

The Cottage Grove Sentinel

AND COTTAGE GROVE LEADER
A WEEKLY NEWSPAPER WITH PLENTY OF BACKBONE

ELBERT BEDE AND ELBERT SMITH PUBLISHERS
ELBERT BEDE EDITOR

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

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THURSDAY, SEPTEMBER 7, 1916

CLEON AND I.
Cleon hath a million acres, ne'er a one have I;
Cleon dwelleth in a palace, in a cottage I;
Cleon hath a dozen fortunes, not a penny I;
Yet the poorer of the twain is Cleon, and not I.

Cleon, true, possesseth acres, but the landscape I;
Half the charms to me it yieldeth money cannot buy.
Cleon harbors sloth and dullness, freshening vigor I;
He in velvet, I in fustian, richer man am I.

Cleon is a slave to grandeur, free as thought am I;
Cleon fees a score of doctors, need of none have I.
Wealth surrounded, care environed, Cleon fears to die;
Death may come, he'll find me ready—happier man am I.

Cleon sees no charms in nature, in a daisy, I;
Cleon hears no anthems ringing in the sea and sky;
Nature sings to me forever, earnest listener I;
State for state, with all attendants, who would change? Not I.
—Charles Mackay.

SETTLING A STRIKE.

BUSINESS cannot help but be tremendously relieved to know that the strike that would have tied up the railroads of a nation has been averted, for the time being at least. Business, on the coast in particular, is not able to withstand many setbacks, and a paralysis of business might have meant bankruptcy to many.

Yet it is doubtful if the manner of averting the strike will prove the wisest course in the long run.

Labor organizations are not satisfied with a measure that compels men to work.

The railroads are not satisfied with a measure that compels them to pay a certain wage during a certain period while an investigating commission looks on to see whether or not the roads will survive.

The people, who will pay the bill eventually and who were given no consideration whatever by congress, cannot be expected to be elated.

Congress, that proud body of lawmakers, which got down on its marrow bones and in a few hours enacted possibly the most drastic labor legislation in the history of the world, is not satisfied. Members not only feel that they have humiliated themselves by letting threats of a labor organization and the pleadings of a president influence them into doing something with a haste entirely out of harmony with the usual rate of procedure in that august body, congress, but they now feel that in their haste and under undue pressure they have done things which may later return to plague them.

Possibly many defects will be shown in a measure enacted under coercion and with no time for serious consideration, but to our mind the most vital point in the whole matter has been entirely overlooked. There has been no provision whatever for a determination of whether or not the trainmen are entitled to the increased pay. If they are entitled to more than they are getting, we are willing to help make up the amount in our freight bills, but it is passing strange to us that so salient a feature was so completely overlooked and it leads us to believe that this grave situation has been taken advantage of in playing for the labor vote.

We believe in labor organizations, but we do not believe they are any better than an organization of employers, nor any more to be respected, nor entitled to any greater consideration at the hands of our public men and public bodies.

We wonder what the president would have done, we wonder what congress would have done, if the railroads had issued an ultimatum that unless in two days legislation granting them an increase in freight rates was enacted, the business and industries of the entire country would be brought to a standstill until the demands were granted, whether such demands were fair or not?

As a matter of fact we do not have to imagine what would have happened,

for while in this very case the demands of the men have been granted without question, the railroads, which said they could not pay the increased wages without increased rates, must wait six to nine months while a commission investigates.

We are labor unionists, but we'll be doggoned if we cotton very much to this offhand way of settling labor troubles and passing the buck to the freight payer.

NOT SO BAD AS THAT.

IT IS always a pleasure for The Sentinel to enlighten misinformed contemporaries who make careless statements without first looking into the facts.

The Eugene Guard spoils a pretty fair editorial on the tax limitation amendment by making a misstatement which The Sentinel will correct.

A strong point made by The Guard—one that The Sentinel has referred to upon several occasions—is that under the tax limitation amendment, which provides that tax levies may not be increased more than 6 per cent over the previous year's levy, the tendency on the part of tax levying bodies will be not to reduce a levy because of the danger of not being able to again raise it to meet some future exigency.

