

The Sentinel

A Weekly Newspaper With Plenty of Backbone

Elbert Bede and Elbert Smith Publishers
Elbert Bede, Editor

A first-class publication entered at Cottage Grove, Ore., as second-class matter
Business Office.....412 East Main

SUBSCRIPTION RATES
One year.....\$2.25 | Three months.....65c
Six months.....1.15 | Single copy..... 5c
No subscription listed for less than 65c
A reduction of 25c for paying a full year in advance

Member of
National Editorial Association
Oregon State Editorial Association
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FRIDAY, OCTOBER 8, 1920

WHAT DID YOU DO?

A majority of Cottage Grove citizens recognize that if the city council is to do things it must have money to do them with and the same majority recognizes that it is cheaper in the long run to reduce the warrant indebtedness and cut down the interest than to run along on a niggardly policy and keep the city fighting for breath.

This was demonstrated Monday in the vote upon the proposal to give the council power to levy a tax with which to pay warrant and bond interest and provide a sinking fund for retiring warrants.

The vote upon the proposal was surprisingly small, however, considering the importance to the city of the amendment to the charter. A total of 126 votes were cast and any councilman will make affidavit that more people than this number are hounding him every day because the council does not do things which these people think should be done.

The council is on the job every day. The members give weeks of their time every year in their efforts to serve the people and are severely criticized for not doing more. It is possible, more than likely, that some of the criticism is deserved, yet when those who criticize had the opportunity to do something themselves, something that would take only a few moments of their time, they failed to do it.

Let us ask these critics how much the city council would do if the members fell down as these voters fell down on Monday. Let us ask them what the city council would accomplish if they were members of it and looked after the city's business as councilmen as they looked after it Monday as voters.

A total of 126 votes, and a majority of those who did vote had to be urged to the polls by a few who took interest enough in the election to wish to get the vote out.

A total of 126 votes. Let not one of those who failed to go to the polls dare to open his mouth in criticism of any lack of effort on the part of members of the council, for by their own neglect of duty they have placed themselves in a position where they have no right to criticize.

Coquille Sentinel: Our friend, Elbert Bede, editor of the Cottage Grove Sentinel, has been elected to fill a vacancy in the city council there until next January. Strange to say, in view of his previous record as a candidate for various offices, he hesitates about accepting the place.

The man intoxicated with the nectar from a woman's lips may feel just as drowsy over it the next morning as the man who was on a regular course the night before.

A man's own opinion of himself is fully as reliable as the forecasts of the party vote made by the party leader just before the vote begins to come in.

Lots of big-hearted men don't let their sympathies get below the waist line—and they carry their money in their pants pocket.

If every man were accepted at the value which he honestly places upon himself, some of us modest ones would be crowded out entirely.

A Terrible Damning Indictment

[AN EDITORIAL.]

The war is over and the truth can now be told.

The truth is a most damning indictment of the present administration, particularly of the war department.

The action of the war department in the matter of aircraft production alone is the most humiliating scandal ever written in American history and is sufficient to make boil the blood of every patriotic citizen.

Briefly, succinctly, here are the charges:

A billion dollars were spent on aircraft production and congress gladly and willingly appropriated twice that amount without asking a question.

On May 1, 1917, the administration promised that on May 1, 1918, a fleet of 20,000 planes would be put on the fighting front and the bun driven from the air and from the face of the earth. It was a noble boast and it could have been done. There was at that time an airplane factory in operation at government expense which could have turned out this number of planes in that length of time, but by the most unbelievable program of dilly dally, graft and corruption, meddle and muddle, this factory was left almost idle while Secretary Baker's aircraft production board experimented with motors and makes of planes during the whole year that was to have put 20,000 planes on the fighting front.

Of the 20,000 fighting planes promised, NOT ONE was put on the front during that time and NOT ONE reached the front until after the war was ended.

The story of the criminal inefficiency that resulted in this complete fiasco is too long to be told in full here. Oregon knows something of it, for millions were squandered here and General Disque was given a D. S. M. while many of our brave boys died because of the complete failure of the air program. General Disque knew absolutely nothing of the business he was given to handle and not a single member, NOT ONE, of the aircraft production board, to whom was given complete charge of the aircraft production, knew the first thing about aircraft production or had had any experience of any kind to prepare them for handling such a program. While these men meddled and muddled, experimented and did everything that would keep airplanes from getting to the front, a factory which could have put the planes on the front remained idle at government expense.

No wonder that our Liberty bond money disappeared like water through a sieve, but this is not the worst of the story.

While this aircraft board which knew nothing about airplanes was earning its distinguished inefficiency medals, our boys were being killed in France because there were no American airplanes to keep the German planes from coming over and strafing them with machine gun fire.

Many a grave in France is filled because of the inefficiency of the war department in its airplane construction program—because Secretary Baker tried to bull through in a manner that would have made a failure of a crossroads newspaper one of the biggest programs ever undertaken by any nation.

When the war was ended, America had on the fighting front only 196 observation planes of the "flaming coffin" variety and 544 second hand planes discarded by our allies. These "flaming coffins" were the DeHavillands equipped with gasoline tanks exposed to the fire of the enemy. Had the war department and its aircraft board deliberately planned to send our airmen to horrible deaths they could have done no better. Can you even imagine sending airplanes piloted by our own boys into a rain of bullets with the gasoline tanks so exposed that once they were struck there was no escape from this truly hell of a death. Yet that this was done is admitted by those responsible.

