

COTTAGE GROVE LEADER

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MORE CARS IN

Results of Big Meeting at Eugene Being Felt

S P FURNISHING CARS

With the convention barely over lumbermen feel an improvement in the freight situation. Ever since the agitation for the meeting became strong more cars have been furnished to the mills and more are coming fast. Every millman has the same story to tell whether or not it is just to stop the possibility of railroad legislation, is yet to be seen. If the S P can furnish cars now, why could they not do it before the agitation commenced.

THE MEETING

Cottage Grove sent down a delegation of about forty men headed by Fingal Hinds, newly elected president of the Commercial Club. Those present were: W H Abrams, G G Warner, D T Aubrey, James Hemenway, Fingal Hinds, Henry Veatch, R M Veatch, George Comer, H Pearce, C J Miller, H Hemenway, A M Anderson, P C Hansen, Harry Metcalf, Marion Veatch, B Lurch, C J Howard, D M C Gault, L R Woods, O R King, C H Burkholder, Henry Fisher, T K Campbell, J M Fisher, W F Hawkins, William Skidmore, A Dorrens, H O Thompson, Harry Wynne, Rollen Wicks, J R Wicks, J I Jones, J H Chambers, Dave Alexander, J D Dunn, Mr. Deloney J Damond, Levi Geer, Frank Jordan, Lincoln Taylor.

The meeting was called to order shortly after 3 Wednesday afternoon by Dr. L. L. Whitson of Eugene. H. O. Thompson of Cottage Grove being secretary. The first speaker was Hon. H. M. Killingsworth of Portland, who spoke on the Railroads of Oregon and said in part:

Oregon has opportunities no other state possesses and for those riches four great lines of railroads are striving and those railroads are the greatest factors in her development. Forty years ago the government saw fit to grant the Oregon California railroad company great grants of land, along the line of its railroad amounting 6,880,000 acres in Oregon alone, or nearly 2500 square miles of territory and this under the stipulation that this land should be sold back at any time to settlers at the rate of \$2.50 per acre. This land is still held and not an acre can be bought. It is now valued at \$29,000,000 would be mean \$71,455 per mile of their railroad. He believes that the state or government should set aside a fund, and purchase this entire track back at \$2.50 per acre, then to sell it out to good faith settlers only, at the market value, and put any profit from such sale in the school fund. Progress has been made in the control of the railroads. A law has been passed which requires railroads to haul freight, which is delivered to them by private line and giving private individuals to build short lines of railroad to connect with transportation lines, where before the railroads refused such business taking as an instance a case of a Coal mine operators in Eastern Oregon who asked for transportation of his coal over O R & N but was put off, until being cornered the O R & N officials replied that they could not accept coal business on their line as they were in the coal business in Wyoming. Such things cannot now exist under the present law. Mr. Killingsworth favors open rivers up to Portland and a 3 1/2 foot channel to Eugene with free locks on the Willamette.

I. N. Edwards spoke from the "Producers Standpoint" and stated that the producer, no matter what he handled was affected by the shortage. No need to say "shortage" to anybody, it was all that was talked about, and "when" would be relieved, and how soon could action be gotten on the S. P. Co. He cited an instance of his own "He bought hogs for shipment to Portland, and ordered them delivered at the railroad a week later, he went to the railroad company and asked for a car, and

was told that they could not furnish it within a week, consequently he had to stop the delivery of the hogs. Practically three weeks from the time he ordered the car, he got it, and got to Portland with the hogs in time to find the cattle yards pecked with hogs and cattle, held there by the floods, consequently suffered a big loss. The railroad could not furnish the cars, of course was not to blame for the floods, but certainly should have been able to have delivered cars for such short hauls within less time.

Hops have been and are being held in warehouses because cars could not be gotten to ship them. He cited instances of where the biggest hop buyers have been ordered to stop buying hops, and devote their entire attention to getting the hops moving, that the interest on the money invested in them the insurance, and storage while awaiting shipment was eating up all the profit.

