

COTTAGE GROVE LEADER

VOL. XVIII

COTTAGE GROVE, OREGON, SATURDAY, NOVEMBER 24, 1906.

NO. 32

COTTAGE GROVE FOREMOST

Always After Her Rights, Not a Knocker.

Cottage Grove has the name of always being ready to get in and work for her just rights, and she has again come to the front in the battle for reciprocal demurrage, or railroad legislation to remedy the car shortage.

Cottage Grove proposes to go ahead, and does not intend to be held back by any causes she can remedy, but does not intend to be a knocker, of any institution that is doing its best for the country, and is boasting, as she is trying to do her own part of the work.

Cottage Grove feels more closely the results of the car shortage than most places, and consequently has most occasion to rise up and get after the remedy. Not only are small mills finding it impossible to keep cutting and piling up lumber awaiting the time when they can ship lumber, on account of lack of finances, but the big mills have much the same trouble, and run out of piling room, besides, and all of them must stand the extra cost entailed by piling instead of loading direct into cars. Keep it up and we will win out.

Horse Thief Captured.

A foreigner by the name of Anton Mazur, rode into Cottage Grove Tuesday with a poor worn out old white horse, riding on a woman's side saddle. He took the horse to the Commercial Stables and there offered to sell the horse and saddle

for \$5. His attitude and his anxiety to sell aroused suspicion and so Marshal Underwood was called in and began to investigate. He found that two women had driven into Salem with a white horse, and a carriage, and after shopping for a time went for their rig but it was gone, and the horse here was found to be the one stolen. Mazur who is a naturalized Austrian, stated that he had sold the buggy and harness between here and Eugene for \$4. Sheriff Gibson came up Wednesday and took the man back for trial.

The poor fellow must have been light in the upper story, for he had nothing to gain by the stealing of such an outfit.

Special School Meeting.

Notice is hereby given to the legal voters of School District No. 45 of Lane County, State of Oregon, that a special school of said district will be held at the East side school house on the 1st day of December, 1906 at 2 o'clock in the afternoon for the following objects: to vote an eight mill tax for school purposes. Dated this 21st day of December, 1906.

J. K. BARRETT, District Clerk.
C. H. VANDENBURG,
Chairman Board of Directors.

John Medley returned from Eugene on Friday.

Ventch & Lawson have put in a big line of Bamboo goods for Christmas.

Miss Ethelyn Barbour came down from Eugene on Friday to give her regular vocal lessons.

Dr. and Mrs. D. L. Woods returned Friday from a visit to the Welch family in Portland.

To Portland Four Times a Day.

The new fast train which the S. P. is putting on between Portland and San Francisco is very acceptable, and makes it possible for a person to leave for the north or south, at almost any time of day or night as it pleases him. It certainly makes a great convenience to the travelling public.

It strikes the lumbermen rather queer that the S. P. can afford to buy new equipment and put on fast trains to carry passengers, when the railroads claim that all their big earnings come from freight hauls, and yet they cannot afford to spend enough money to get cars to haul the freight from their own territory.

The argument that if they purchased enough equipment to take care of the trade, as it now is, would leave them with it on their hands in a year or so when the rapid growth was over, is "bosh". The growth has been more than they were taking care of for years, and is not going to let up. Oregon is just getting started and is liable to run off with the S. P. road, if it don't wake up and get to doing business.

The School Tax Levy.

The directors of the Cottage Grove school district have called a special meeting to vote an eight mill tax for the support of the public school during the year of 1907. The board has twice voted a ten mill tax to run the school two years at a time to avoid making a yearly vote. The eight mill tax seems high, but the board undoubtedly knows what expenses it has to meet and is only asking for what is necessary. The report of the clerk at the June election showed that

there was \$154.19 in the treasury, and so far we know no warrants outstanding. Since that time there regular proportionment for the schools has come in which should have been sufficient to meet all expenses since June, unless there is a much higher rate of expense than there was when that tax was voted.

New Time Table.