The Guard got started talking along this line because of the probability of reducing the Lane county levy two mills in case the back taxes on the O. & C. grant lands are paid. The statement made by The Guard under a misapprehension is as follows:

"Operating under the taxation limitation amendment, if a reduction of two mills should be made in the levy for the coming year, it would probably require 10 years' time before a levy, equalling the levy for the present year, could be made."

The county court would require about ten years to increase the tax levy two mills, but under the tax limitation measure the tax levy may be increased at any time any amount by the voters of a tax levying district. It would, of course, be impractical to call a special county election to vote upon an additional levy, but such a proposition could be voted upon at any regular primary or general election with little extra expense.

It is so seldom that county taxes are reduced in Oregon that the framers of the tax limitation measure had no fear of a problem such as that referred to by The Guard ever coming up. In regard to special taxes in school districts, road districts and cities and towns, the tax limitation measure will cause no inconvenience, even when an increase in the levy is desirable, but tax levying bodies will be restrained from increasing the tax levy more than 6 per cent without consulting the taxpayers.

Any who understand the situation at all cannot help but see that the differences between the railway employees and railway heads have been settled: at temporarily—action merely postponed until after election. The Adamson bill was enacted by a strictly party vote, was a strictly party measure and there is more than a slight suspicion that the hurried action of a democratic congress was for its effect upon the approaching election. At any rate, were it not for the great injury that would have been done the country by a railroad strike, the makeshift manner in which the trouble has been postponed would never have been condoned by the public.

REFORMED TO DEATH.

SALEM Capital Journal: San Francisco, it is claimed, has an organization of some eight or ten thousand voters who, regardless of politics, are pledged to but one thing—that is to vote against any and every measure that savors of "reform." The members claim they are tired of having first one faddist and then another spring some illy-conceived "reform" at every election. They admit that some "reforms" are needed, but that the horse has been ridden to death, and their purpose is to put an end to the whole business. Here in Oregon we have reformed so much, so far, so fast, so indiscriminately, that the average voter feels like he was in a reformatory for life. We have reformed almost beyond reformation and should have a rest. Will the Oregon political Moses kindly make a note of it?

DEADLY EFFECT OF FREAK LAWS.

A CANNERY manager in California writes that he cannot operate on green peas under the minimum wage law. He formerly distributed \$60,000 annually among the farmers for green peas, and about as much more for factory labor.

He cannot compete with the states that conduct the cannery business on more liberal terms and that industry goes.

In Portland, Ore., the Oregon Packing company, hounded under orders of a minimum wage commission, moved its plant to Vancouver.

At Salem, Ore., the Northwest Fruit Products company, unable to comply with a freaky fruit law, will not put in a jelly factory. The jelly factory will probably go to some state where the rulings of the fruit and health boards will let an industry live.

At a low estimate two million dollars' worth of imperfect fruit is wasted for legislation that cannot be complied with in this state. The green pea cannery industry has mostly gone to Utah where freak laws have not yet been enacted on such a complete uplift scale.

How much of this sort of thing do the taxpayers want? How much more can labor stand and make a living?—Pacific Coast Manufacturer.

A CANDIDATE FOR THE DEMOCRATS.

PORTLAND Spectator: "President Wilson," says the non-partisan press, "is entitled to re-election because he kept us out of war with Mexico." President Wilson ordered the bombardment of Vera Cruz, which would have resulted in war if Huerta had been strong enough to fight us. President Wilson ordered the invasion of Mexico, which would have caused war if Carranza had had the men and money with which to fight us. Huerta is dead, but if the democrats are looking for the man who really kept us out of war with Mexico, they should elect Carranza.

NEWSPAPER ECONOMY.

Forest Grove NewsTimes: The passing of the Sioux City News, after an ineffective effort at reorganization, is in line with the tendency of the times. The prevailing principle demands the elimination of inefficient competition. It is working out in the large cities, where there has been a steady stream of daily newspaper suspensions and consolidations, says the Sioux City Journal. The same force has been at work among small town dailies and country weeklies. Everywhere the trend is toward fewer, better and more economically conducted newspapers. Generally this application of the rule of the survival of the fittest has been welcomed by all communities that have been relieved of the burden of maintaining wasteful competition in the newspaper field.

