



Celebrating our History

Cottage Grove Sentinel

COTTAGE GROVE ECHO LEADER
1889-1896

BOHEMIA NUGGET
1899-1907

WESTERN OREGON
1905-1909

THE COTTAGE GROVE LEADER
1901-1915

COTTAGE GROVE SENTINEL
1911-PRESENT DAY

The Cottage Grove Sentinel

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MILLS FIGHT SHY OF ORDERS FOR LUMBER

Relief From Car Shortage Is Indicated by Freer Movement of Cars Lately Tied Up

Total of Unfilled Orders Is Given as 17,423 Carloads, or 435,575,000 Feet, and Price Advance in Near Future Indicated.

Continued "neutrality" of west coast mills as regards the pursuit and acceptance of new business again held orders somewhat below normal last week, according to the trade report of the West Coast Lumbermen's association.

Car shortage conditions were reported fully as stringent as the previous week, which at that time was considered the crisis in short car supply.

Comparatively few sawmills are accepting business for upper grades of lumber such as require box car equipment, although a number are taking orders for common grades, to be delivered over certain roads having available open equipment, said to be satisfactory in the handling of such shipments.

According to the information in the hands of the lumber industry, congested freight equipment throughout the country on February 17 totaled 168,496 cars.

Transcontinental roads report moderating weather in the Rocky mountain and prairie states, with an easier movement of cars both eastbound and westbound. It was also said that a considerable number of empty cars will be moved west now that the blocked loaded cars are being moved sufficiently to give the empty necessary clearance.

Fully 50 per cent of the shingle mills of western Washington and western Oregon are closed on account of the lack of cars, shingle loadings requiring box-car equipment.

One hundred and thirty-three mills, affiliated with the West Coast Lumbermen's association, report the week's cut at 73,511,713 feet, said to represent a curtailment of 18.8 per cent as against a curtailment of 27.32 per cent at 130 mills the previous week.

Even with salesmen off the road and orders being declined the association mills took on 1916 cars from transcontinental and local markets reached by rail. That was equivalent to 47,900,000 feet.

Strictly local trade, within team or auto haul of the mills, totaled 6,252,541 feet for the week; domestic barge, 6,228,554 feet; export, 9,454,500 feet, making a total of 69,835,595 of new business.

Shipments totaled 54,848,457 feet, of which 1436 cars were loaded for transcontinental destinations, 5,918,259 feet was delivered locally, domestic eastwise loadings totaled 11,611,707 feet.

All orders exceeded all shipments 21.46 per cent. Rail trade orders exceeded rail trade shipments 25.05 per cent.

The remainder of unshipped orders in the rail trade totaled 17,423 carloads, or approximately 435,575,000 feet. The unshipped domestic eastwise total is reported at 61,717,540 feet. The unshipped export balance 65,634,539 feet, making the total unshipped in the hands of the association mills 562,927,079 feet.

It is reported that prices are firm in both lumber and shingle industries though the apparent prosperity is more or less theoretical, due to the fact that financial returns are restricted by shipping conditions. There are indications of a somewhat higher level of prices in the domestic eastwise trade, possibly attaining an \$11 base at the mills. These prices did not follow the recent general adjustment that occurred in the car shortage markets.

Accentuated manufacturing costs are said to be primarily influencing the eastwise situation. The high cost of living is said to have nothing on the high cost of lumber as an economic problem.