In effect Sunday, Nov. 25 12 a m

NORTH BOUND

No 16 1:53 a m
No 18 Cottage Grove Local 5:10 a m
No 12 11:20 a m
No 14 New Fast Train 6:13 p m

SOUTH BOUND

No 15 1:26 a m
No 13 New Fast Train 4:30 a m
No 11 2:55 p m
No 17 Cottage Grove Local 9:50 p m

Council Orders Crossings Cleaned.

The Council met in a special session on Monday night but had little business to transact.

They ordered warrants drawn covering the cost of the last election, ordered the marshal to clean the crossings on Main street and took steps to remove the street commissioner, on account of neglect of duty. He turned in his resignation as soon as he found out about it.

The property owners whose lots are affected by water standing in them between 4th and 5th street asked the council about a sewer or drain to relieve them, but were not prepared to make a formal request for a sewer.

Road Supervisors Joe Damewood and Scott Chrisman went to Eugene Monday on road business.

EUGENE

DECEMBER 5th

Determined Action Begun on Car Shortage by Commercial Club.

Lumbermen, and everyone interested in the prosperity of Oregon, which is threatened by the car shortage on not alone the S. P. railroad but all the railroads in the northwest should join the delegates to the convention of Commercial Clubs in Eugene Dec. 5th to start the ball rolling towards a movement for railroad legislation that will compel the railroads either to furnish cars or demurrage charges, when they do not.

The Commercial Club of Cottage Grove took the initial step in such a movement by adopting resolutions to be presented to the legislature, and sending out a call to Commercial organizations and lumbermen, and the result was the setting of December 5th for a great meeting. The resolutions adopted were:

RESOLUTIONS.

Whereas, God has given our great state boundless natural wealth and blessed us with resources from which to draw the sustenance for the world,

And whereas, the General Government in Congress assembled saw fit when our state was young and needed facilities for development, to grant certain corporate interests large tracts of land covered with the timbered wealth of the state as a subsidy to build a railroad along the western side of the state, and

Whereas, by such grant and the building of such railroad the said corporation has virtually pledged itself to foster the development of its territory tributary to its rails, and

Whereas, a great lumbering industry has grown up in this territory and whereas a large number of people are now dependent upon the lumbering industry for a livelihood, and

Whereas, the action of, and the attitude of, the aforesaid corporation is such as to discourage and ruin the lumber business, and

Whereas, the general welfare of the country is dependent upon the lumber business;

Therefore we, the members of the Commercial Club of Cottage Grove, Oregon, in regular meeting assembled do hereby resolve that it has been necessary for the legislature of this state to enact such railroad legislation as will compel the Southern Pacific Railroad Co., the corporation above referred to, to transport promptly products of the state as they are offered to the said Southern Pacific Railroad Co. for transportation.

And we would favor and urge you, as our representative in the legislature of Oregon, to present to the said legislature a reciprocal demurrage law similar to those in effect in other states, a maximum rate law, and a new tax law which will cover the timber of the state held by individuals or corporations and regularly assessed at values far below its market price or what it would bring at sheriff sale.

We, therefore, ask you to give these measures your earnest attention and diligent support in the next session of the legislature.

COMMERCIAL CLUB OF COTTAGE GROVE.

By C. P. Jones, Secy.

No Elk Shooting for a Year.

State Game warden Baker states that a general impression has gotten abroad that the season for hunting elk will be open after Jan. 1st, 1907, and he has received a letter from Salem that certain parties are anticipating a big hunt after the first of the year, and he wishes it more clearly understood that the season will not open until after SEPT. 15, 1907.

