

# COTTAGE GROVE LEADER

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BY THE LEADER PUBLISHING CO.

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SATURDAY OCTOBER 12, 1907.

One thing that the people of Oregon, and of other parts of the country, too, must see about doing, in some way, is to prevent any railroad corporation from seizing and holding natural and strategic railroad routes, not to build railroads along them themselves, but to prevent other corporations from doing so. This is one of Mr. Harriman's favorite games, and others play it to the extent of their opportunity and ability, if it will serve their selfish purposes. It may be a lawful game, but it is the business of the people's servants, especially the courts, to put a stop to it. The rule ought to be that if within a reasonable time—and reasonable as viewed by the people and not by the corporation claimant—a railroad corporation does not build along a selected and surveyed route, any other corporation may do so.

Mr. Harriman sought by this claim of an old survey and selection to prevent Mr. Hill from building down the north bank of the Columbia, but the courts held that Harriman or his grantors had slept upon their rights too long, and had so forfeited them. Or if that was not altogether the ground of the decision, it should have been a sufficient one. When plans had been matured by the Christian Cooperative company to obtain the property and rights of a line across central Oregon, Mr. Harriman stepped in and bought in ahead of them, not to build himself, but to prevent the other people from invading "his territory". And so now, it is re-

ported, Mr. Harriman has crews of surveyors actively at work taking possession of all possible routes across the Cascades and central Oregon, in order to forestall the construction of a railroad by anybody else.

We do not believe that he can thus hold those routes, or any route that he does not actually use, as against any other corporation that will use them or any of them. If it now be the law, whether statute or court-made, that a survey, a selection and a claim, by one corporation, will hold a pass or natural route so that it cannot be used by any other corporation, then that law cannot be changed too quickly. A law that would authorize or allow one railroad magnate thus to keep all railroads out of a great section of country would be too monstrously unjust to be upheld or obeyed.

If Mr. Harriman attempts to carry his tyranny to that extent he will find such a revolution on his hands as will make all his former troubles insignificant. In fact, his tyranny over Oregon has about reached the uttermost limit of endurance. He can own and hold no routes that he doesn't occupy with railroads.—Portland Journal.

The La Grande Commercial Club has taken advantage of the fact that the passenger trains stop there from ten to fifteen minutes while changing engines, baggage, etc. and have erected an exhibit building and before the trains reach the depot an announcement is made that all who desire to do so can get off and look through the exhibit hall. A lecture is delivered to the passengers. Twice a week the ladies distribute flowers to each and every passenger and place beautiful bouquets on each table in the dining car, accompanied by a card "Compliments of La Grande." On some occasions they have distributed prunes to every passenger and placed prune jelly on each table in the dining car, accompanied by cards bearing "Compliments of La Grande. Made from Grande Ronde prunes, with Grande Ronde sugar."

Distribution of apples are to be made to the passengers. This is a substantial character of advertising that cannot help but bring results.

## Wreck on the O. & S. E.

The O. & S. E. Railroad had a small wreck Monday morning. A number of cars loaded with logs were switched on at the new camp of the Brown Lumber Co. On crossing the switch one car which was loaded heavier on one side than on the other, lost its equilibrium and the logs were thrown off, some against the car behind, so that the cars were derailed. The track was torn up for a short distance, otherwise no damage done. Cables were secured and the car reloaded with the precipitated logs. As a consequence the train was several hours late in reaching Cottage Grove.

## Died.

James H. Teeters passed away at the residence of his son Shelby L. Teeters, in the south part of the city at 5:30 a. m. Oct. 8th 1907, after a very brief illness of less than 24 hours of paralysis.

Mr. Teeters was born in Boonville, Mo., Sept. 29, 1834, being 73 years 11 days of age. He emigrated from Missouri to California at the age of 19 and from there to Idaho in 1863 where he was married to Miss Anna Williams at Idaho City, Dec. 8th, 1864 and they then came to Oregon in 1865.