The increased cost of print paper is partly responsible for numerous recent decisions to give up the fight on the part of struggling newspapers. As a consequence of the war and its effects upon other industries, newspaper cost production has increased substantially within the last two years. The new conditions have tested the resources of the strongly entrenched newspapers. Newspapers that were struggling along under normal conditions have found themselves unable to keep up the fight under recent abnormal conditions.

However, the higher cost of operation is not the only influence back of the new tendency. In fact, it is not the most important one. The newspaper has become a public necessity. After a fashion it has come to be looked upon as a sort of public utility. Newspaper supporters, including both subscribers and advertisers, nowadays look to their newspapers for lessons in economy and efficiency. Subscribers want the news. Advertisers want circulation. Readers do not want to take three newspapers if they get what they want in two. Advertisers do not want to patronize three newspapers if they can cover the field with two. Clearly it is poor economy for a community to support three publicity mediums when two will answer the same purpose. Economic waste is what the efficiency engineers call it. Cut-throat competition is another name for it. Newspaper publishers and patrons are coming to a belated realization of the folly of that sort of thing.

FARMERS! If you have something on the place, live stock, machinery, vehicles, poultry, etc., that you do not need or wish to sell, find a buyer in a few days' time by putting a little 25-cent advertisement in The Sentinel. Five thousand readers will see it; there is a buyer for your goods in that number. Try it!

NOTICE FOR PUBLICATION

Department of the Interior, U. S. Land Office at Roseburg, Oregon, August 14, 1916.

Notice is hereby given that Samuel M. Stiers, of Blakeleyville, Oregon, who, on August 3, 1909, made Adjoining Farm Homestead Entry, Serial No. 05158, for the SW 1/4 of SW 1/4 of SW 1/4 of SE 1/4, and on January 5, 1915, made Additional Homestead Entry, Serial No. 09942, for the NW 1/4 of SW 1/4 of SW 1/4 of SE 1/4 of Section 17, Township 20 S., Range 2 E., Willamette Meridian, has filed notice of intention to make Final Five-year Proof, to establish claim to the land above described, before J. P. Hewitt, U. S. Commissioner, at his office at Eugene, Oregon, on the 28th day of September, 1916.

Claimant names as witnesses: Harley Cain, of Blakeleyville, Oregon; John Cain, of Blakeleyville, Oregon; Al Harty, of Blakeleyville, Oregon; Ebbert Baxter, of Blakeleyville, Oregon. a175pt21pd W. H. CANON, Register.

ORDER FOR RAILROAD STRIKE IS CANCELED

Congress Passes 8-Hour-Day Bill and Danger of Break Passes.

Washington.—The threat of a general railroad strike, which has been hanging like a pall over the country for a month, was lifted Saturday night three hours after the senate had passed without amendment the Adamson eight-hour-day bill, previously passed by the house, when the heads of the four great railroad employees' brotherhoods telegraphed 600-odd code messages to their general chairmen in all parts of the country cancelling the strike order issued a week ago, to take effect Monday morning at 7 o'clock.

The bill that stopped the strike provides that after January 1, 1917, eight hours shall be regarded as a basis of reckoning for a day's pay of men engaged in the operation of railroad trains in interstate commerce, excepting roads less than 100 miles long and electric lines, that they shall receive pro-rata pay for work in excess of eight hours, and that the rate of compensation shall not be changed, pending an investigation for six to nine months of the effect of the eight-hour day upon the railroads by a commission to be appointed by the president.

Senate Divides Along Party Lines.

The legislative expedient to avert the strike was passed in the senate by a vote of 43 to 28—almost a strict party vote—amid stirring scenes, after many senators, democrats and republicans, had fought desperately to amend the measure by provisions designed to prevent industrial disasters in the future. Some senators, thoroughly aroused, declared congress was being coerced into enactment of legislation that it did not desire and that it knew would return to plague it in the future.

Only two democrats, Senators Harwick, of Georgia, and Clarke, of Arkansas, voted against the bill, and one republican, La Follette, of Wisconsin, voted for it.

Senators Chamberlain and Lane, of Oregon, voted for the bill; Senators Borah and Brady, of Idaho, and Jones, of Washington, voted against it. Senator Poindexter was absent.