The section of the law on this point reads:

It shall be unlawful to hunt, pursue, take, kill, injure, destroy, or have in possession, or to sell or offer for sale, barter, or exchange, any elk at any time between the date of the passage of this act and the fifteenth day of September, 1907; and from and after said fifteenth day of September, 1907, it shall be unlawful to hunt, pursue,

take, kill, injure, destroy, or have in possession, or to sell, or offer for sale, barter, or exchange, any elk at any time between the fifteenth day of October of each year and the fifteenth day of September, of the following year; and from and after said fifteenth day of September, 1907; it shall be unlawful for any person to take, kill, capture, destroy, or have in possession more than one elk in the open season of any year; and it shall be unlawful at any time to sell or offer for sale, barter, or exchange, or have in possession for sale, barter, or exchange, any elk meat.

DIED

Dorena, Nov. 21.—Mrs. Frances America Marshall died at her home in Dorena Tuesday night, Nov. 20, 1906, of diabetes.

Francis A. Marshall was born in Missouri Nov. 25, 1843. She crossed the plains with her father Nelson Brown in the year 1846, and settled at Oregon City, being one of the earliest pioneers of that vicinity. He was also one of the first settlers of the Summer Lake Valley, and came to Silver Lake where he engaged in the mercantile business.

He was a genuine good citizen and a first class man.

On Feb. 22, 1887, Mrs. Francis A. (Brown) Anderson was married to Charles P. Marshall. She leaves a husband and three children to mourn her death, Ida the wife of John Hill at Klamath Falls, Mary the wife of I. M. Taylor at Plymouth, and Anna C. Hough the wife of William Hough at Silver Lake. All in the same state.

Mr. and Mrs. Marshall formerly operated the hotel at Silver Lake until of late they moved to Dorena where they bought a small piece of land and have made their home here until now.

Mrs. Anna Hinch died at the family home at Star last Wednesday. Mrs. Hinch with her children only came from their old home in Wisconsin about two months ago, to join her husband Leonard Hinch, who had come west to start a new home, and was employed at the Star Lumber Co. mill. Her body, with that of her infant child which had been buried the day before, and was disinterred, were laid in the same casket and brought to the Grove, and will be buried today, after the O. & S. E. train gets in, in order that friends from Star may be present at the funeral. Mrs. Hinch was only 26 years of age, and the eldest of her three children left with their father is only 5 years old.

Mr. and Mrs. Hinch had made many friends in their short residence here, who grieve with father and children the loss of the tender wife and mother, who has gone to her last sleep.

Brown Mill Makes Improvements.

The Brown mill is steadily improving its plant. Last week the speed of the saws was greatly increased by a change of pulleys so that the mills cut much more lumber and more easily. A new slab slasher is being installed, and other machinery is on the way. The log pond is to be cleaned out so as to hold more logs.

The big donkey recently purchased by the company was sent up to camp No. 2 on Tuesday, and when it is working it will greatly help in the supply of logs. The company is operating its own camps now, and is building a warehouse to hold its many supplies necessarily kept on hand. Camp No. 1 is run by Nelson under contract. No. 2 is in charge of Frank Winzenread and Camp No. 3 is in charge of Waddel.

The company is shipping a car load of slab wood a day, and has one order alone for 500 cords for shipment to Roseburg. Cars can be obtained for these short shipments all right, but not for long shipments. Mr. Fischer will keep the mill running as steadily as possible, and is hoping that he will not have to stop much on account of lack of cars.

Geo. Lea was the lowest bidder on the City Water works plant at Newburg, and expects to be awarded the contract on Monday next.

The Chicago, Milwaukee and St. Paul road expects to be running into Tacoma by Dec. 1, 1908.

We must sell 100 Suits of Boys Clothes by Dec. 1

\$6.00 Suits	\$5.00
5.00 "	4.00
4.50 "	3.75
4.00 "	3.50
3.00 "	2.50
2.50 "	2.15
2.25 "	1.95
1.75 "	1.35
1.50 "	1.25
1.25 "	1.10



Just the time now for sweaters. We place on sale until close out

Mens \$3.00 sweater at \$2.25; Mens \$2.50 sweaters at 2.00; Mens \$1.50 sweaters at \$1.20; Mens 75c sweaters at 50c; Boys, little fellows, 35c; Boys, 8 to 12 years \$1.00 and 90c.

Welch & Woods