

Mail Orders Receive Our Best Attention ♦ ♦ Keep a Keen Eye on Future Ads.

NEW SPRING GINGHAMS!



McCall Patterns 5077, Waist 5087, Skirt Price, 15 cents each LADIES' DRESS

OUR splendid stock of New Spring Gingham is now in full readiness. Every pattern was chosen for style and service of the best quality Gingham the market affords. Our reasonable low cash prices and the superior quality of these Gingham are a greater inducement than ever for you to buy at this store. Our plentiful assortments make shopping a pleasure.



McCall Patterns 5075, Waist 5019, Skirt Price, 15 cents each LADIES' DRESS

Priced the yard
9c 10c 12c

Unexcelled Values in Underwear for This Week
Men's 50c cotton ribbed Shirts and Drawers. Each **35c**
Women's 50c white cotton Vests and Drawers. Each **35c**
Men's or Women's \$1.95 to \$2.25 wool Union Suits. Each **\$1.35**
Men's or Women's \$1.00 to \$1.25 cotton Union Suits. Each **72c**
Women's \$1.25 wool fine ribbed Vests or Drawers. Each **75c**
Men's \$1.00 wool ribbed Shirts or Drawers. Each **73c**
Women's 75c white cotton Union Suits. Each **43c**

Cash Prices are Always the Lowest Get the Cash Savings Here Grocery Offerings for the Week
Two 25c pkgs. Pyramid Washing Powder 35c
10-lb. pail pure Lard, \$1.55; 3 cans Condensed Milk, 23c; 6 cans Otter Milled Clams, 70c; per doz. \$1.30; Full Cream Tillamook Cheese, a lb. 20c; 3 cans Standard Corn, 25c; 50c sack of prepared Pancake Flour, 40c; 60c sack of Buckwheat Flour, 45c; gallon can of pure Tomato Catsup, 38c; gallon can of Pears or Peaches, 38c; 5 lbs. Petite Prunes, 25c; 4 lbs. Italian Prunes, 25c; 6 lbs. choice Rolled Oats, 25c; 5 lbs. Black Figs, 25c.
Pure Cane Sugar, per 100 lbs. \$5.50
Dry Gran. Beet Sugar, 100 lbs. \$5.35

Umphrey & Mackin

The Cash Economy Store

Society

The Emanon Club met with Mrs. Clyde Umphrey last Thursday. The usual sewing was done, chattering being the particular diversion. Refreshments of pineapple mousse, cake, wafers, tea and apples were served at tables. Members present were Mesdames Armes, Richmond, Short, Bisby, Cochran, Allison, Groff and Mackin.

The feminine members of the 19-13-3 Club met at J. E. Dunton's Monday evening.

The Social Twelve met last Thursday with Mrs. B. R. Job. The victrola furnished music during the afternoon's work. Dainty refreshments were served. Members present were Mesdames G. M. Hall, Monroe, H. A. Miller, Compton, Hill, Abrams, C. Adams, H. Veatch. Mrs. Geo. Kerr was a guest.

Women's Relief Corps No. 12, auxiliary to the G. A. R., met in regular session at Phillips Hall Jan. 25. There was a good attendance and all officers were present.

A reunion of Minnesotans was held at the J. M. Comer home Tuesday evening. Those present were the J. M. Comer, L. M. Tucker, Geo. Brown, Mrs. Cornelia Blake, Ira Hawkins families, Mrs. D. Estes, Mrs. Mary Bunch, Mrs. W. N. Wheeler and family, Chas. Babcock, J. B. Lewis and Hamilton Fox. The evening was spent in social chat and music.

The Tuesday night Club met this week in Phillips Hall. Mesdames Allison, Venske and Abrams were the committee on entertainment.

The Woman's Club held its annual Loan Fund Day yesterday afternoon. The money raised at this annual event goes into a fund used to give an education to young women who are not themselves able. The feature amuse-

ment of the afternoon was an art gallery guessting contest in which several guessed all the answers and Mrs. H. H. Veatch won the prize, a handsome framed picture. Refreshments were served consisting of sandwiches, coffee, pickles and cake. The refreshments were served by the Misses Jessie Smith, Fern Holcomb, Marguerite Johnson and Eva Hopper.