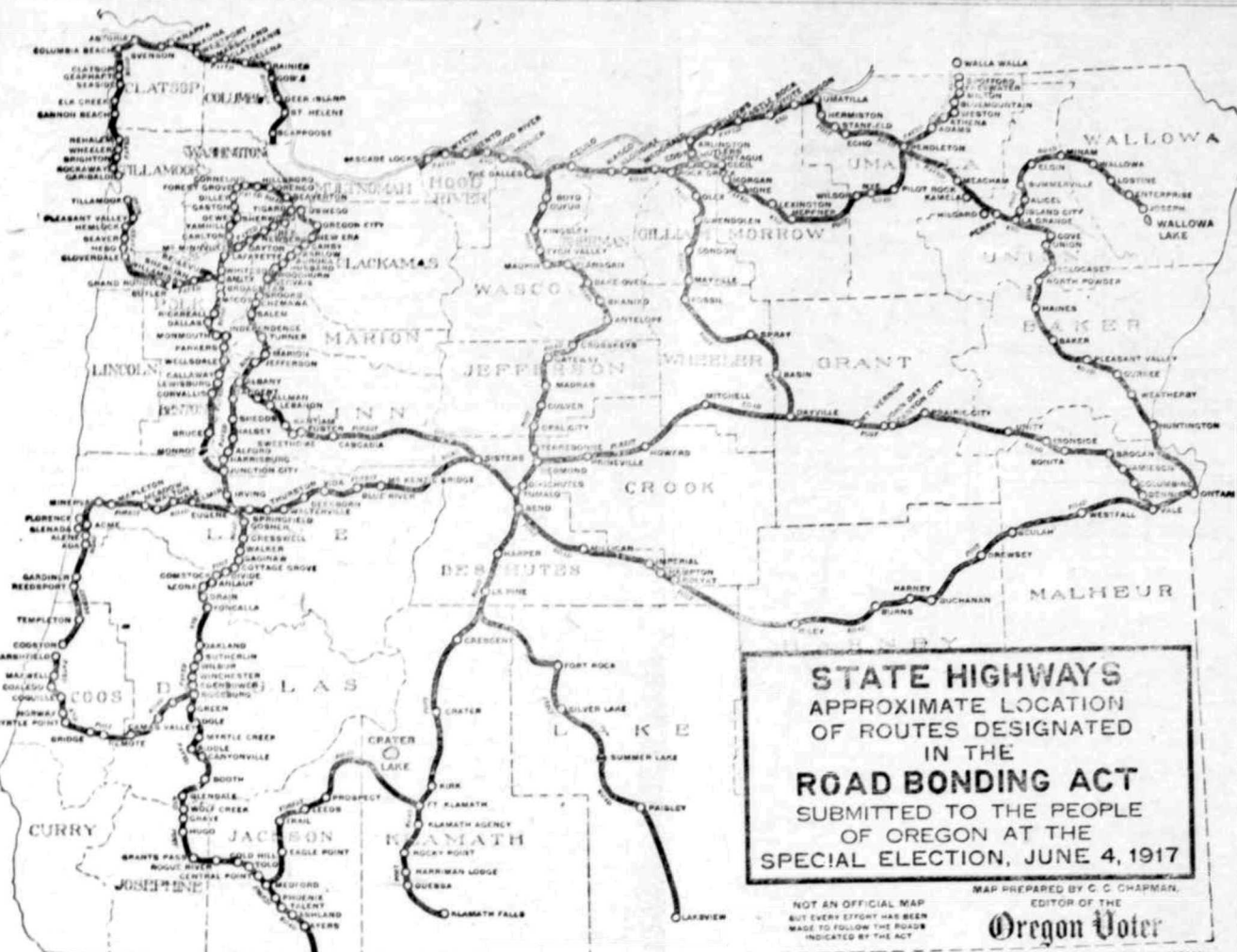
It is also said that the recent annual statements of the mills have had a tendency to put intelligent, scientific cost accounting right alongside of supply and demand, as determining present and future markets.

MISSIONARY SOCIETIES TO HOLD SESSION HERE

The Presbyterian missionary societies of the Willamette presbytery, which includes the district from Salem to Cottage Grove, will meet here Wednesday and Thursday, April 4 and 5. Fifty or more delegates are expected to attend.

The president, Mrs. Sedgwick, of Creswell, is sparing no pains in working out an interesting program. On Wednesday evening the meeting will be a public one and the program will include special music, a little play put on by some of the high school girls, and two addresses by speakers from outside the state.

Advertising pays—in The Sentinel.



STATE HIGHWAYS APPROXIMATE LOCATION OF ROUTES DESIGNATED IN THE ROAD BONDING ACT SUBMITTED TO THE PEOPLE OF OREGON AT THE SPECIAL ELECTION, JUNE 4, 1917

NOT AN OFFICIAL MAP BUT EVERY EFFORT HAS BEEN MADE TO FOLLOW THE ROUTES INDICATED BY THE ACT

MAP PREPARED BY C. C. CHAPMAN, EDITOR OF THE Oregon Voter

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The Sentinel herewith presents a revised map of the highway routes designated by the road bonding bill. This map corrects many of the errors made in the hastily prepared sketches that were published soon after the legislature passed the bill. It also shows the cities and towns along the state highways.

hold hearings in the different counties and take such formal action as the law requires in locating and designating the highways permanently. The kind of road contemplated in the bonding act is shown in small type. Paved roads are those designated to be hard-surfaced after the counties prepare the road beds. This simply includes grading. It does not involve the county in the expense of cement or crushed rock foundation as part of the paving.

Forest roads are the same as post roads, except that they must be built within or leading to national forests. The expense is shared by the government, the state and the counties. Paved and post roads are roads which are to be paved by the state over such mileage as the counties may prepare ready for paving; the remainder of the mileage of those roads would be improved as post roads.

