

The Sentinel

A Weekly Newspaper With Plenty of Backbone.

Elbert Bede and Elbert Smith Publishers
Elbert Bede, Editor

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THE FARMER'S 44 HOURS.

A Minnesota farmer, Charles H. Carlson, of Marshall, does not think much of the strike of the printers in order to secure a 44-hour week and, contrasting the farmer and printer, says:

"When a farmer has put in an eight-hour day (eight before dinner and eight after); when he has to give the railroads half of his crop to get the other half to market; when his largest cowhide wouldn't pay for a steak in a St. Paul hotel or his biggest team couldn't haul enough hides to market to pay for the harness on their backs, it is sure pleasant to read the advertisements of the striking printers."

"If working four hours less a week lengthens life nine years, they ought to cut out all work and live forever. I should think the employers would be happy to pay them their \$40 per week if they sent a union messenger boy around to the print shop each morning with their visiting cards. If their reasoning holds good that shorter hours mean longer life, the average Minnesota farmer should be dead and buried long ago."

There is some good, hard sense in this satire of this Minnesota farmer and there are some things apropos and pertinent which he has overlooked. He might have truthfully stated that the shorter hours the rest of the world work, the longer hours the farmer has got to work in order to produce enough to buy the things made by those who insist that 44 hours is enough to work in one week and who, if granted the 44 hours, soon will be equally as vehemently insisting that 44 hours is an intolerable length of time to labor during a week.

He might have truthfully stated that if the farmer should get down to a 44-hour week, a lot of the rest of us would have to get into the producing business in order to have something with which to maintain ourselves, and the 44-hour-a-week laborer would have to put in a lot of overtime at present wages in order to be able to pay the price that a shortage of crops would bring about.

It is not so very long ago—right at the time when our country needed all of its man power—that we heard that 30 hours was a reasonable week's

work for a certain class of labor.

There are many of us who have not more than reached the middle of life who can remember when the 10-hour day was the usual thing. There are many now living who can remember the 12-hour day of their early life, which was something of an improvement over the 14-hour day which had preceded it. There are many of us not so very far along in life who can remember when 14 hours in a day was not an unusual thing for a store clerk.

We would not go back to the 14-hour day, we would not go back to the 12-hour day, nor even to the 10-hour day for wage-earners, but those who rail at the 8-hour day are turning public sentiment against themselves and are forcing the open shop.

The printers' strike for the 44-hour week has forced the open shop into many cities where it was hardly known; it has caused dissatisfaction among even many of the workers themselves and it is more than likely that the printers may have to concede the 8-hour day and make all over again their fight for the closed shop on that basis.

Because the employer thought too little of the rights of the worker, he had unions forced upon him and was forced to comply with union demands. If the employee now thinks too little of the employer—and of those to whom the employer must sell his goods—he is going to put the employer in the saddle and be himself dislodged.

It is one of the weaknesses of human nature to ask all we think we can get, often knowing that injustice is being done.

This seems to be case with those who have demanded the 44-hour week and they are likely to find that public sentiment will do to the 44-hour week what it did to the 14-hour day, the 12-hour day and the 10-hour day.

The printers could hardly have picked a worse time to have made their demand. With the demand for decreased prices, the employing printers were in no position to grant a shorter day at the expense of their customers.

The Sentinel is of the belief that many classes of labor are underpaid and it anticipates that the tendency is going to be towards higher wages, but that advance can not be expected until after the present readjustment period has passed and is not likely to come through the subterfuge of a shorter week.

The employe has complained, and often rightly so, that the employer and the higher ups have taken no cut in their wages. It is equally true that the employe can hardly look to becoming a higher up or an employer if 48 hours a week is going to scare him to death.

PUT BOTH ON SAME BASIS.

The action of railroads running out of Portland to the beach resorts that have started a cut rate war for the purpose, so it is stated, of maintaining their own existence over the portions of their lines affected, emphasizes forcibly the fact that the motor transportation problem is one that is going to cause us as much trouble and worry as did the railroads when we started regulating them, and this is but one of many cases where the railroads are being put to it to maintain existence in the face of motor competition.

These servants of ours, for they now are truly such, provide their own equipment and then are told by state and federal commissions how they must run their trains, the kind of men they can put in charge of their trains, the kind of service they must maintain and the price they may charge for such service.

After regulating these common carriers in this manner, fixing a large part of their operating expense and their income, we are letting another form of transportation run almost free over highways we have built, and which the railways have helped us build, with little regulation as to regulations they must take for the safety of their passengers, without any regulation as to time schedules and without any regulation as to the rates they may charge.

Railways may not conduct a rate war in order to put competitors out of business, but this new competitor of the railways may cut rates to any point it chooses in order to put railways out of business.

Motor transportation is here is stay, without a doubt. So is railway transportation. The two engaged in the same business should be similarly regulated.