Mrs. O. L. Nichols entertains "at home" Friday afternoon.

Wilbert Oris Wilson and Miss Mabelle Clair Greenwood were married at Eugene yesterday afternoon. The ceremony was performed by Father Moran at the parsonage. Mr. Wilson is yard foreman and bookkeeper for the Orchard Land & Timber Co. at Divide. Miss Greenwood was a teacher in the Cottage Grove schools last year. The couple will make their home at Veatch's Spur.

CHURCH NEWS

BAPTIST CHURCH
C. M. Cobb, pastor.

Services for next Sunday: 10 a. m. sharp, bible school; 11 a. m., morning worship, subject: "The Salt of the Earth." The young people will unite with the Christian Endeavor at the Christian Church to hear the address by the general secretary. Evening service at M. E. Church.

Services for next Sunday: 9:45 a. m., Sunday school; 11 a. m., sermon, subject: "Choosing Sides"; 6:30 Epworth League; 7:30 p. m., union revival meetings in this church, with Mrs. Booker, national evangelist, of the W. C. T. U., in charge. The co-operating societies are the Christian, Baptist, W. C. T. U. and Methodist.

Mrs. Booker comes well endorsed. A profitable meeting is sincerely desired. The Rev. J. T. Abbott of Eugene will hold the second quarterly conference on the evening of Saturday, Feb. 8, at 7:30 and will preach Sunday at 11 a. m.

A HAPPY HOME MUST BE WELL KEPT

"A woman hopes and desires to be a home maker. She is also expected to be a housekeeper. She cannot be a successful home maker without being a reasonable success as a housekeeper; but unfortunately she can be a very successful housekeeper and fail completely as a home maker."

Thus Mrs. H. W. Calvin, dean of home economics at the Oregon Agricultural College stated a serious problem of American life in a recent lecture.

"If her time is consumed in the routine of housekeeping, she has little strength for courage to put into that high occupation of converting the house into a home," continued Mrs. Calvin. "The woman who has bent over the wash tub or ironing board all day is not apt to be a cheerful companion to her husband at supper time, or a willing assistant to her children in the preparation of their lessons in the evening. If she has spent the day in sweeping, scrubbing and dusting, her smile will probably not be genial or her voice gentle when the small boy forgets to wipe his shoes or take off his rubbers. If, throughout the hot summer day, she has baked bread or cooked food over a hot stove, it is not probable that she will desire to spend a social evening with friends at some distance from her home.

"Since she cannot substitute other manual labor for her own (it is impossible to hire household workers), she must avail herself, as her husband has, of the best up-to-date machinery and the latest scientific knowledge. Many housewives of today started the home in the days when there was little money and extremely rigid economy was absolutely necessary. So fixed have those habits of economy become that now, when there is a greater income these same women hesitate to

spend any of it in lessening their own burdens. They have labored so long with poor tools that their husbands have forgotten that good tools greatly lessen the labor of the housekeeper.

"With all the electrical power that is possible here in Oregon there is little reason why electric washing machines, electric flat irons and electric light should not be in every home where there is modern machinery in the barn.

MAY CHANGE SCHOOL YEAR

Investigating Advantages of Beginning Term in Midsummer as in California.

A college year beginning August 15, and ending May 15, is a possibility at Oregon. The university faculty last week authorized a committee to consider this and other possible changes.

The advantage of beginning the year in August is that each semester's work would be uninterrupted. The first half of the year would be completed before the Christmas vacation. Between semesters the students would be allowed four weeks' liberty instead of two as at present, but would not leave town for Thanksgiving or Easter. The number of school days would remain the same. This plan works successfully at the University of California.

The committee will also consider the University of Chicago's plan—four quarters instead of two semesters, and university in session all the year round.

