

COTTAGE GROVE LEADER
COTTAGE GROVE OREGON

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SATURDAY.....SEPT. 28, 1907.

If the opinions of many of the lumbermen are correct, samples of which were published in the Journal last week, the proposed raise of rates on lumber will result injuriously, disastrously, even amounting in many cases to a tragedy, to a great number of people. The big lumber manufacturers are not the only ones concerned. If the trouble ended with them the general public might be disposed to pay little attention to the matter. But the trouble only begins with them. Hundreds and thousands and tens of thousands of people beyond and behind them must suffer.

First are the smaller millmen, owners of several hundred mills throughout the state, who in consequence of lack of cars or of this freight raise will have to shut down. Many would have to do this, have indeed done so already, because of the car shortage, so the freight question becomes temporarily, and, as to some, immaterial. But supposing cars were supplied, many of these mills would still have to shut down or reduce their output one half or more (which they could not do and run at a profit), because of the raise in the freight rate. This means loss, injury, disappointment, hardship, and in some cases financial ruin to these men. They went into the business under certain conditions, having no reason to suppose that the freight conditions would change adversely. But the railroad companies arbitrarily raise the rate and change the whole business aspect of these hundreds of men. A prospect of success is changed into a prospect of failure; where they read profit they now read loss; what yesterday spelled fortune now spells ruin.

But we have as yet viewed only the edge of the disastrous results. There are the thousands of employes and their families, as well as the families of the mill owners. These men must hunt up other jobs, in many cases away from home. Fortunately, most of them can find something to do, yet it is not easy for a man accustomed for years to one kind of work to take up something else, and probably at less wages, and perhaps separated from his family. If several hundred saw-mills in Oregon that were expected to run steadily shut down, even for a few months, what a vast aggregation of loss, disappointment, suffering and evil it will cause. Did we exaggerate in saying that the results would be tragic?

But in ever-widening circles the evil results flow outward over the whole body politic, or body industrial. Men are able to buy less, and so the merchants lose trade. There is less demand for the farmers' products and he suffers loss. There is less money in circulation for everybody; some little tincture of the blight reaches every member of the community. And all this because some few railroad managers decided to raise the rates on lumber.

Now we say that no railroad president, or manager, or other official, or combination of them, should have a right to do this thus arbitrarily. No set of men should be allowed to have the power to bring about such wholesale and widespread carnage. Before the rail-

roads could do this they should be obliged to show the interstate commerce commission that such an advance of rates was necessary or reasonable and obtain the permission of that body to make the advance. This amendment to the rate law ought to be passed by congress early next winter. The law should deprive railroad traffic managers of the power thus to throw an industrial blight over a whole state and region, simply because their masters need the money, or seek to force a division of the profits of the big millmen. The railroad men are very quick to shout "confiscation" or "bankruptcy" and "ruin" whenever a little reduction in rates is proposed anywhere; but they can inflict these consequences upon a large area of country and thousands of people without the least compunction whatever.

The people of this country must wake up and make the railroad owners and managers know and understand and acknowledge, and act accordingly, that they cannot do this sort of thing; that the transportation business is not a private, but a public business, which they and not the railroad people have a right to regulate. Until this is done the railroads will do whatever they please and no more, utterly regardless of the people's interests or rights.

With all the pretense of regulation and reform that has been so loudly made, there has been and is no regulation or reform worth mentioning and won't be until there has been an entire and radical re-adjustment of the basis of relationship between the people and the railroads. The whole conception of the functional nature of a railroad is entirely misconstrued by the railroad people, and until they are taught what a railroad really is, and made to act accordingly, the people will continue to suffer from all sorts of impositions, overcharges, neglect and tyranny.—Portland Journal.

A local newspaper is absolutely necessary to any community. It is the home paper that keeps the people of the community in touch with each other by giving them the news of their own neighborhood and county, says an exchange. They keep the local pride and progressive spirit aroused and in various ways are worth more to a community than a community ever spends on them. The daily paper with a large news service and quicker facilities may, in some instances, overshadow the weekly, but the weekly home paper fills a place in the hearts of the people that a daily cannot fill. It comes to your home as an old tried friend, while the daily enters as a stranger.

