

Ad. Cost Him Nothing but Got Quick Action

WHAT a little want ad. in The Sentinel will do, was well illustrated last week. When A. W. Wampole was here from Leona buying supplies he made arrangements to get the Live Wire Newspaper continued to his address regularly for another year. Attached to the receipt was a coupon good for a 25-word want ad. He didn't think that an ad. would amount to anything but as long as it cost nothing he tried it. The next morning he was called up by phone to buy 100 sacks of spuds—and hereafter will use the want ads. when he wishes quick results.

BIG J. I. JONES MILL WILL RESUME AT ONCE

Orders Booked Ahead Will Keep It Busy for Several Years Cutting 60,000 a Day—Sixty Men Will Go to Work at Once.

With orders booked for several years ahead, the big J. I. mill at Disston will resume operations at once. Sixty men or more will be employed.

J. R. Keep of Portland, an experienced mill man, who has been in the mill business in Portland and eastern Oregon, has leased the property from J. I. Jones of this city, the owner. The Keep family will arrive from Portland within a few days and will make their home in Cottage Grove.

Mr. Keep will arrive today with his woods foreman, sawyer, engineer and millwright and will at once begin overhauling the plant, which will be enlarged to a capacity of 60,000 a day. Three additional donkey engines will be installed at once. Arrangements have been practically completed for a large tract of timber for immediate use and the mill is close to the United States forest reserve, in which there is sufficient timber to keep all the mills of this section busy for years to come. Whether there is any intention of using any of the timber from the reserve is not known, but none from that source will be used at present.

This mill has been closed down for two years.

HAS RYE ALREADY 4 FEET IN HEIGHT

George Miller Finds This Kind of Feed Very Profitable for Early Spring.

George Miller, the champion rye grower, already has rye for feeding that runs between three and four feet. Mr. Miller long ago demonstrated that for early feeding rye gave the most bountiful crop and every year he has a large field that furnishes green feed until well along in the summer. At this time of the year it is as nutritious as grass and is a good milk producer.

COUNTY COURT TO ENFORCE SPEED LAWS

Numerous Complaints Say Motorists Are Driving Cars at Excessive Rate.

Speeding on all county highways must stop. This was the edict issued by members of the Lane county court Saturday morning after they had investigated a large number of complaints which had been filed regarding the excessive speed of motorists on the county roads.

The law allows motor cars, outside of the city limits, to travel 25 miles an hour. This is considered the maximum speed at which any motor car can travel with safety to the passengers and to others using the road.

County Commissioner M. H. Harlow said that a strict watch was going to be kept on all motor cars using the roads. If any person is caught violating the law he will be arrested and, if convicted, no leniency will be shown.

Demurrer Taken Under Advisement.

The demurrer to the writ of mandamus in the case of Elbert Bede against S. M. Russell, county clerk, in which Bede endeavors to compel the clerk to furnish him the full report of the proceedings of the county court for publication, was argued before Judge Skipworth of the circuit court Thursday afternoon. The judge took the case under advisement and will render a decision in a few days.—Eugene Register.

The women having charge of the canned fruit exhibits for the grange fair have decided to have all exhibits uniform and have adopted the quart economy jar.

HYMN LEARNED AT KNEE OF HIS MOTHER

"The Lord Is My Shepherd, I'll Not Want," Is Favorite of Rev. D. A. MacLeod, Pastor of the First Presbyterian Church.

BRINGS RICH SOLACE TO THE MIND AT ANY TIME

It is the Song of David and Probably Written While Watching His Flocks in the Valleys of Judea or About the Sacred City of Bethlehem.

The favorite hymn this week is submitted by Rev. D. A. MacLeod, pastor of the First Presbyterian church, who explains why it has remained with him since childhood.

To the Editor: When you ask me to give my favorite song, you are requesting rather a hard thing to do, for to me songs and hymns are like so many favorite passages in scripture. It depends somewhat upon the mood in which I am in. However, among all the songs or hymns that have been written, there is one that ever brings rich solace to my mind, whether in the day of prosperity or adversity, whether in joy or in sorrow. I have listened to the words chanted in the most doleful manner and again sung in the strains of richer music, and withal there is the rich sentiment of the poet soul:

The Lord is my shepherd, I'll not want;
He makes me down to lie
In pastures green; he leadeth me
The quiet waters by.

My soul he doth restore again;
And me to walk doth make
Within the paths of righteousness,
Ev'n for his own name's sake.

Yea, though I walk in death's dark vale,
Yet will I fear no ill;
For thou art with me, and thy rod
And staff me comfort still.

My table thou hast furnished
In presence of my foes;
My head thou dost with oil anoint,
And my cup overflows.

Goodness and mercy all my life
Shall surely follow me;
And in God's house forevermore
My dwelling place shall be.

