

# The Cottage Grove Sentinel

AND COTTAGE GROVE LEADER

A WEEKLY NEWSPAPER WITH PLENTY OF BACKBONE

ELBERT BEDE, Publisher and Proprietor

A first-class publication entered at Cottage Grove as second-class matter.

BUSINESS OFFICE: :: :: :: 26 SOUTH FIFTH STREET

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One Year.....\$1.50 Six Months......80  
Three Months.....40 Single Copies.....5c  
No subscription taken unless paid for in advance. This rule is imperative.

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Display, 25 cents per inch; reading notice ads. 8 cents per line; legal notices, 5 cents per line; surrounded ads, 50 cents per inch; classified ads, 1 cent per word. Special discounts on contracts. Cards of Thanks and Resolutions, 6 cents per line.

## MEMBER NATIONAL EDITORIAL ASSOCIATION

MEMBER WILLAMETTE VALLEY EDITORIAL ASSOCIATION

MEMBER OREGON STATE EDITORIAL ASSOCIATION

Wednesday, February 23, 1916.

## A LESSON FOR US ALL.

While walking through a crowded downtown street the other day I heard a little urchin to his comrade turn and say:

"Say, Jimmy, let me tell you, I'd be happy as a clam  
If I only was de feller dat me mudder tinks I am.

"Gee, Jim, she tinks I'm a wonder, and she knows her little lad. Could never mix wid nothin' dat was ugly, mean or bad.  
Lots o' times I sits and tinks how nice 'twould be, gee whiz,  
If a fellow only was de feller dat his mudder tinks he is!"

## GET'S THERE JUST THE SAME.

AS FAR as unnecessary noise and bluster are concerned and contrasting the present with the past, residents of Oregon might doubt whether or not they have a governor.

But those who are familiar with affairs of state can testify that the quiet, unassuming man who has occupied the executive chambers at the state house for a little over a year is a real, sure enough governor and is getting results. He has not been a good copy maker for the papers and head writers almost know him not. He has not meddled in other people's business. He has not chartered armored trains to send warlike expeditions scurrying across the state. He has not studied out opportunities to get himself into the limelight, but he has shown no fear of that limelight when he had a duty to perform.

The fact that the opposition has made almost no criticism is one of the best indications that Withycombe has been making good.

The governor had no scrap with the legislature. There was no sudden departure from the capitol and closing of the executive office to bring legislators into line, yet he got most of the legislation that he desired despite an harmonious working arrangement with both houses. With a legislature and governor working in harmony, the amount of appropriations was slashed, contrary to over-voiced contention that such a thing could not be.

Perhaps the greatest contrast to the preceding administration is at the state prison, where a sane policy has been put into effect.

The number of prisoners received has been practically the same as during the preceding year, yet the population is 25 per cent greater.

Knowing that the idle man is a dissatisfied one and a mischievous one, a flax industry has been established for the employment of the prisoners. Indications are that before Governor Withycombe's term expires this experiment will have proved entirely satisfactory and the cost of conducting the

prison will have been reduced by the receipts from this source.

Governor Withycombe has been particularly fortunate in his appointments. Every appointee is making good, from private secretary down, and each is bringing credit to the administration of which he is a part.

The governor himself is giving his time to performing the duties of his office and Oregon will have an entirely different reputation with outside states at the end of four years.

Governor Withycombe has been a surprise to The Sentinel, which did not aid in his nomination. He was not our choice for the position, but we are now more than satisfied with the judgment of the voters.

## DO YOUR DUTY.

WITH NEARLY half the state bottled up in forest reserves, Oregon is naturally greatly interested in the Taylor bill now before congress, which would provide \$1,000,000 annually for Oregon, to be advanced by the federal government and to be repaid from future sales of timber from the reserves. Lane county, with half its area in forest reserves, would receive \$10,000 a year for use in maintaining trails and highways.

This is not all we are entitled to from the national government, but it would be a good start and we should not let the opportunity slip to insist that congress act favorably on this proposition.

The Eugene commercial club has started a movement to get residents of Oregon to write to congressmen of other states, explaining why this measure is eminently fair and urging their support. Many readers of The Sentinel are from other states and are acquainted with eastern congressmen whom they could write to, explaining the situation. Such letters may be all that is needed to get this bill through congress. At any rate it is well worth the effort. Every taxpayer would be benefited by this legislation. Let every man do his duty. It takes but a few minutes to write two or three letters.