The bonding act confers full jurisdiction upon the state highway commission to make minor changes in location, and the commission has expressed its policy, which is to learn the facts in each locality before making final locations, so each state road may be placed where it should be to serve the population of the counties traversed by it. Not until after these hearings have been held in all the counties will it be finally determined where all these state roads will be constructed, so there will be ample opportunity for correction of errors or changing of such local routes where same may be done to better serve the county population.

FIRE DESTROYS WM. GAROUTTE HOME

Entire Inside of House Destroyed While Outside of House Does Not Show Any Effects of the Flames.

Fire at noon Friday completely gutted the Will Garoutte home on the east side. Mrs. Garoutte had returned from Portland that morning and had just laid out her clothing preparatory to putting it away and had gone to the home of her parents, Mr. and Mrs. W. C. Johnson, for dinner. Mr. Garoutte had left the house on the way to Johnson's not over five minutes before the fire alarm was sounded, so it is thought the fire must have started upstairs from a defective flue and must have been burning when Mr. Garoutte left the house, or that the stove exploded. Charles Reese and Oscar Vaughn, who turned in the alarm, paused and looked at the house several times and were about to pass by when a puff of smoke convinced them that the building was fully afire.

Earl Garoutte, who was eating dinner at the home of his parents across the street, rushed out when the alarm was sounded, saw that it was his brother's house which was afire and fearing that Will might be asleep inside, attempted to break in through the front window. The rush of fresh air caused an explosion which knocked down both him and his father, Mark Garoutte, who was close behind, and the flames severely burned Earl about the face and hands.

Except for a few pieces, the furniture was a complete loss. The inside of the house was badly charred, although from the outside it would be almost impossible to tell that there had been a fire there. The flames did not break through the walls or roof, thanks to the quick and efficient work of the fire department.

There's almost nothing a little want ad. won't do for you. d114f

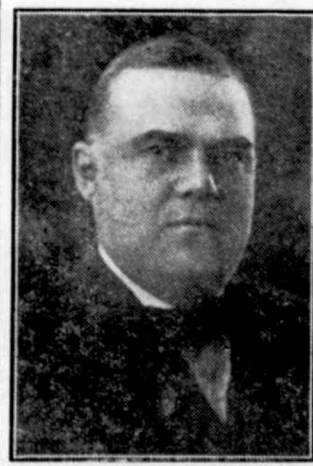
C. G. HIGH INAUGURATES "CROSS COUNTRY RUN"

The first annual cross-country run of the Cottage Grove high school will be held Friday afternoon. The course to be run is as follows: Start on the west side, go north on the Eugene road to the railroad track, south on Railroad street to the depot, west on Main avenue to Fifth, then south, finishing in front of the high school building. The course will cover a mile and a half. Each class will enter five men.

Legislators as I Saw Them

By ELBERT BEDE

Representative Mueller, from Columbia county, is a high type of the careful, conscientious legislator. He was slow about giving any encouragement about what he would do until he had gone into a bill thoroughly but when he became satisfied as to what a bill meant, he knew just what he would do and could be depended upon to do exactly as he said he would. He did not speak as often as many, but when he did



AL W. MUELLER, Representative from Columbia county.

fishery conference which met at Seattle. Mr. Mueller has been mentioned as a possible candidate for congress from this district. He would certainly bring honor to the district and folks back at Washington would know he was on the job. He is not financially able to conduct an expensive campaign and this may prevent his bringing himself forward, unless urged into the race by the people of his end of the district. If the latter want to put forth a formidable candidate, they would do well to let Mr. Mueller know they are behind him. Mr. Mueller is one of those kind of men who would sacrifice personal ambition for the welfare of party and state, and if a nominee and defeated, would get out and boost for the fellow who beat him. The state needs many of that kind.



CHARLES CHILDS, Representative from Linn county.

Charles Childs, although a young man by name and in appearance, is one of the older members of the house, having served three terms. He is probably the only one to serve that number of terms from Linn county in half a century. He is a champion tight-wad, as far as looking after the state's money is concerned, and that may be the reason why he was a member this year of the ways and means committee, which had need of men who knew how to prune down the requests for appropriations. He is probably (Continued on fourth page)

ROAD CAMPAIGN IS UNDER WAY

Legislative Committee of Eight Takes Step Toward Permanent Educational Committee.

Oregon's good roads campaign has been launched. The legislature's committee of eight, three senators and five representatives, has taken charge. Contributions of \$10 each were made by all members of the committee, and the formal request was made of the press of the state that subscription lists be opened in their columns for the collection of funds for the county and state campaigns. The only restriction as to subscriptions was that none from paving companies may be accepted. All subscriptions made for the state campaign are to be remitted to Senator E. D. Cusick, treasurer of the legislature committee, at Albany, Oregon. County campaign subscriptions are to be handled entirely by the local organizations.