This is known as "The Shepherd Psalm," or we might say the "Song of David," and may have been written when he was watching his flocks in the valleys of Judea and about Bethlehem. But it is more probable that it was written at a later period in his life and out of a deeper and richer experience. However this may be, the psalm is attributed to David. The poet in strong figurative language reveals the tender relation between the shepherd and his sheep and his great care for their welfare. So David in his own experience could say "The Lord is my shepherd." He would not want for provision, guidance, protection or comfort. As he himself would care for his lambs, so he had confidence and trust in a loving father to care for him in the midst of his enemies and lead him even through the darkness out into the larger light of life.

You might ask me why I love this shepherd song. In your life and mine there are fond recollections of the past as well as great hopes of the future and the words of this song, wherever I hear them, bring before me the picture of an "uncrowned queen," a loving and affectionate mother, upon whose knee in child life I was taught not only the words of this psalm, but also the lesson of a heavenly father's love and care. Since that day I have learned more of the psalmist's experience in life, and the truth has become real to me of the Great Shepherd of our lives who cares for us and is ever leading us through green pastures and by the still waters. But it is only by learning of his alluring, all-perfuming, all-comprehending love, that we are enabled to feel the pathos and see the truth in its beauty in the words of the shepherd's song.

D. A. MAC LEOD.

LIKES CALIFORNIA, BUT NO PLACE LIKE OREGON

Mrs. Wm. Lackey has returned from California enthusiastic with the country, where roses were in bloom and the first crop of alfalfa being cut, but she added, "There's no place like old Oregon." Mrs. Lackey visited a sister and other relatives at Modesto and Stockton.

Mrs. Helen D. Hartford will speak at the Christian church Thursday at 8:15 p. m., following prayer meeting. Mrs. Hartford is a national organizer and lecturer and has been in the work of the W. C. T. U. for many years. Everyone welcome.

Legal blanks.—The Sentinel.

Clean Up the Sheriff's Office

There Is No Excuse for a County Official, Who Is Paid a Salary, Being Permitted to Make a Profit on Supplies Furnished the County.

Officials in the court house at Eugene, and the army of deputies, have little idea of the feeling that prevails throughout the county concerning the extravagance of county officials. If they could spend a day in The Sentinel office and hear the remarks of big and little taxpayers who call to lend encouragement to the fight started by The Sentinel, they would begin to realize that a real clean up in the county court house is the desire of those who pay the salaries of the tax eaters. One county officer who visited The Sentinel office recently got some little idea along that line.

There being no further demands for publicity from the county clerk, will leave that office temporarily.

How many taxpayers are there who would think it proper for the county court to buy road machinery and sell it to the county at a profit?

How many taxpayers are there that would think it proper for the janitor of the court house to buy wood at \$1.00 a cord and sell it to the county at \$2.00 a cord?

Not a single taxpayer, we dare say. Neither of these things that we have referred to are done, but there is one office that makes a profit out of the supplies it buys for the county.

That is the sheriff's office.

One place where a profit is made is in the feeding of prisoners.

The charges made to the county by Mr. Parker are 71 cents a day for the first four prisoners and 43 cents a day for the remainder. Two meals a day are furnished.

That is a charge of 35½ cents a meal for the first four prisoners and 21½ cents a meal for the remainder.

There are several Cottage Grove restaurants which put up first class meals at 25 cents a meal after paying all their own expenses.

In the case of the county there is no house rent and the prisoners do their own cooking. We believe light and fuel are also furnished.

In our opinion there should be a nice profit at 35½ cents a meal and 21½ cents a meal with only groceries to furnish.

But we go further than our own opinion. The city of Eugene lets the feeding of its prisoners by contract to a private individual, who does not hesitate to say that he makes a profit.

What is charged the city of Eugene by the private individual, who is in the business for a profit?

Fifteen cents a meal!

It looks reasonable then that the sheriff must make a nice profit at 35½ cents and 21½ cents a meal.

The average price paid Lane county's sheriff for meals is 30 cents—just double the price at which a private individual (who pays help and rent and still makes a profit) charges for feeding city prisoners.

The sheriff of Multnomah county says that the average cost of feeding prisoners is 11 cents a meal and he does not believe it right that the sheriff should be allowed more than that.

If 11 cents is the cost in Lane county, the sheriff is making an average profit of 19½ cents a meal, considerable over 100 per cent.

The sheriff's bills for feeding prisoners for 1915 were \$1736.18. It is pretty safe to say that if the sheriff had put in his bills at actual cost the saving would have been \$1000 to the taxpayers of Lane county.

Why should the sheriff of Lane county be permitted to make a profit of \$1000, or any similar amount, in a year on business he transacts for the county?

We presume that Mr. Parker is acting strictly within the law, which sets a price he may charge. We presume he is doing nothing that wasn't done by Harry Bown and others who held the office before him.