## WILSON RATHER THAN TEDDY.

THE Coquille Sentinel takes the same position as does this paper concerning the possible nomination of Roosevelt. It says:

"As a republican newspaper the Sentinel believes that if the party wants to get into the contest this year on a little better than even terms the thing to do is to draft Justice Charles E. Hughes as its candidate for president. As to Roosevelt, we have simply to say that we should prefer Wilson. And to nominate one of the 'Old Guard,' who never forget anything and never learn anything, that would be to court defeat if not to insure it."

## VINDICATION.

THE SENTINEL is one of the papers of the state that has used its best efforts to make employment for Oregon labor by working for a square deal for capital in legitimate investment. The editor of The Sentinel was one of those at the recent session of the Oregon State Editorial association who took part in the debate over a resolution endorsing the stand of Governor Withycombe, who had said:

"I am absolutely opposed to prostrating ourselves in any way in inducing investors to come here, and I am and always shall be against anything even approaching the extension of special privileges, but on the other hand I do believe that today it is absolutely imperative that Oregon build up a reputation of offering real inducements and safety and square dealing to those investors who can be induced to place their money here."

The words of the governor and the action of the editorial association are already making a favorable impression in the east. That the position of the governor and the state press is having a good effect is evidenced by the fact that a business man at Eugene brought into The Guard office a few days ago a clipping which had been sent him by a capitalist in Massachusetts, who had found it in one of his home papers. It was headed, "Oregon Welcomes Capital."

Let the good news continue to spread. It means better conditions for all of us.

## WHAT KIND OF PROSPERITY?

IN REPLY to the remarks of a member of the lower house of congress a few days ago in which the present prosperous condition of the eastern states was lauded as a democratic achievement, Representative Humphries of Washington made the following pertinent remarks regarding that prosperity:

"Who will boast of the prosperity that is measured by the blood and tears shed across the sea? Our prosperity is measured by the toll of human life taken from the armies of Europe. We want the prosperity of peace and not the prosperity of war. We want prosperity that tells of happiness and content and joy, and not the prosperity of grief and anguish and despair. Our present prosperity is of misery and misfortune. It is a prosperity of murder and passion. Our present prosperity is human life measured in money. Our present prosperity is coined from human hate, stained with human blood, milled with human tears, filled with human agony and despair, blackened with shattered hopes and ruined lives and marked and marred with tragic human life. I hope the terrible truth may burn into the brain of the American people until no man will dare to boast of this battlefield prosperity. If the democratic party wishes to claim the credit for our present blood-soaked prosperity, then certainly there are none that desire to share that honor with it."

Editors of the state seem to have suddenly become imbued with a proper sense of their own importance in affairs of state. L. A. Fernsworth of Banks and A. E. Voorhies of Grants Pass are among recently announced candidates for the legislature. The voters could do no better than to elect them unanimously.

## FIRST (?) CLASS ROADS.

COUNTY Commissioner Hawley is quoted in a Eugene paper as saying that the macadamizing of the short stretch of road south of here near the Douglas county line will give Lane county a first class road the entire distance across the county.

There must be some difference of opinion as to what a first class road is.

If the commissioner had said "a good road," we might find no fault with his statement, but a first class road means a road of the first class. Bearing loose gravel in places, mud in other places, frequent depressions that make fast riding in a car anything but an unalloyed pleasure, dangerous railroad crossings, poor drainage in places, too much dust in others, and the need of continuous repair, the road is a first class one. It is possible to get over it with a car in the worst kind of weather, it is in fair condition at the present time. If we were a county commissioner we might feel proud of the road from the north to the south line, because it is a good road, and with the expenditure of a good many thousand dollars each year, will remain a good road.

After the expenditure of about \$160,000 a year for the past five years we should have a number of good roads (which we have), and we should have a few first class roads (which we haven't).

The Sentinel does not wish to knock the Lane county roads. They compare very favorably with the roads of other counties. Lots of rock and lots of money have been put into them. Yet as far as we know this road the length of the county is the only long stretch of road that has ever been referred to as first class. And this is not a first class road, for if it were left three years without regular repair work, it would be chuck holes the entire length.

The county commissioners may have every reason to be proud of their work, but it is a pretty pass when we can not say that we have one first class road without fear of being contradicted.

This is not the fault of the county commissioners. They have done the best they could. They have tried to give the best roads possible at the least possible expense, yet the expenditure of \$800,000 has been necessary in the past five years to give us a few good roads that remain good just as long as they are watched and thousands of dollars spent annually in repairs.

It is time to agitate this matter and see whether or not we can afford to put down roads that will cost more at first but be cheaper in the long run. This matter is one of great importance to the taxpayer.