It was the sense of the committee that organization of county campaigns be left entirely in the hands of the several counties and that the sole function of the state headquarters is to be the dissemination of such literature, information, advertising and other service as may be required by the county organizations. The state headquarters will also cooperate in securing speakers for local meetings to discuss the bonding bill. There are many excellent speakers in the different counties who are well versed in the provisions of the bill and discuss the same ably and the services of such will be enlisted to visit neighboring counties, their expenses to be paid from the state campaign fund.

To unite all the counties in the state campaign, a convention of supporters of the bond issue has been called to meet at Portland, Saturday, April 7. Meanwhile the legislative committee will take charge of the state headquarters, the immediate work to be under the supervision of an executive committee consisting of Senator W. D. Wood, of Hillsboro, chairman; Senator E. D. Cusick, of Albany, treasurer, and Representative Roy W. Ritner, of Pendleton, secretary.

Quarterly Meeting Held.

The regular quarterly meeting of the Methodist church was held Tuesday night, Rev. Moore, district superintendent, being in charge.

You know what you want, but maybe others don't. Tell them with a Sentinel want ad.

COMMERCIAL CLUB WILL BOOST MILITIA

Major Metcalf and Captain Woods Address Monday Night Mass Meeting

Committee Is Appointed to Interview Business Men and Urge Them to Encourage Employees in Joining National Guard.

There was a large attendance of business men at the commercial club Monday night, when the proposition of stirring up enthusiasm for enlistments in the militia company was up for consideration.

Major Metcalf and Captain Woods explained what the militia company means to Cottage Grove in the way of a pay roll and the need of keeping up the coast guard, which contains but a small part of the men which would be needed to man the guns at the forts in case of war. They explained that the coast guard is a much more pleasant arm of the service than any other, as in case of war they would go to the forts, have barracks and the many comforts not possible in the field and would, in all probabilities, remain in their home state. It was shown that while the pay of a private is small the chances for advancement come rapidly under present conditions, with rapid increases in pay.

Major Metcalf told of the inadequate number of men now trained to handle the guns and explained how incapable new men would be in the coast guard service, regardless of how willing they might be.

Captain Woods explained the manner of handling a number of the instruments used in the coast guard and explained that only intelligent men were of any use in that arm of the service.

A business men's committee was appointed to interview the business men of the city and solicit them to hold out inducements to their employees to encourage them in joining the militia. The members of the committee are C. E. Umphrey, Elbert Bede and C. M. Shinn.

MOTHER OF INVENTION IS AGAIN ON THE JOB

That necessity is the mother of invention was well demonstrated last week when Machinist Miller had to turn the face of a couple of wheels from a resaw which were many times too large for any of his regular machinery. The job had to be done, and it was done in the following manner: The two wheels were fitted onto a shaft and set in a framework, which was squared up in front of the big lathe. An emery wheel and an individual motor to operate it were then fastened to a small platform and the platform was attached to the lathe in such a manner that it could be worked backward and forward, and so that the feed could be advanced. The stone was then pushed up to the face of the wheels, the latter being given motion through the means of a belt run from the revolving shaft of the lathe. The job when completed was perfect. The work was done for the Leona mills.

O. H. TAPLIN DIES AS A RESULT OF PNEUMONIA

Saginaw, Ore., March 20.—(Special to The Sentinel)—O. H. Taplin, a well-known resident of this community for many years, died Friday, following a ten days' illness with pneumonia. The funeral was held at Walker at 2 o'clock Sunday afternoon, Rev. J. L. Beatty officiating.

Mr. Taplin was watchman at the Booth-Kelly mill at Prune Hill and took sick while there alone during the deep snow. It was with great difficulty that he was able to drag himself through the snow and reach here.

Mr. Taplin was born at Oshawa, Ont., and was 57 years of age. He was married October 5, 1882, to Miss Clara E. Ruster, who survives. Surviving children are Charibel Taplin, of Salem; Roy Taplin, Mrs. Pearl McKee, and Cora Taplin, all of this vicinity.

SQUIRREL POISON IS MIXED FOR FARMERS

R. A. Ward, assistant in the United States biological survey and an expert on pest eradication, addressed Cottage Grove guard at its meeting Saturday. Mr. Ward explained the best methods for the eradication of the squirrel and gave a demonstration of the mixing of the poison, the formula for which he gave to the farmers. The poison will be sold at cost to all those desiring it.

Mr. McCallister, of the Portland union stockyards, gave a talk on more and better livestock. County Agent Robb, of Eugene, and Mr. Posey, of Creswell, were visitors.

A dinner was served at noon and during the session 18 moltraps were placed with grange members. About 40 grangers were present.

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