The strongest assurance of the growth of many Oregon cities and towns during the last year is the large increase shown in the school enrollment and these school children in each and every city, town and village of the State are the best advertising vehicle. Get your advertising leaflets in their hands, to go out in personal letters, and the result will be amazing, while the cost of printing covers the entire expense. The boys and girls pay the postage and do the work.

At least ten towns in Oregon have established permanent exhibit rooms at which good specimens of fruits, vegetables and other products are shown. Others are making a temporary showing on account of the large number of colonists taking advantage of the low rates now on, and in each instance it gives the newcomers a place to concentrate, where they are assured a welcome, and as a result a large majority locate permanently.

The Commissioner of the General Land Office has issued an order which requires the registers and receivers of all United States land offices to prepare all applications to make entries and filings on public lands when they are requested to do so by the applicants. This order will insure greater accuracy in papers of this kind, and be a saving to the applicants who have heretofore been required to have their applications prepared at their own expense.

D. C. Ireland, in Moro Observer: We can show a list of over 8,000 miserable failures in Oregon of men who have swindled D. C. Ireland out of small sums of money since 1866, at a time when the list was opened in Oregon City. The O. Man has decided to turn the list over to the Oregon Historical society when he dies, as an undeniable evidence that honesty is even the best policy.

The total gate receipts for the State Fair, President W. U. Downing announced Wednesday amount to \$20,000 approximately, as against \$18,000 last year, or an increase of \$2,000. This is exclusive of the receipts from concessions and grandstand, which were also large, and will bring the grand total to nearly \$30,000.

While burning weeds in a stubble field on his farm opposite Shady Point, on the south Umpqua river, two and one-half miles south of Roseburg, James Sheffield, one of the oldest pioneers of Douglas county, met death from suffocation by smoke. Before aid reached the body it was terribly burned.

Send the News.

Everybody should and most people do advertise. It pays. Everybody knows it pays. It pays everybody, at all times and in all lines. All bright business men know this and the reporter decided, after seeing the results of it, to advertise for items. Several such "ads" have appeared in these columns and the results have been just as expected—highly satisfactory. People who formerly kept their news items closely guarded and said never a word about them, now assist the Leader reporter and add to the interest of the paper by telling of the happenings in their community. It is a little thing to do, so far as the time and trouble goes, but it is a greatly appreciated help in the newspaper office. Let everybody send us an item or two from their neighborhood and see what an interesting paper we will give you in return.

Bidders For School Lands.

One hundred and two bids were received and opened by the State Land Board on Sept. 16, for the purchase of an aggregate of 10,000 acres of indemnity school land, situated in different parts of the state but final action will not be taken upon them until Clerk Brown, of the land board, will have had time to segregate, compare and group them in order that a better understanding of them may be arrived at. The prices offered range from the minimum of \$5 per acre, as fixed by law, to as high as \$35.50 per acre. This land was reserved or withdrawn from sale by virtue of the act of the legislature. As indicated by the high prices offered, especially the \$5 per acre bid, much of the land is covered with a wealth of fine timber and much of it is first class agricultural land.

Eugene's Electric Cars.

The electric cars were operated on the streets today for the first time and the occasion was a gala one for Eugene. Large crowds gathered on the streets to witness the starting of the cars, and just as soon as A. Welch, general manager of the Eugene & Eastern, and Tom Richardson, secretary of the Portland Commercial Club, alighted from the Southern Pacific train and took seats in the front car the juice was turned on and while the band played and the people shouted the car whizzed up Willamette street and on out Eleventh street to the University of Oregon.

The cars were decorated with bunting and "Oregon" pennants and were filled to the guards with citizens of the city, including Mayor Matlock, the members of the city council, officers of the Commercial Club and the Merchants' Protective Association. On the return trip down town the crowd stopped off at the Commercial Club, where Tom Richardson was given an informal reception.—Guard.

Printers Made Error.