Either plan would allow the professors to do much high school visiting, and extension work which is impossible when the university and the schools have the same schedule.

CONTROL ENEMY OF SWEET CHERRIES

The control of cherry gummosis, the greatest enemy of sweet cherries, was described by H. P. Barsa in a recent lecture at the Oregon Agricultural College short course, briefly, as follows:

"The greatest enemy to the culture of the sweet cherry in Oregon is a disease which produces great damage and loss in the moister sections of the state. This disease is usually accompanied by a more or less copious exudation of gum, and from this fact is commonly called cherry gummosis.

"Upon examining the trees which show gumming, spots or areas of the bark are discovered to be dead and brown down to the wood. It is really a bark disease. Bacteria is found in these dead or dying areas of bark. Inoculation of healthy trees with pure cultures of these bacteria results in the production of gum at the inoculated spot.

"It seems probable, therefore, that the disease is a bacterial bark disease. The death of trees, limbs or twigs is due to girdling by the disease and may occur at almost any time of the year. "The disease can be controlled by cutting out thoroughly all dead bark and sterilizing the wound with corrosive sublimate (strength 1-1,000). Beginning when trees are very young, they should be inspected from time to time for a number of years for dead spots of bark, and these should be cut out at once.

"The disease can be prevented on the trunk and in the crotch of the tree by using the Mazzard seedling as a body and grafting or budding the commercial varieties on the limbs at two or three years of age. The Mazzard is resistant to the disease and unites perfectly with our sweet cherries."

Printer Got Items Mixed.

A Missouri printer in making up his paper in a hurry the other day got a marriage announcement and a grocer's advertisement mixed up so that it read as follows:

"Bill Jones and Ida Gray were united in the holy sauer kraut by the qt. or barrel. Mr. Jones is a well known codfish at 10 cents per pound, while his bride has some nice pigs feet which will be sold cheaper than any in town. We wish the couple a dozen small pears for 15 cents.

Comstock.

Jan. 29.—(Special to The Sentinel.)—Pete Markete killed two wild cats last week. One weighed 17 pounds, the other 28 pounds.

Miss Floy Johnson and Arthur Woodring of Drain visited last week at the home of Mr. and Mrs. Roy Griggs.

Dogs ran a yearling deer into the village Sunday. The section men gave chase and captured it. As the dogs did not make their appearance within the city limits no arrests have been made.

The three children of Mr. and Mrs. Chas. Lawrence are quite sick with whooping cough.

Pete Markete and Chas. Lawrence were in Cottage Grove Saturday.

Miss Maude Skidmore visited in Cottage Grove Saturday and Sunday.

Miss Maude Lamson of Cottage Grove visited at the home of Mr. and Mrs. Wm. Skidmore last week.

Geo. Edwards is shipping cedar posts to Roseburg.

Farmers are taking advantage of the nice weather to get their farm work done.

NORTH AND SOUTH HIGHWAY WILL BRING MANY MILLIONS TO STATE

OREGON JOURNAL

Whether Oregon will spend \$2,000,000 in the next two years to make good roads, with cash return of \$6,000,000 from tourist travel alone almost certain in 1915, or whether the opportunity of the San Francisco exposition is to be permitted to slip away by a policy of present economy, is put squarely up to the legislature and people of Oregon by Major Henry L. Bowly, former state highway commissioner of Washington, in a remarkable report on the state's highway needs recently made public.

The report, which is made to the Pacific Highway association, of which he is executive officer, with headquarters in Portland, leads off with this statement:

"The completion by 1915 of a first class highway on reasonable grades, from the northern boundary of California to British Columbia, is of more importance commercially to the states of Oregon and Washington than the opening of the Panama canal.

"The coming sessions of the legislatures in Oregon and Washington will be the last opportunity of these two states to avail themselves of an opportunity so gigantic in its potentiality that the mind hesitates to acknowledge its possibilities at first consideration," he continues.

