreed that Oregon leads the world in road construction, especially in the permanence and safety of its main roads. In no state which we visited is any great attention paid to overhead and undergrade crossings. Many have none at all, while in Oregon the two great arteries for motor traffic, the Pacific and Columbia highways, will have, when completed, not a grade crossing. The rich state of Iowa, so far as we noted, has no paving worthy of note except upon the transcontinental highways. The mud roads are absolutely impassable for motor traffic immediately following a heavy rain and after the frost goes out of the ground in the spring.

The backwardness of the eastern states in building paved highways is due in part, possibly in large part, to the fact that they have the severe winter frosts with which to contend. The base of a paved road has to be put below the frost line or else in the springtime the beautiful stretches of ribbon buckle and crack and are completely ruined. This makes the building of paved roads an expensive proposition and an uncertain one. The road problem is by far more serious and more expensive in the northern tier of the eastern states than it ever was in Oregon.

Shade Trees are a Nuisance.

Many with an esthetic turn of mind have suggested shade trees to further beautify Oregon's beautiful highways. Such trees would be entirely out of place in the scenic sections of Oregon, for they would obstruct the view and would thus prevent tourists from observing the things which are Oregon's great drawing card for the motoring public.

Outside of that they are a nuisance and an abomination. Not only do shade trees keep roads wet, with consequent damage to the roads, but the shadows caused by shade trees are irritating to the motorist. Even in the bright portion of the day shadows act like the camouflage that became so popular during the war. Alternating light and shadow make it impossible for the motorist to see the condition of the road and even sometimes the edge of the road.

Speed Cops Not Always a Blessing.

There is no getting away from the need for the patrol of roads by traffic officers. There are altogether too many motorists who have no regard for the rights of others, who insist upon overtaking and passing other cars at dangerous places in the road, who leave it to the other fellow to get out of the road and who make no allowance for the condition of the road. Too many, far too many, make the other fellow take all the chances when they approach a blind turn at full speed, when they pass at full speed upon loose gravel and when they do other things which endanger the lives of other people as much as they endanger their own. There are far too many who seem to take delight in not giving an inch of the road until a moment's further delay means a collision. There are far too many who take chances on getting out of a rut at the moment it is necessary to get out. The vast majority of traffic officers are reasonable and direct their efforts towards making the roads safe rather than to swelling the receipts of the courts where those ap-

prehended are required to appear, but it is also true that some few officers make their towns unpopular because of the method employed in enforcing speed laws.

To a person who has been traveling a long distance at 30 or 35 miles an hour upon paved highways a speed of 15 or 20 miles through a city seems a snail's pace. If the driver is experienced and cautious he is not endangering traffic when traveling at that speed, while some local person may actually endanger life and property by failing to give a stop signal or a signal that he is about to turn, even though his speed may be well under that set by city ordinance. The larger number of accidents occur at a speed of 25 miles or less and usually are caused more by carelessness than by the speed at which the car is traveling. The fact is that the slow driver often is a greater menace than the one who travels at a reasonably fast speed. The slow driver also usually is the road hog. We found very few cars making time on the roads who did not promptly turn out when signaled to do so. Those whom we found making good time were those also who usually obeyed all the rules of the road. The point I would make is that an infraction of speed laws to the extent of a few miles is not nearly as dangerous, provided the driver is an experienced and careful one, as are numerous other infractions of law of which no note is taken by traffic officers.

Speed Cops Give Black Eye.

There is a little town just outside of St. Paul, Minn., where a justice of the peace, with an inflated idea of the duties of his office, has appointed traffic officers for every road into the city. If a motorist steps a mile over the legal limit he is promptly haled before the magistrate, who stays on duty during a part of the night in order that the jail may not be overcrowded. He conducts the business of his court at such times by the aid of the light of a tallow candle. His fees are said to amount to about a thousand dollars a month, but he has driven more money from the city than could be gotten to return by the expenditure of an advertising fund of many times the proportions of the total amount of his fees. This justice has little idea of the law and little regard for it.

(Continued on next page)



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