Both must stand upon their own feet. We can not fairly subsidize the one with free highways unless we subsidize the other. We can not fairly tell one what it shall do and let the other run wild.

We can not permit unfair competi-

tion with a public servant that we regulate by a public servant which we do not regulate.

Motor transportation must pay its own way and must submit to the same regulations as do those with whom it competes.

COUNTY EXTRAVAGANCE.

A little leak may develop a fissure that wrecks a dike.

Little drops of water will finally wear away a stone.

In these days when the taxpayers are yelling their heads off for a reduction of the tax rate, officers spending the taxpayers' money should be careful of the little leaks, as well as of the big ones.

Illustrative of the little leaks, in a recent publication of the county court proceedings, we find 36 items exactly the same, each item being a warrant in favor of the highway commission for work on the Blachly road.

Because the county can not draw one warrant for more than \$500, it took 36 warrants in order to pay the state \$17,538.53.

This provision of law which limits the size of warrants to \$500, may be a senseless and extravagant one, but that was something with which the county clerk could not deal. He had to issue the 36 warrants, but he did not have to list the 36 warrants in the court proceedings. He could have listed the 36 items in the same space that one occupied.

To publish the 36 items in the two official papers cost the county \$10.80. If the 36 items had been listed as one the cost would have been 36c, a saving of \$10.50.

Not a large amount, 'tis true, but enough pennies make a dime, and dimes make a dollar, city, county, state and nations who are ever alert to save \$10.50 whenever they can, and when we have officials eager to save such small items, we may feel quite certain that they are looking after the big ones with equal concern.

For years women have been wearing dresses made almost entirely of tin and have supposed that they were wearing silk. Women who would no more think of carrying a dinner pail down the street than of flying or who wouldn't deign to soil their soft and lily white hands by handling the kitchen dishes, have been promenading the streets wearing dresses made of old wash boilers and dishpans—scientists tell us there is much more tin than silk in the goods passed over the counters these days for silk. Isn't it mortifying?

Criticism may not make every criticized person prominent, but it has made a reputation for many, and no one has ever reached prominence without being severely criticized. Criticism of your activities is a certain sign that you are doing something.

When a girl marries a man who has declared himself ready to die for her, she is likely to find that she has married a dead one.

Many folks acknowledge a favor in such a way as to give the impression that they are conferring a favor by accepting it.

There's almost as much pleasure in giving away something you don't want as there is in getting something you do want.

The woman's mind is not in condition to get the best out of a sermon when above it is a last year's hat.

It's funny, but some folks never will learn that the way to keep a thing quiet is not to tell it.

Nowhere does the bible refer to the Irish, although waking the dead seems to have been practiced.

The wise man saves up his money and the fool comes along and borrows it.

FEES FOR AUTO CAMPS IS ON THE WAY

Maintaining Parks for Tourists Is Expense Which Tourists Themselves Should Pay.

Eugene Register: The city of Medford has taken a wise step in relation to the problem of municipal automobile parks. It has called a conference of representatives of cities in Oregon and northern California to consider the charging of a uniform fee to all those who patronize the tourist parks. Such a plan is a step in the right direction. The municipal automobile park is a development of recent years, and it has much to recommend it. Automobile travel is increasing at a tremendous rate and the entire Pacific coast is anxious to encourage the tourist. The municipal automobile park is of considerable assistance in the way of reducing the cost of travel and anything that reduces travel cost has a tendency to increase the amount of travel.

But there is a question as to whether the taxpayers of the cities of the coast states are warranted in maintaining these institutions on a wholly free basis. It is the experience of most of the attendants at these parks, for instance, that a new type of itinerant has sprung up with the spread of the use of the automobile. There was a time when many of these itinerants rode their braks beams from town to town. Others of them drove bony horses hitched to dilapidated wagons, and yet others walked. But now in large numbers they flit from place to place in rickety flivvers. Does any taxpayer feel that he is doing himself a favor by maintaining a more or less expensive camp ground for travelers of this type?

The kind of tourist that the coast wants to encourage would have no objection to paying a small fee—say 50 cents a day—when he wants to stop in one of the municipally maintained camp grounds. Such a fee would be a small sum upon the finances of the tourist, and yet it would suffice quite satisfactorily for the maintenance of attractive parks. An average of 50 cars a day at the Eugene park is low, and yet at 50 cents a day such an average would provide a maintenance fund of \$25 per day for keeping the park in attractive condition. Quite a little could be done with that amount.

The Medford idea of acting in concert is the right one. If any single city should adopt the fee plan, it would possibly be regarded as an effort to prey on the tourist, but if all the coast cities act together this phase of the situation would be obviated. It is time to go ahead and do something along that line.

THINGS WE THINK

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

Some of the liveliest people on earth are those with one foot in the grave.

Some self-made man couldn't get the same kind of a job for anyone else.