The importance of this highway to California and British Columbia is not discussed in the report. The reason, Major Bowly explains, is the simple one that California has already provided \$30,000,000 for her road system, all of which is to be spent by 1915; while British Columbia, with only 500,000 people, in 1912 expended \$5,500,000 on her roads, an average per capita of \$11, and is preparing to spend \$8,000,000 more in 1913.

As against this, he shows how only \$2,000,000 expended on north and south trunk roads in Oregon, and \$5,035,545 in Washington, will prepare the way for these states to grasp the most wonderful opportunity for development the Northwest has ever had.

Major Bowly is recognized as one of the foremost authorities on road building and highway problems in the United States. Samuel Hill, president of the Home Telephone company of Portland and vice president for Washington of the Pacific Highway association, himself a noted good roads authority, says Major Bowly is the foremost authority.

While highway commissioner of Washington he made a remarkable record as a road builder. His present report is based on months of study of the situation in Oregon and Washington for the Pacific Highway association. In his report Major Bowly cites impressive facts and figures to show the important relation between development in 1915 and the condition of the roads. It is a question, he says, of whether it is made possible for the tourist and investor to look over the state, or whether poor and impassable roads bar him out.

"On December 28, 1912," his report reads in this connection, "there were registered in California 92,153 automobiles, exclusive of motorcycles. Of this number 4700 are commercial machines, trucks, delivery automobiles, etc. That is, there are approximately 87,500 pleasure automobiles in California.

Great Chance for State.
"New machines have been registered at an average rate of 2000 a month. New York state only has more machines, viz., 113,000. New York has 13,500,000 population, California has 2,500,000. By 1915 California will have 125,000 to 132,000 pleasure automobiles. During that year approximately 30,000 machines will go to California to enjoy her roads and visit the great Panama-Pacific exposition. Conservatively there will be 150,000 automobiles in California in 1915.

"The question is, How many of these 150,000 automobiles will come north into Oregon and Washington?
"As the roads are now, practically none of them. For the benefit of those without a personal knowledge of the road, it is sufficient to state that there is no possible means today of getting an automobile overland from Portland to the California line. For a few months in the year it is possible to get over what is worse than a rail by undergoing torture to both the machine and its occupants.

"Let us suppose that there is a modern highway from the California line to Portland, that is, a road similar to the roads that California is now building—a road with a hard surface all of the way, and no grades over 5 per cent.
"At least one out of five of the automobiles in California in 1915 would come into Oregon.

"What would that mean? At least two days would be consumed in the trip from the California line to Portland. The average cost per day for each car for necessities and comforts would be \$50. Most people who carry an automobile along as baggage will spend \$100 a day. Assume the lower

figure. Each machine would cost Oregon in two days \$100. On a turn trip an equal amount, making per automobile that came from California to Portland.

"If one-fifth of the automobiles in California in 1915 made the trip over this hard surface, the total cost to Oregon would be \$100,000,000.

"This is money that otherwise would not reach the state at all. "But the amount spent in touring is the small part of the money to Oregon. People who have automobiles have money to loan. They do not make investments in real estate looking out of Pullman windows. They must visit a before they buy. The best probably, is southern California.

"If you would take away from the people who are on eastern banks, and city how much would their absence by the community? Bring the mobile tourists into Oregon and Washington over a hard surface highway. Would they make investments? It all depends on Oregon and Washington having to offer the investor. In a comparison between California and northwest."

Recommending a two mill loan to raise the \$2,000,000, Major Bowly continues:
"How can these 30,000 automobiles be brought north of the California line?
"By building the Pacific Highway and by that method only.

"If the present sessions of the legislatures fail to make adequate provision for this north and south trunk road, the last chance is gone.

"The task is too great for the individual counties, if the counties to build this highway.

"Would not \$5,000,000 spent season by season by eastern and California mobile tourists be worth the cost of Oregon? The amount that is spent depends directly on the amount of money spent on the Pacific Highway during the next two years.

"Oregon could afford to spend \$2,000,000 on this road. She could afford to create a state highway department and levy a two mill tax on all to be expended during 1915 on north and south trunk roads.