## ROADS AND PREPAREDNESS.

En-route, Feb. 17, 1916.—(To the Editor).—The mayor of Eugene, Mr. W. A. Bell, has been urging me to write a series of articles for the various newspapers of Lane county, dealing with the question of the importance of improved highways as an essential part of the program of "preparedness" now agitating the public mind. Mayor Bell and others have tried to impress me with the idea that I would fail in my duty to my readers were I to neglect to discuss this most important phase of true preparedness at this most critical period in the history of our country.

I have no disposition to shirk a duty when convinced that it is mine to discharge. That my readers deserve far more than I can give, or any individual man could give at this critical time, is a matter of disquieting concern and vital moment to me. The extent of my ability to interest and instruct my readers on these great questions is the consecration of all the strength of body, of mind, and soul that I possess to their service.

How faultlessly and solemnly sincere we ought all—both writer and reader—to be at this time! In all the annals of American history there was never so great a demand for strong and wise men to conduct the affairs of our government—never so great a demand for conscientious writers to direct the current of public thought as now. Never before have we so needed men with wisdom to see, the knowledge to understand, and the unhesitating courage to act. Each day seems pregnant with momentous problems and the manner of dealing with them holds much of weal or woe for the future of the American people. In the coming years it is my deliberate judgment that the critical period through which we are now passing will be looked upon as a turning point in the life of this nation.

To my readers I would say that the present is a time for contemplation, retrospection and prayer. The mountain peaks upon whose summit the sun never shines, undimmed by the passing clouds, are very few—individuals who can live in an atmosphere of perfect altruism are rarely met. In fact, I know of but one instance in all the world's history, and He was crucified for the sins of a selfish world. And I am afraid He is being crucified anew today by many of His professed followers. The present extravagant program of "preparedness," with all its train of inevitable evil, brands our cherished faith in the Prince of Peace as a bloody lie. The stability of this nation in not in its material wealth; its virtue is not in the honesty of its leaders of public thought, the foundation upon which it rests is not the constitution and laws, but rather, the moral qualities and intellectual acquirements and patriotic purposes of its entire people. If this republic shall live—if it shall fulfill the beneficent hope and realize the dream of the great men and women who gave it being, it will be through the saving grace of the honesty and unselfish patriotism of the men and women who deposit the ballot. I would, therefore, call upon my readers to consider well the issues with which they are now confronted. Do your own thinking and when you think, think as sovereign and not as subjects. You should lead in thought rather than follow the politician in public office. The man in public office is unconsciously influenced in his judgment by his personal political interests. No man is wholly exempt from such insidious influence. The appearance of things is often affected by the peculiar position from which they are viewed. There can be no selfish interest to becloud the vision or warp the judgment of the private citizen. If he is prudent and wise, his ballot will always register a patriotic freeman's will and the will of the patriotic freeman in America should be the supreme law of the land.

The only light we have to guide us in the darkness of the future is that which shines out from the experience of the past. Human nature is the same today as it was when the Pharaohs ruled in Egypt, or the Caesars wielded the scepter of authority in the ancient Rome and the influences that moved men to action in the remote past impel them today. At this grave crisis in the history of our country, when our people are thinking and talking so much about "preparedness" and the "national defense," my readers cannot afford to ignore the important factor that a system of good roads will be in any comprehensive plan of defense or "preparedness" that may be considered. The money that we spend at this time and in the future in developing a system of good roads throughout the republic will prove to be of the greatest value as a means of "preparedness" and defense in time of war, should that sad day ever come. It will not only be a bulwark in the time of war, but will add greatly to our prosperity, growth and happiness in time of peace.

Highway history is both interesting and instructive. The Athenian senate bestowed much care upon good roads. The Carthaginians were good road builders. In Peru the Incas built lasting highways, the remains of which attest their magnificence and advanced civilization. The road from Quito to Cuzco, in Peru, was 2,000 miles in length, 20 feet wide, paved with stones 10 feet square and had a running stream and shade trees on both sides. The great highway leading from Babylon to ancient Memphis was paved at an early date and along this road rose the cities of Nineveh, Tyre, Damascus and Antioch. The history of the building of the Appian way is also intensely interesting. In 312 B. C., Appius Claudius, a Roman patrician, became censor of the Roman commonwealth and gained enduring fame by beginning in 313 B. C., the construction of a remarkable road, which was named the Appian way. It has been called the "queen of highways." The width of this road varied from 15 to 18 feet, and the method of construction was as follows: A trench was excavated the entire length and breadth of the roadway, in the trench the road materials were placed in three layers, having a thickness of three feet. The first layer consisted of large, flat stones, laid in lime and mortar; the second was composed of broken stone mixed with one-third their quantity in lime, packed and made solid by ramming; the third layer was made of a mixture of broken brick, tiles, gravel and lime, and the top pavement was a layer of regularly shaped stones about six inches thick, closely joined and fitted with utmost nicety. This road was eminently durable, but the poet Horace, who wrote concerning it, states that it was fatiguing to travel over it slowly. This road led direct from the gates of Rome to Capua and was finally extended to Brundisium, 350 miles from

## A Distinctive Reason

What is the chief reason for the superiority of Royal Baking Powder?