Mr. Edwards felt that the time was come for good and honest legislation, fair to the people and fair to the railroads.

C. J. Howard spoke of the effect of the "Shortage on Cottage Grove" outlining the condition in 1903 and then the shutting down of the mills, and the depression until the present time when prosperity again ruled but when such another shut down confronts us. He spoke of the S P Co in no mild manner and characterized their acts as thievery and worse.

Sec. Thompson read a long letter from Sec. Teal of Portland who is the head of the committee working on a railroad bill to be presented to the legislature, outlining the work of the bill.

Hon. Senator Mullins of Ashland representing Jackson county states that while he might not be as familiar with the subject as Lane county men, yet he was in accord with them and meant to help them. He was like the Irishman, who was a member of the legislature and was subject to considerable ridicule on account of his poor grammar, but in his exasperation one day he said "D—m them they criticize my grammar, but they know what I mean". He might not express it just right but the railroads would know what he meant.

One half of Jackson County is owned by the railroad companies, and they will not sell the slightest portion of it, although the land grant of the government stipulated that land in lots not to exceed 160 acres to a settler should be sold at \$2.50 per acre. Miners in the county have found valuable mines within the railroad acreage, yet it can not locate them, although the grant, reserved all mineral rights to the government. Mr. Mullins will make efforts to change this when he gets to the legislature.

The convention adjourned then until evening, when the first speaker was Hon. R. M. Veatch on "Railroad Legislation". He said the only thing the railroad commission had power to do was to ride over the state on passes and draw its salary. He advised a commission with great power, selected of the best men, and that they be given a big enough salary to put them above temptation and then let them fix rates.

If the railroads are honest, they will not oppose fair legislation. Get three honest men on a railroad commission and the railroads will have nothing to fear and the people will have nothing to fear. If railroad control fails to control, then government ownership is the new step.

D. E. Yoran of Eugene spoke on the "View of the Retail Merchant of the freight situation." He advised fair treatment all round, but said that with the closing of the mills the merchants had already lost 25 per cent of their trade.

A. H. Devers of Portland favors a "Railroad Commission" with unlimited power. It is time Oregon stopped flying with her own wings, and took suggestions from other states. Get a commission that will be fair to both people and railroads. The railroad admits soaking the people, but have to do it, that like the O R & N they may keep adding to a \$24,000,000 surplus in their treasury.

Lane county newly elected representatives Allen Eaton and B. A. Washbourne made speeches and said they would do their part in helping for railroad legislation.

Senator Booth of the Booth-Kelley Lumber Co. made a notable speech. He analysed conditions of the last few years, and showed that the railroads were making big money and that they were not keeping up their equipment to meet the demand. The S P has but 3 cars to the mile while the Union Pacific has 5 1/2 and that with great demand on the S P.

Geo. M. Cornwall of the Pacific Timberman made the closing speech and said the railroads were trying to pluck the feathers of the goose without any more squaking than can be helped.

Immediately afterwards the following resolutions were presented:

THE RESOLUTIONS.

Whereas, Judging by the sentiment expressed by the speakers in this meeting, and by the individual experience of those present who are shippers and patrons of the railroad companies to the people of Oregon are not being met; and

Whereas, By the failure of the railroad companies to fulfill the obligations which they have assumed, first, in the matter of furnishing equipment to move the products of our fields, factories and forests, second, in the matter of paying their just and equitable share of the taxes and expenses of the state; third, in the matter of rates, which in numerous cases are excessive and unjust, the people of Oregon have suffered a great and irretrievable loss and the progress of the state as a whole has been greatly retarded; and

Whereas, It is a well known fact that our state is one of the few that have not on their statute books laws regulating and controlling the common carriers, and is one of the

(Continued to last page.)