Up to Taxpayers.
"This will not build a hard surface road all of the way. It will build a road passable however, and as much as the state can get to spend in the short time that it is available.

While highway commissioner of Washington, Major Bowly, before that on the faculty of the University of Washington, had a survey, plans and estimates made of the cost of a hard surfaced road from Blaine, Wash., at the Canadian boundary, to Vancouver, Wash., approximately 300 miles. The cost was estimated, a total of \$15,000,000, which Major Bowly says can be met by a 2 1/2 mill state tax imposed by coming Washington legislature.

Detailed figures on this 300 mile road are contained in the report. "The estimate for hard surfaced pavement 16 feet wide," he says, "is \$15,000,000. This is the cost of all the standard hard surfaced road in the state. The question here is: Can the state of Washington afford to spend \$5,000,000 on this road before 1915?

"It all depends on what the people of Washington have to show to the eastern tourist with money to spend. Think of the pleasant summer country that would greet the tourist coming from the south.

"Besides all the material gain to outside investors, that which the road would mean to the entire state and especially to the communities through which it passes. All depending on the road would double in value.

"It is now up to you, citizens of Oregon and Washington. If the present legislatures adjourn without making proper provision for the Pacific Highway, the last opportunity is gone to have this road ready for the benefit of tourists who will be in California in 1915."

Notice to 6th Co., C. A. C., O. N. G.
Every member of 6th Co., C. A. C., is hereby ordered to be present at the Army not later than 7:30 p. m., Feb. 7, 1913, for Regular Annual Inspection. All government property, as well as state property, must be in the location. Any failure to meet with these requirements will be met with court martial.

By order of
HARRY K. METCALF,
Capt. Commanding 6th Co.,
C. A. C., O. N. G.

Everything you can mention in The Sentinel.

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LYING AND M
promptly and s
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every facility
handling all classe
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says the big, har
low congestion ar
Dr. King's New
the bowels.
made them to right
follows. 25 cents at

Pacific Railway

COTTAGE GROVE STATION
Bound North
2:10 p. m. No. 14
4:05 a. m. No. 16
7:20 p. m. No. 18
1:15 p. m. No. 20

S. E. R. R. CO.

STATIONS
COTTAGE GROVE
WALDEN
CERRE GORDON
DORNA
STAR
WICK
REIL BROTHERS
WILDWOOD
DUNSTON

Extra trains for passenger
leave Saturdays. Extra tr
arrive at Cottage
 Grove without notice
will be left at risk of cow
passage Dunston after arriv
will not be received at th
trip after 5 p. m. To insur
ment of its being halted.
A. B. WOOD.

Hints for Housekeeper

Foley's Hokey and
always on hand, an
head off a cold by
it contains no opiates,
the inflamed air pass
path, and may save a b
the yellow packa
ing Store.

PURE'S TONIC

Refreshing form of a
and invigorating
bottled direct
ings in the Calapoo

Get Well

Drink it to Ke

KA-POO-YA MINERAL

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A mineral saline wa
any of the renown
of Europe and
recommended by lead
of the United S
rheumatism, Kidney a
Dyspepsia, I
all forms of Stom
Blood diseases.

"People 'given up' by
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KA-POO-YA SALINE

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The condensed smile of
later. Stomach, Live
and Blood disorders spee
its use. All dealers
direct.

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S OPEN ALL THE
amous health resort in
Snoy mountains, 12 n
Cottage Grove (on Sou
fic). Splendid accom
reasonable rates. Steam
hot water baths and
rooms. Information a
etc., will be furnished
upon request.

KA-POO-YA SPRINGS

KA-POO-YA SPRINGS
COTTAGE GROVE,
Makes the Nation G
the awful list of injuries
July staggers humanity
that it, however, in the
ing, by Bucklen's Arnica
suffered from
bruises, bullet wounds
ere, eczema, sore lips or
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"The Shop" where good i
The Sentinel.