But we know of no law that prohibits the sheriff from feeding prisoners at actual cost. He can regulate that himself in the bills he presents.

In some counties of the state, feeding the prisoners is let by contract. It doesn't cost these counties any such price as it does Lane county.

We have heard of instances in other counties where the sheriff retains the fees collected for serving papers sent him from outside counties. It seems to us that such fees should go into the treasury of the county that pays the sheriff's salary. We would be interested to know how that works in this county.

Lane county can get sheriffs that will be satisfied with the salary of the office, which is \$2000 a year.

Although Lane county is fifth in area, second in population and third in assessed value, the expense of the sheriff's office in 1915 was next highest to Multnomah county. The actual expense in dollars as shown in a recent statement prepared by the Tax Liberator, was \$13,560.

This is too high. It can be greatly reduced. Too much of our tax money goes to the tax eaters. Let's have a sheriff that will be satisfied with his salary—the same as other county officers.

A clean up in the sheriff's office would be good business for the county.

Elbert Bede has probably reached the conclusion that he would make a better official hand-shaker than Stacy Russell.—Eugene Guard.

In the above editorial squib, The Guard probably refers to the fact that upon the occasion of his recent visit to the county clerk's office, neither Mr. Russell nor any of his many deputies would speak to the editor of The Sentinel.

Rather than aggravate the county clerk into a condition that might cause the rupture of a blood vessel, the editor came home and transacted his business by mail. It's a fine way to conduct a county office when a citizen with business to transact can't have the attention of any of the tax eaters in transacting that business.

DOUGLAS OFFICERS PAY THEIR DISCREPANCIES

Shortages Amount to About the Cost of Auditing the Books.

The county court held a very busy session Tuesday and settled up many matters, among them being the selection of the election boards for the coming election, the checking up with the county officials on account of the report of the auditors, the settlement of numerous road matters and the payment for the audit of the county books.

In the report of the auditors it was found that the sheriff was short \$420. In checking over the several accounts it was found that \$51.05 was due the sheriff on account of fees to which he was entitled and which had been recorded on (Continued on page 2.)

CROSSING CHANGE WOULD MAKE DANGER

Fred Wright Explains in Detail and in Sensible Manner His Reasons for Presenting Remonstrance to the County Court Against Removal of Road.

PRIVATE ROADWAYS ARE FEARED BY RAILROADS

Thinks Roads from Farms to Main Highways Are More Important Than Interests of Construction Companies and Manufacturers of Gasoline.

Walker, Ore., April 17.—(To the Editor.)—Noticing in your issue of last week comments on a remonstrance that I and some of my neighbors were instrumental in getting up and circulating against the opening of a new Pacific highway on the west side of the railroad between Creswell and Walker station, I wish to make a short statement thereon, as there seems to be an undercurrent of feeling that said remonstrance was gotten up in a sort of selfish spirit and that the welfare of the public in general was not considered. I wish to state in the first place that the remonstrance circulated by me covered only that portion of the survey beginning about one and a half miles south of Creswell, where the present road crosses the railroad near Wm. Wallace's, and following along the west side of railroad nearly four miles and ending in center of road at Walker station, and cuts out only two public crossings and those two are among the few comparatively plain and safe crossings between Portland and Roseburg, as it is a straight stretch of road and in plain view either way for a mile or more. The present county road is nearly straight and parallel with the railroad and is one of the best pieces of road in the county after getting away from the big cities. This change in the road would affect and injure in a greater or less degree at least eighteen ranch families who reside along the present highway, not one of whom ever saw, and but one or two ever heard of, the petition for the change, and knew nothing about it until the surveying crew came on to make the survey.

On the line of the new survey there is not a single dwelling and it is probable there never will be for it is mostly ground that is suitable for neither buildings nor roads as it is low and wet. I don't believe there is a person in Lane county who dislikes railroad crossings more than I do, but they are a necessary evil and have to be put up with. Why all this hue and cry all at once over these public crossings? I have lived here 30 years. The railroad was here years before I came and there has not, to my knowledge, been an accident on the crossings, and it seems to me it would be almost impossible to get hit on either of these two crossings unless a person got in front of a train purposely. That accident near Creswell a few months since, in which five persons were killed, was one of the saddest things I have ever seen (I was on the spot within a few minutes after it happened) but you must bear in mind that that was on a private crossing where there is only one gate to open and shut, while if this new road was built it would compel all the residents along the present road having land across the railroad (as most of them have), who wished to get onto the new road, to open and shut three and in some instances four gates. The railroad officials will tell you that it is the private crossings that trouble them and are far more dangerous than the public crossings. Just consider for a moment three 60-foot roads, each one fenced off by itself right abreast and parallel with each other for several miles. In my short life of 65 years in this old world I have seen and heard of quite a number of ridiculous and unreasonable schemes and projects but this change in the road (Continued on page 2.)

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