Here is a quotation from R. L. Lee Murphy, of Lexington, Ky., who appeared before the congressional committee:

"The Twentieth aero squadron lost eleven aviators out of twelve on September 26, 1918, on the 'coffins.' I

personally saw five go down in one fight in flames. If you would ask the opinion of the boys who are left out of the Eleventh, Twentieth and One Hundred and Sixty-sixth, the only three Liberty bombing squadrons on the front, you will hear nothing but curses for the criminals that sent that machine with an unprotected gasoline tank to be used on the front.

These statements of facts from the unquestioned record shows that in the great aircraft scandal there is always one red line of evidence. It leads back from the graves of the American aviators and doughboys in France to all the men who coldly and tardily bungled aircraft construction in the United States, but especially to the Washington officials who appointed the bunglers, protected the bunglers, and insisted on keeping the bunglers in office regardless of cost in blood and money.

When our aviators went to flaming death in defective airplanes, when our infantry was mowed down for lack of airplanes, when a billion of taxpayers' money was spent without saving our own soldiers or destroying the enemy, the responsibility went straight back to the incompetent war department officials and to the administration which sustained and approved the secretary of war in all his incompetent acts.

The complete failure of the American aircraft program during the war is the most humiliating disgrace that ever came to this country in the field of arms and constitutes perhaps the most appalling record made by our war department. This is a fearful accusation, but it is true. It is confirmed by four independent investigations, one by Gutzman Borglum, one by former Supreme Court Justice Charles E. Hughes, one by a sub-committee of the military committee of the senate and one by a special investigating committee of the house of representatives. All reached the same conclusions.

Let us pray that on November 2 the most incompetent, most inefficient, most extravagant and most spendthrift administration which this country has ever known will be ignominiously voted out of office and the country given an administration which will bring order out of chaos and substitute a business administration for one of meddle and muddle.

Some folks just can't get over a spite fence erected by a neighbor.

When love is blind, how is it that so many fall in love at first sight?

A man with a will is popular with his relatives who hope to be remembered.

The man who is pointing with outward pride may be viewing with inward alarm.

The fellow who feels that he is about to lose is always willing to meet the other fellow half way.

The respect of your enemies is more to be desired than the faint praise and flattery of your friends.

A wolf in sheep's clothing—the person who comes to you confidentially to get information to peddle.

Talking about the patience of Job, how does it compare with the patience of some wives with their jobs.

One thing about good baseball weather that makes it worth while praying for is that it is also just what the crops need.

Some of the worst things we have got have come from discarding something that was satisfactory for something better.

There are no disasters big enough to worry the person who has plenty to eat three times a day and a good appetite to go with it.

If the truth were known probably more than half the good people are good for other reasons than because they want to be.

If you have laughed at the stale jokes a man has sprung, he can hardly make fun of you when you ask for the loan of a five-spot.

Somehow or other we can't develop much sympathy for the fellow who is selling at a loss something for which he once refused a fabulous price.

From the way their grandparents treat them children are a little suspicious that their parents didn't get all the severe punishment they tell about.

There is more real pleasure in getting two dollars that you do not expect than in getting many times that amount that you have labored faithfully for.

A well-known woman author is reported to have said that women love more deeply than men. Necessarily, for the man in love is about the shallowest thing imaginable.

We imagine that often a girl refuses to show her love for a man because she knows how independent he would act if he felt sure he had her solid. She wants to keep him courting her.

Adam went to sleep one night some thousands of years B. C. During the night one of his ribs was removed. In the morning he woke, looked about him and exclaimed: "Hello, September Morn! How are you, old girl!"

A revolutionist is usually somebody who is too cowardly to risk his own life to get something he desires, so he becomes a leader of the downtrodden and sickens them on from the rear.

Many a man has made his mark who has never been heard of.

We would like to see good times if for no other reason than to kill off the kleekers and knoekers.

Over in Europe soldiers deem it a great honor to be decorated for bravery and advanced from the ranks to some minor position. Down in Mexico the man who is brave enough advances himself to the highest position and selects his own decorations.

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Saturday October 8

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30x3 Diamond tread	18.54
30x3 1/2 Diamond tread	22.13
32x3 1/2 Diamond tread	26.37
32x4 Diamond tread	\$35.21
34x4 Diamond tread	37.76
34x4 1/2 Diamond tread	50.14
35x4 1/2 Diamond tread	52.41
36x4 1/2 Diamond tread	53.20

GOODRICH TIRES Reduced Price List	
30x3 Goodrich Safety	\$18.00
30x3 1/2 Goodrich Safety	21.86
32x3 1/2 Goodrich Safety	26.42
32x4 Goodrich Safety	\$34.67
33x4 Goodrich Safety	36.37
34x4 Goodrich Safety	37.31
34x4 1/2 Goodrich Silvertown Cord, ribbed tread	59.98
34x4 Goodrich Silvertown Cord, safety tread	55.81

FIRESTONE TIRES (Fabric) Reduced Price List	
30x3 Plain tread	\$16.62
30x3 Non Skid tread	18.42
30x3 1/2 Plain tread	19.86
30x3 1/2 Non Skid tread	22.09
32x3 1/2 Non Skid tread	26.32
32x4 Non Skid tread	35.19
34x4 Non Skid tread	37.75
30x3 1/2 Firestone Cord, ribbed	\$32.16
30x3 1/2 Firestone Cord, non skid	33.98
32x3 1/2 Firestone Cord, ribbed	39.75
32x3 1/2 Firestone Cord, non skid	41.94
34x4 Firestone cord, ribbed	53.24
34x4 Firestone Cord, non skid	56.12

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