Railroad traffic agents of the Harriman line claim that it was by an error of the printer that the east-bound rates on Oregon lumber to Salt Lake territory were raised in the recently published schedule of the Harriman lines. It is alleged that freight officials of these lines did not intend to increase the rate from Portland or Willamette valley points to Salt Lake common points, and General Freight Agent Miller is quoted as saying that steps will be immediately taken to correct the error in the published schedule.

The present rate of 40 cents per 100 pounds to Salt Lake will be continued, and this rate will apply to all mills in the Willamette valley as well as all Portland mills. The increased rates on lumber from Oregon to Missouri river, Mississippi river and Chicago territory will, it is said, be advanced November 1 as scheduled.

Silk Creek Items.

Mr. W. N. Wheeler and wife and baby visited friends in Lynx Hollow the last of the week.

Mr. Leonard Dusenberry and family who have been visiting friends here the past week left Thursday for Grays Harbor, Wash.

Miss Amy Owens got up a surprise party for Miss Lena Burcham Saturday evening. There were a good many present and all seemed to enjoy the occasion very much.

Mr. Dusenberry has bought the old Derrick place, known by some as the Jim Barret place.

Messrs Frank and Oscar Wheeler, G. L. Paap, Clyde Babcock and A. E. Owens returned the first of the week from the Roseburg campmeeting.

H. M. Damewood and wife were called away Tuesday by the sudden death of Mrs. Damewood's brother, Mr. Aaron Kelley. The bereaved family have the sympathy of the entire community.

Franklin P. Wheeler left here Wednesday to take charge of an eight month's school in Astoria, Oregon.

The Misses Helen and Amanda Foster and Lena Burcham visited Miss Amy Owens Tuesday afternoon.

Mrs. Elliot who has been very sick is improving in health.

Miss Winnie Dresser returned to her home in Lynx Hollow Sunday, after a very short visit to friends here.

The cheerful face of Hamilton Fox was seen in our neighborhood Wednesday and his merry laugh sounded as gay as ever.

Miss Estella Hunter, who has charge of our district school attended the teacher's institute at Eugene this week.

Astoria Budget: At the present time the dairy business is very profitable and prices for the products are high. Milk brings 12 cents per gallon, butter fat 35 cents per pound, butter the same, and cheese in like proportion. Dairying is rapidly becoming one of the most important as well as among the most profitable industries in this section of the state, and the annual receipts of the dairymen in this district from milk, butter and cheese are about \$150,000.

STAGE NOTICE.

R. M. Cline, mail carrier on the Sharp creek wagon road to Bohemia post office, announces that on and after September 1, he will run a stage for the accommodation of passengers and express matter.

Stage leaves Red Bridge station on the O. & S. E. railway, immediately after the arrival of the train, Monday, Wednesday and Friday of each week, returning alternate days. n-131-4t*

How's This?

We offer One Hundred Dollars reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure. F. J. CHENEY & CO, Toledo, O. We, the undersigned, have known F. J. Cheney for the last 15 years, and believe him perfectly honorable in all business transactions, and financially able to carry out any obligations made by him.

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Bank of Cottage Grove
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And get the news of the world TWICE EACH WEEK, the local news once a week and an illustrated magazine once a month. This is the combination:

Semi-Weekly Oregon Journal, one year, 104 copies	\$1.50
Cottage Grove Leader, one year, 52 copies	1.50
Pacific Monthly, one year, 12 copies	1.00
Publishers' price for the three	\$4.00

All three one year for \$2.30

The Semi-Weekly Journal, Portland, Or., is a farm newspaper published Tuesday and Friday of each week. It has its own leased wires and its reports of events are always the latest and without bias or prejudice. Its market reports are corrected up to the minute. Its story page, and page of copies are always interesting, and its farm department soon to be a feature will contain original articles by special paid writers.

The Pacific Monthly, published at Portland, Or., is the leading magazine of the West. It is beautifully illustrated. Its stories are clean and wholesome and intensely interesting.

The Cottage Grove Leader, is your local paper and you need it to keep in touch with local news and happenings.

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