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MUST BE IMPROVED

Commissioners Say S. P. Service is Bad

MANY REMEDIES ARE DISCUSSED

Commissioner West Suggests Lower Fare if There is no Improvement Made in Service.

A special to the Oregonian from Salem last Tuesday says: That the people of Oregon have suffered too long from an inadequate and uncertain railroad service is the plainly expressed opinion of the members of the Oregon Railroad Commission. While they have nothing to say at present as to the local train question on the O. R. & N., which question is still pending, they are outspoken as to conditions in general and have no hesitancy in saying that there must be a change and that without delay. At least one member of the Commission is determined that the railroads must give better service or reduce the passenger rates.

With conditions on the Southern Pacific the Commission is perfectly familiar, for the members ride every day or two on the trains that pass through the valley on the way to Portland from San Francisco. They know as well as all the traveling public that the afternoon passenger from San Francisco has hardly ever been on time in the last six months, and very frequently it has been several hours late, with no reliable information provided showing when the trains would arrive. That the train might occasionally be late without the fault of the company, they are willing to admit; but they are positive in the assertion that there can be no good excuse for having trains several hours late every day.

SHOULD PUT ON SPECIAL.

"We are near the end of a long line, both north and west," said Mr. Aitchison of the Commission tonight. "If trains from San Francisco or the Missouri River suffer any delays anywhere along the line, we get the effect of it here in Oregon. There are many opportunities for delays and we must expect that the through trains will suffer some mishaps somewhere on the journey. But the people of the Willamette Valley should not bear all the inconvenience that results. The railroad company should get trains through on something near schedule time, and if a regular train can't be kept on time, a special train should be put on to be run on the time of the regular. That seems to us to be the solution of the situation. The Commission is in possession of all the information that is needed regarding train service in the Willamette Valley. I think we shall proceed upon our own initiative as well as upon the complaints that have been made and order that when a regular train is an hour behind schedule time, a stub train shall be put on at Roseburg or Ashland to be run on the time of the regular train. This will give the people the service to which they are entitled."

Commissioner Campbell took a similar view. Commissioner West is a little more aggressive in his views as to remedies, and while the subject was under discussion tonight he made it plain that he believes in taking measures that will bring the railroads to time.

SUGGESTS LOWER FARE.

"Passengers should pay what the service is reasonably worth," said Mr. West. "The kind of service we are getting now is not worth

3 cents a mile charged by the company. If we must endure slow and irregular service we should get it at 2½ cents a mile. The people ought to pay only for what they get, and if they do not get a 3-cent service they should not pay a 3-cent rate." While Mr. West also believes in the idea of requiring a stub train to take the place of delayed trains, he believes in compelling the roads to run through trains on time. He declares that the train leaving San Francisco in the morning should get into Portland before 6 o'clock the next evening, instead of after 7 o'clock, as now scheduled. The commission has set next Monday at 1:30 P. M. as the time for completing the hearing on the question of a local train from Pendleton to Portland. The meeting Monday will be held in Portland.

Schmitz Found Guilty.

A jury of twelve of his peers has declared Mayor Eugene E. Schmitz of San Francisco, guilty of the crime of extortion as charged by the Oliver grand jury.

The jury was out just one hour and thirty-five minutes.

Mayor Schmitz, by the advice of his attorneys, dictated the following statement to the Associated Press:

"No matter what the decision of the jury was, gotten under most adverse circumstances regarding myself, I still maintain and affirm that I am absolutely innocent of the crime charged against me and will fight my case to the last resort. As I said before my trial, I did not expect, nor did I receive fair or even decent treatment at the hands of Judge Dunne, and realizing his prejudice, I made every effort to have the case transferred to any other Judge in the State. I do not take this as a defeat, and the decision makes me all the more determined to seek and secure justice in another court."

Held Her and His Wife Beat Her.

Mrs. Woolsey, who lives seven miles east of Lebanon, has sworn out a warrant for the arrest of Grant Bellinger and his wife for assaulting her daughters, Lillian Woolsey, aged 15, and Mrs. Perkins, whose home is at Portland. Mrs. Woolsey claims her daughters were going through Bellinger's pasture, which Bellinger had forbidden them to do. Bellinger seeing them caught Mrs. Perkins and held her while Mrs. Bellinger proceeded to beat her with a club. Mrs. Woolsey says Mrs. Perkins was beaten badly and a physician had to be called in and worked with her nearly all night. The Bellingers' side of the case has not yet been heard.

Linn-Lane Boundary.

Assessment of property adjacent to the boundary line between Linn and Lane counties, will not be made until the survey of the new line has been completed and the line definitely located. Deputy Linn County Assessor Earl Fisher, conferred with Assessor Keeney of Lane county this week in Eugene, and the matter of the boundary and the assessment of property was discussed. The line was changed by act of the last legislature, whereby Linn county obtains land formerly in Lane county, but which by situation naturally belongs to this county.