There are several good reasons, but there is one which distinguishes Royal from other baking powders.

This reason, which every woman should know, is that Royal Baking Powder is made from cream of tartar, which comes from grapes. This means a healthful fruit origin. It means natural food as distinguished from mineral substitutes used in other baking powders.

There is no alum nor phosphate in Royal Baking Powder.

ROYAL BAKING POWDER CO  
New York

Rome. It commands a beautiful prospect, embracing Campanie, while on both sides of this great highway are numerous tombs, among which are the tombs of the Scipios.

The greatest of the Caesars, the princely Julius, traveled over this "queen of roads" as did Caesar Augustus and the war-lord Trajan, as did Marcus Brutus and the golden-lipped Cicero, as did the fascinating Cleopatra and the soldier-orator Marc Antony and the greatest man of the ancient world, the immortal Saint Paul himself, traveled with bare feet along this same Appian way when he visited the wonderful city of the Caesars. Today this durable road, long after the death of the blue-blooded Claudius, is in good repair; today the swift and noiseless motor car glides gracefully over its dustless surface, gracing the same stones that felt the martial tread of Great Pompey's armies more than 20 centuries ago. Rome built many other (29) great military highways and became great by the help of these roads, which were built with money taken from the public treasury.

The first Napoleon has been credited with being a great road builder. The greatest and most lasting exhibition of his genius was the magnificent system of public roads he gave to France. These roads constructed by Napoleon have been improved and kept in repair by the government of France and it was due to their splendid condition that the rapid and easy mobilization of the armies of France and their speedy transportation to points was made possible at the outbreak of the present war in August, 1914. COL. MERCER.

A good newspaper is a good booster for any good community. If the community is good enough for you and your local paper is good enough for the community, send sample copies to your good friends once in a while. You will be doing good, the paper may do some good, and then we'll all be good fellows. dec22tf  
Get your wedding stationery from The Sentinel and live happily ever afterwards.

## A GOOD INDIAN IS A DEAD INDIAN

A safe (?) man is a man in State's Prison. The next safest man is one who has been tried and who has always made good. This bank is manned by men who have not only been tried and who have made good, but who have, in their efforts, exceeded the expectations of the bank's stockholders. Considering our large earning capacity, our prosperous condition and well established reputation of an up-to-date bank, we unhesitatingly invite the business of Cottage Grove.

The Old Reliable  
First National Bank



## In Building A Highway

you would build for efficient service now and for generations to come.

The "Road to Wellville" is built that way. And the password to that road is "right living," in which food and drink play such a big part.

More and more people are waking up to the need of banishing from the dietary heavy, indigestible foods, and food deficient in the vitalizing mineral salts. Food scientists now hold that the lack of these elements is one of the chief causes of a long list of ills, including anemia, constipation, nervous prostration, kidney trouble, and so on.

Long ago a food—now famous—was devised to make up for this lack, and it does it admirably.

This food is

## Grape-Nuts

Made of whole wheat and barley, it contains all the nutrition of the grain, including those vital elements—phosphate of potash, etc.—which are indispensable for perfect balance of body, brain and nerves, and for warding off disease.

This food comes ready to eat, is economical, and delicious. Digests quickly—generally in about one hour—and is full of health-making goodness.

A ration of Grape-Nuts along with other food has started thousands on the "Road to Wellville."

"There's a Reason"

## 500 ACRE TRACT

nine miles from Cottage Grove, farm land and timber; ten million feet of timber; well watered and on good road; \$20 per acre; will furnish buyer for timber at \$5,000. Veatch & Spencer. jn22j112

## Good Thing for Speculation

Thirty-four acres of fine land on good improved road, within one-third mile of city limits of City of Cottage Grove. Terms can be had. Call at this office. wla-jly27f

## NEW 7 ROOM BUNGALOW

Two large lots, close to school and pavement, at a bargain if taken soon. Terms if desired. A. J. Woodard, owner. jly27f