Warm Debate in House.

The Adamson bill passed the house by a vote of 239 to 56, after a day of hot debate, under a special rule brought in when Republican Leader Mann objected to its consideration. Less than half of the republicans followed their floor leader in the opposition, and when the final vote came 70 of them lined up with the majority, while only 54 voted against the measure. Just two democrats, Representatives Steele of Pennsylvania and Black of Texas stood out against the bill, and Representative London, of New York, the only socialist, voted for it.

Representative McArthur, of Oregon, was the only representative from the country beyond the Mississippi valley who voted against the passage of the Adamson bill. Representatives Sinnott and Hawley, of Oregon, and Hadley and La Follette, of Washington—the only Washington members here—and Smith and McCracken, of Idaho, all voted for the bill.

Constitutionality is Questioned

Railroad officials have declared that the action of congress will cost them \$60,000,000 a year in increased wages to the trainmen. Brotherhood officials say the enactment will mean not more than an annual increase of \$20,000,000. In congress and among the railroad officials there existed doubt as to the constitutionality of the law, but what steps, if any, may be taken to test this have not been indicated.

Law Aimed at Interference With Mails

An amendment to the revenue bill, authorizing the president, during a war in which the United States is not engaged, to withhold clearance from all vessels which discriminate against American shippers; to withhold privileges from ships of such nations as withhold privileges accorded to other nations from American ships and to use the army and navy if necessary to prevent departure of offending vessels from United States ports, was adopted by the senate.

An amendment by Senator Phelan, of California, was adopted authorizing the president, by proclamation, to deny the use of mails, express, telegraph, wireless or cable facilities to citizens of nations which do not accord Americans all facilities of commerce, "including the unhampered traffic in the mails." This amendment, it was declared, was aimed particularly at British interference with American mails.

The Chamberlain amendment prohibiting admission of halibut and salmon into the United States except when in bond from an American port also was adopted. The amendment is directed against Canadian fisheries on the Pacific and to urge development of American fisheries there.

Lane County Fair and Round-Up Eugene, Oregon SEPTEMBER 13-14-15

BUCKING CONTESTS,
BULL DOGGING,
STEER ROPING,
RELAY RACES,
POTATO RACE (on horseback)
WILD HORSE RACE
100 Cowboys and 200 Head of Stock Used in This Show

County Fair—Live Stock Show—Round-Up
All for One Admission

LOW ROUND TRIP FARES

On sale September 12-15th. Return limit September 17th.

Ask local agent for information.

John M. Scott, General Passenger Agent, Portland, Oregon

Southern Pacific Lines

No other paper gives you more than one-half as much news of the Cottage Grove country as does The Sentinel.

The Sample Store

Always has goods that have been bought for 40 and 50 cents on the dollar—good merchandise—up-to-date—not old goods that have been on the shelves for half a century or longer

Men's Tailor Made Suits, \$35.00 values	\$17.50
Men's Suits, \$18.00 values, at \$12.50 to	\$13.50
Ladies' Dress Shoes at \$1.85, \$2.45 and \$2.85 and	\$3.65
Men's Jersey Sweaters at \$1.95 to	\$2.85
Ladies' Sweaters, all wool, \$2.95 and	\$3.95
Children's Sweaters at	\$1.00

Cottage Grove Sample Store

The Fair Offers You the Largest Stock to Select from We Have Ever Had Since Starting 5 Years Ago

Everything bought at prices far below present wholesale values. We are getting in daily goods bought before the present advances. We have nearly all our holiday goods bought and will be able to sell you everything at Lowest Possible Prices.

TABLETS

We place on sale this week thousands of Tablets at ONE-THIRD LESS THAN THEY ARE WORTH TODAY. Every tablet you buy of us will be the best value ever procured for the money. We have the kinds needed. We have THE SCHOOL SUPPLIES JUST AS LOW AS EVER

Don't Worry Just Go to

The Fair

and get what you want; either the price is lower or the goods better



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With new buildings, better equipment, and many additions to its faculty, the University of Oregon will begin its forty-first year, Tuesday, September 12, 1916.
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