Civil Service Examination.

There will be a Civil Service Examination held at Roseburg, Oregon, July 23 and 24, 1907, for the purpose of securing eligibles for the position of Forest Ranger. All those desiring to take the Ranger examination at this place will notify the U. S. Civil Service Commission at Washington, D. C., or communicate with S. C. Bartrum at Roseburg, Oregon.

PASSENGER COLLIDES

Flyer No. 14, and Work Train Come Together.

FORTUNATELY NO LIVES LOST.

Occurred Monday Night Between Cottage Grove and Saginaw—Some One Had Blundered.

On Monday night our citizens were thrown into considerable excitement by the report that the Flyer No. 14, which had left the depot only a few minutes before, had been wrecked a short distance north of town. Quite a number of Cottage Grove people had boarded the Flyer, among whom were F. J. Hard, Mr. and Mrs. J. W. Baker, Mrs. G. L. Rees and others, and of course all of their friends and neighbors imagined the worst, as the report of the passengers killed ranged from half a dozen to twenty-five. Agent Isham as soon as he received word of the wreck, notified Dr. Job, the company's physician to proceed to the scene as rapidly as possible, and to take with him all the physicians in town who would go, but as it turned out, fortunately their services were not required.

It seems that contrary to the general rule that has prevailed lately, the Flyer was on time and left Cottage Grove on time. The work train, which was at Saginaw, according to railroad regulations, should have sidetracked, but did not do so. It consisted of engine and caboose only and was backing to Cottage Grove when the trains met and clashed, the engine of the Flyer passing almost through the caboose from end to end, smashing it into splinters and demolishing the tender of the engine, and practically ruining both engines. The accident happened just below the bridge about one and one-half miles north of Cottage Grove. Fortunately no one was killed and only four persons injured. Conductor Fiekard was badly scratched about the face; T. F. Bryan, an employe of the Booth-Kelley Co. wrist badly sprained; Bert Willard, brakeman, body badly bruised and shoulder hurt; O. L. Sedrahegen, fireman, injured about the neck.

Had the accident occurred a minute sooner, a most disastrous wreck would have had to be recorded, but owing to a curve, No. 14 had slowed down, so that it was a fortunate escape for the passengers. The caboose was so badly used up that it was merely tumbled off the track, the engines were brought back to the Grove and drew almost the whole population to the depot on Tuesday to look at the remains. As soon as the passengers became calmed, many came back to the Grove and spent the night, taking the local in the morning by which time the track had been cleared. A large number of our citizens went to the wreck, in buggies, on horseback and on foot, and preparations were made to receive and take care of the wounded when they were brought in, but fortunately there was nothing to do but to congratulate the passengers on their escape. The engineer and fireman filed their resignations next day. It is a plain fact that some one was to blame for the accident and they may be thankful that no lives were lost.

FROM LONDON SPRINGS.

The County Grange picnic at London Springs is now a thing of the past, but the speakers and program will be remembered by all present. The extremely wet weather

kept many people from coming and made it necessary to assemble at the Grange hall over the London store, which was filled to overflowing, and to say the picnic was a grand success is putting it very mild.

I never saw any crowd of people seem to enjoy themselves better than during the two days that they were together. And well they should, for the speeches and program would do honor to the most noble of earth both in point of knowledge and mirth. There were several noted speakers expected to be present and several programs from the different Granges and other places of education and amusement that were not there. But among the crowd that assembled on the 12th was the State Lecturer Mrs. Waldo and Dr. Sharpel, both of whose hearts are filled with love and affection for our county and mankind, and especially for the State of Oregon and her people, without a bit of selfish ambition, and their minds filled with a store of knowledge that would do honor to the most learned of any nation with tongues that did express in the most simple and favorable terms.

The mental, physical, moral, spiritual, financial and mirthful needs of the people, and I think I am safe to say those who missed the picnic at London, missed an opportunity that they seldom have a chance to enjoy, and among other things the people were impressed with the fact that our chief aim and ambition should not be to see how much labor we could perform or how much wealth we could gain, but to strive for a higher and nobler man and woman whom a clean heart and a pure conscience.

The Grange as an organization is friendly, and has a good feeling toward all reasonable and just business, politics and religious organizations and all social orders, but will resist all unreasonable and unjust laws, monopolies and unjust taxation, but has always worked for the general betterment of every class and calling. The Grange is not composed chiefly of the tillers of the soil from which has sprung our most noble statesman, as well as our brightest business men, and we can safely say, that the Grange has within its organizations some of the best, the most intelligent and noblest men and women of our nation, and we would urge everyone who is interested in agriculture to become a member of the Grange, and assist in educating one another in the best methods of farming and stock raising, and how to get the best results of our labor. Our occupation is the oldest and noblest on earth and has a right to a place above every other. Come, let us join together in one general organization, and assist each other, and our labors will be lighter and we can live on the fat of the land.