George Washington was never licked until they put his picture on a postage stamp.

There is little excuse for being behind with your account in paying compliments.

The most acute eyesight sometimes generously fails to see the frailties of mankind.

It is better to grumble about your wife than at her, although both are utterly useless.

More downright misery follows in the wake of so-called pleasure than follows sorrow.

Women's clothing has been a puzzle, but it is getting so it is not so hard to see through.

In Chicago they have a cat with four heads and politicians with any number of tails.

It is easier to get a promise of \$25 six months from now than it is to collect \$1 in cash.

Conservation is all right in some ways, but don't conserve your sunshine and happiness.

If we had to wait until people were fitted to govern themselves we would never have self government.

A Wellesley professor declares that the sexes are not equal. Well, the men are developing rapidly.

It must take a lot of bravery to help a mob wash and feather some poor, helpless, scared-to-death victim.

It is easy to say a lot of bright, original things if your auditors haven't heard them before you steal them.

An egotist is one who, when he thinks himself that he ought to do something, imagines that the call is general.

The diameter of the family circle is the distance from father to mother. The shorter the diameter the happier the circle.

Air inside a tire serves a good and useful purpose, which it is not so true of that in a number of people we could name.

The mean things you say are gradually forgotten, but the mean things you write may spring up to taunt you at any time.

No woman is a good wife who flatters her husband when he doesn't deserve it. By this measure most women are good wives.

An eastern man who was down and out went insane and started to bark and bite. It might be said that he went to the dogs.

It is as impossible to educate different people to the same viewpoint as it would be to make a cat and a mouse see things the same way.

The person who is most indispensable on a job is the one who doesn't waste his employer's time telling how the business would go to the bowwows without him.

When you see your daughter growing up in the image of her mother, you think of the way some smart young man is going to get the same thing you did.

Men and women are peculiar creatures. A man wouldn't have a girl that no one else would have, and still it makes him mad to have others show that they want her—and vice versa with the women.

A state court says that hereafter employes of railroad companies will be obliged to regard the legend, "This side up." Heretofore they have religiously carried out the biblical instruction of smiting both sides.

Show me one who makes no mistakes and I will show you a dead one.

One should be forgiven for making a mistake, but never for refusing to correct it.

If you have a grievance against the Cottage Grove Electric Company, don't complain to the neighbors, bring it to the office, we have a place for it.

Every man is entitled to at least one chance to make good, he who denies this right is as guilty as he who commits the offense.

Cottage Grove Electric Company

When a Winchester Speaks It Means Business

There he comes—the big grizzly—snarling, only a few feet away. It takes a sure-fire, sure-to-work, accurate rifle and a powerful, hard-hitting cartridge to bring him down.

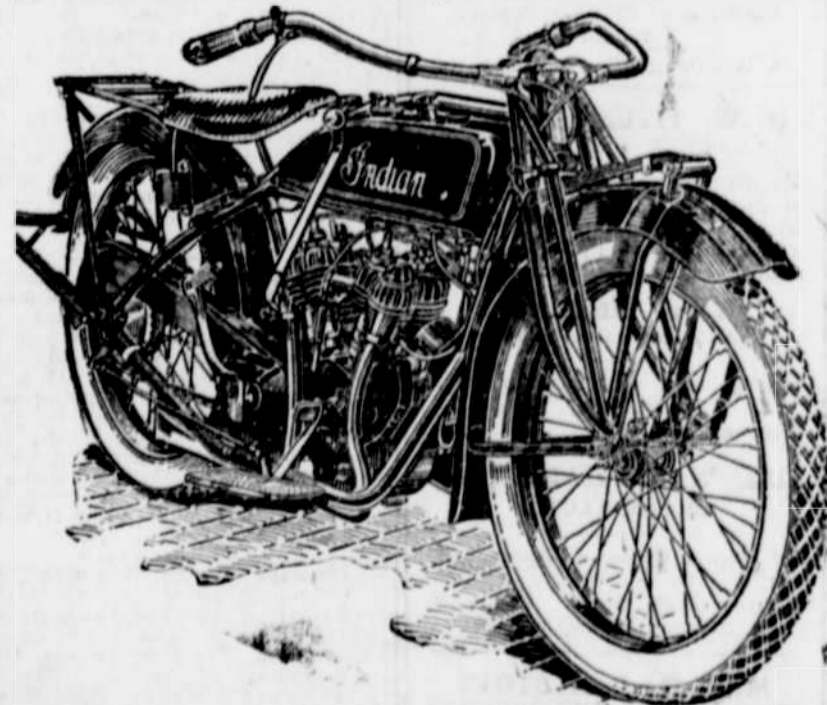
A Winchester rifle and one of big game for many years. Winchester cartridge can stop the charge of the world's largest carnivorous animal. Winchester rifles and ammunition have been the choice of Roosevelt and many other famous hunters.

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