POULTRY SHOW

Cottage Grove Will Make Big Exhibit At Eugene Dec. 12-15

12 REPRESENTATIVES

The Lane County Poultry show at Eugene comes next week, Dec. 12th to 15th. Great interest is being manifested by all chicken raisers. Cottage Grove expects to carry off many prizes, and will be represented by coops from the following well known chicken fanciers.

E. E. Bright, 1 coop of Houdans, and 1 of Silver Grey Dorkings.

J. C. Johnson, 1 coop of Silver Spangled Hamburgs.

D. B. Chamberlain 1 coop Silver Hamburgs.

Chas. Walker 1 coop White Wyandottes.

Mrs. J. S. Benson, 1 coop White Leghorns.

Rufus Arne, 1 coop White Leghorns, 1 barred Rocks.

Mrs. J. H. Warner, 1 coop Silver Grey Dorkings, 1 Silver Spangled Hamburgs.

Robt. Griffin, 1 coop White Wyandottes.

W. C. Conner, 1 coop White Langshans, 1 Golden Wyandotte.

Harry Metcalf, 1 coop Faverolles.

F. H. Rosenberg, 1 coop Buff Cochins.

Competent judges will be on hand, and good prizes will be offered.

Elmer Dixon of Oregon City will

be judge at the show, which will be held in the Walton block.

Negro Holdup Gets 25 Days.

A worthless negro drifted into town the first of the week, stayed around for a time and picked up some few coins from his singing, while accompanying himself on an old banjo. Wednesday a miner from Blue River, Donahue by name, came into town on a drunken spree while bound for Southern California and in his drunken state agreed to accompany the negro to Roseburg whence he bought a ticket, checked his baggage etc. and that evening was robbed by the negro of \$85, a gold watch, a nugget stick pin and a knife. Donahue soon sobered up and got the marshal to search for the negro, who was located at Roseburg and was brought back and tried before Justice Young and sentenced to 25 days in the county jail, after giving up the watch and \$15 which was all that was left of the \$85.

Gets a Store After all.

W. C. Johnson purchased the general merchandise store of L. Morse the first of the week and is now busy invoicing. He will continue to do business in the new room where the store now is, and will further increase his stock.

The high wind of Thursday night did little damage.

Tom Jenkins and wife returned from a short trip on Friday.

A force of carpenters went to work Friday morning fixing up the Methodist Church gymnasium rooms.

High School Notes.

Two new pupils, J. W. and Eva Sutherland, were added to the freshman class this week. They have been attending the normal at Drain. We are glad to see the High School increasing, but the lower classes still outnumber the upper.

Rev. Mr. Olson favored the high school with a very interesting talk on "Success" last Tuesday morning in the regular assembly.

Miss Maude Hooper has been absent from the freshman class this week on account of sickness. We hope to have her back, however, at the beginning of next week.

We are getting rather anxious for our high school pins that have been ordered for several weeks, but have not yet reached us.

Miss Edna Grace was absent from the sophomore class last Thursday.

Miss Viola Couzot has been absent from school this week.

The freshmen held a class meeting one day this week and chose black and orange as their class colors.

The teachers have been giving numerous unexpected written lessons this week. We deem it a wise plan to be always on the lookout.

In assembly on Friday morning Mr. Strange gave a talk on President Roosevelt's message to Congress. He selected from this message eight or ten of the most important questions and those with which we are most familiar and explained and discussed them in a very interesting manner.

F. J. Hard went back up to the Vesuvius on Friday, and expects within ten days to have the big trestle finished and the mill running.

BIG FUR SALE ON

2 DEC. 20th



We have arranged with a large Manufacturer of Furs to make a full display of every imaginable shapes, including all the up-to-date special designs that could be shown in New York at prices direct from the Factory to the wearer, including the new throw scarf and muffs to match, childrens sets, etc. While we have a fine line on hand and a credit to any store, we ask you to come in on Dec. 20th whether you desire to purchase or not.

Yours very truly,

WHEELER-THOMPSON CO.

[Successor to Welch & Woods.]
First National Bank Bldg.