There will be a celebration at London Springs on the 3d of July, and fireworks at night. The program is not finished yet, but don't forget it will be a big time, as London never fails. The time is set for the 3d on account of the celebration at Cottage Grove on the Fourth. The committees are all at work in good earnest. Look out for the program a little later, and don't forget the Third at London Springs.

The new bath house at London Springs will soon be complete, then you can get the most thorough course of bathing of any place on the Pacific coast. X.

The Pacific squadron, led by the flagship "Charleston," Admiral Swinburne commanding, will be in Portland Harbor during the present week, in attendance upon the festivities.

The new cannery at Brownsville, is now ready for business.

BATTLE WILL BEGIN

Preparations Being Made for a Stubborn Fight.

WILL COMMENCE IN A FEW DAYS.

Proceedings to Compel the Southern Pacific to Put Their Lands on the Market at \$2.50 an Acre.

Hon. W. C. Hawley, our representative in Congress has been advised by wire that Mr. S. D. Townsend, of Fargo, N. D., would arrive within a few days to commence the proceedings with the U. S. department of justice will undertake, to enforce the terms of the railroad land grant of the O. & C. in Oregon.

In view of the possible action of Congress with regard to these lands and the question of what definition the court might place upon the phrase "actual settlers" in cases involving lands valuable only for timber, grazing or mineral purposes, the act of Congress forfeiting lands taken under similar conditions by the N. P. R. R. is interesting.

By an act of Congress September 20, 1890, there was declared forfeited to the United States all lands theretofore granted to any state or to any corporation to aid in the construction of a railroad, where the terms of the grant had not been complied with. This act provided that all persons who at the date of the passage of the act, were actual settlers in good faith on the land forfeited, should have the right to claim them under the homestead law and they should be regarded as actual settlers, from the date of actual settlement or occupation. The act further provides that where persons have settled said lands with a bona fide intent to secure title thereto, by a purchase from the state or the corporation, that they should be entitled to purchase the lands from the United States and that the United States upon being paid for said lands, should make a patent to the actual settlers.

Subsequent to that act of forfeiture and on January 23, 1896, Congress passed a law amendatory of the act forfeiting such railroad lands by adding to the said act of forfeiture the following proviso:

"Providing that actual residence upon lands by persons claiming the right to purchase the same is not required, where such lands have been fenced, cultivated, or otherwise improved by such grants."

It will be noticed that under this act all that is necessary is for the settler to have fenced the lands, cultivated them, or otherwise improved them. While this is a law, and not a court decision, it goes a long way in suggesting the radical difference between an actual settler

within the purview of the homestead law and an actual settler for the purpose of purchasing lands of railroads.—Medford Mail.

Asks \$100,000 Damages.

J. Doyle, a young man who, while acting as time-keeper for a gang of Greeks, who were working on the Southern Pacific tracks at Divide, in the southern portion of Lane county, last October, was run over by a locomotive and both legs were cut off, has begun suit in the circuit court against the company for \$100,000 damages. He alleges that while in the performance of his duties the locomotive approached him at a great rate of speed without warning and bore upon him before he had time to get out of the way. In attempting to get the Greeks off the track, they being badly excited, he was struck by the engine and thrown under the wheels.

Vacation Days.

"Next to the day when a self-supporting girl receives her first salary envelope, or is notified of her first promotion or raise in salary, I believe that the first vacation marks the most important era of her wage-earning history," writes Anna Steese Richardson in Woman's Home Companion for July. "The two weeks on salary given by most progressive firms and appreciative individual employers should be regarded as the stamp of the employer's approval, the reward of honest efforts. When it is accepted as a right it is robbed of its individual significance and much of its real pleasure.

"Vacation should bring rest, or rather recreation, to muscles and nerves. This does not necessarily mean absolute quiet, a kimono, a novel and a box of chocolates. It means change of scene, movement and thought.

"The school teacher or worker in a small town should reach out for a broader viewpoint. It will be good for her to visit some bustling city with galleries, museums, yes, and roof gardens and gay restaurants, as well as points of historical interest. All through her school term she has lived in an atmosphere of petty gossip and has been giving forth, never drawing inspiration from other. Now let her flit away to a city where there is no gossip nor "neighboring" where her comings and her goings are not watched and criticized and where persons and things will yield inspiration and new thoughts for another year's work. She will not find city life in summer extravagant. Hotel and boarding house rates are generally lower, furnished apartments can be rented by a couple of summer tourists in town for a comparative song, and a few simple shirt-waist suits, with appropriate hat, shoes and gloves, will furnish all the wardrobe needed."

The Helix Herald has succumbed, and the plant will be moved to La Crosse, Wash.

PEARCE BROS.

GROCCERS

to the

FINEST TRADE.

PEARCE BROS.