He leaves to mourn his loss a loving wife, three sons, Shelby L., James C. and George W., all of which reside in Cottage Grove, and two daughters, Mrs. Ellen Mitchell of Pleasant Hill and Mrs. Laura Dootittle of Cottage Grove and 16 grand children, as well as many friends.

The funeral took place Wednesday afternoon and was conducted by the Maccabees of which Mr. Teeters was a social member.

## Coming Winter Attractions.

The Midland Lyceum Bureau, of Des Moines Iowa, will again favor

Cottage Grove with their excellent series of literary and musical entertainments, having engaged the Christian church building for the coming winter.

The first number being Hon. Joseph G. Camp of Georgia, one of the leading orators of the day who will speak here Oct. 18th; season tickets with reserved seats on sale at the Express office, over eighty seats having been already engaged, don't delay securing.

## ENTERPRISE ABANDONED.

(Continued from first page.)

is 50 per cent greater than the Southern yellow pine mill rate.

WHY RATES ARE RAISED.

"These are the actual conditions which confront the lumbermen of Southern Oregon, as well as Oregon in general, and it is certainly not a very cheering prospect. If the railroads had been bankrupt, or the net earnings had been too small to give a fair rate of interest on their investment, there might be some excuse for the advance. You say, then, why is the rate raised? I do not know, but candidly think that the real reason for the advance is either the desire on the part of the railroad to buy its structural material at its own price by eliminating competition, or it may be regarded as the easiest means to get rid of a surplus of business, which would require considerably more rolling stock than they care to equip their lines with at its time. As a quick and ready plan for destroying the prosperity of the lumbermen, the intended advance rate, however, will certainly do the business.

SPELLS RUIN OF INDUSTRY.

"The effect upon the country by this cold-blooded and coolly calculated plan of the railroads to curtail the output of the greatest industry of the Pacific Coast will bring not only dire ruin to the lumbermen, but will throw thousands of men out of employment, and its ruinous effects cannot but affect every business man, large or small, in the state. Eighty per cent of the cost of lumber represents labor. These are the conditions which confront the people of Oregon today. It almost looks like a farce to spend

### EUGENE HOSPITAL

MEDICAL AND SURGICAL STAFF  
W. Kuykendall, M. D.  
W. O. Prosser, M. D.  
P. J. Bartle, M. D.  
B. F. Seale, M. D.  
D. A. Paine, M. D.  
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For the care and treatment of Medical and Surgical Cases. Modern operating room, and equipment. Appliances for X ray work. Sputum and blood examinations. Full corps of trained nurses. Rates on application.

#### TRAINING SCHOOL FOR NURSES.

Regular course of lectures by the faculty and practical training in the hospital. The medical and surgical staff of the hospital constitutes the faculty. For rates or information, apply to hospital or training, address W. KUYKENDALL, M. D., Superintendent.  
Or MISS M. H. HOLMSTRUM, Superintendent of Nurses.

## Portland BUSINESS COLLEGE

TENTH AND MORRISON STREETS, PORTLAND, OREGON  
A. P. ARMSTRONG, LL. B., PRINCIPAL

Educates for success in a short time and at small expense, and sends each student to a position as soon as competent. Quality is our motto, and reputation for thorough work brings us over 100 calls per month for office help. Individual instruction insures rapid progress. We teach the loose leaf, the card index, the voucher and other modern methods of bookkeeping. Chartier is our shorthand, easy, rapid, legible. Beautiful catalogue, business forms and penmanship forms write today. References: any merchant, any bank, any newspaper in Portland.

### Bank of Cottage Grove

Capital Stock, \$25,000.00

thousands of dollars advertising Oregon in the East as a country of great resources when the first thing that greets the new arrival is to find that millions of dollars in investments are lying absolutely idle waiting for the time to come when the railroads will again see fit to allow the state of Oregon to resume its natural business conditions."

# Auction Sale of Real Estate

10 acre Tracts and Town Lots go at Your Own Price. 2 o'clock p.m. Thursday, October 17, at City Hall, Eugene.

I believe in the auction method of handling real estate. The best land investment I ever made was at auction. I have been doing land business in Eugene since 1882 and have bought and sold some of the best property in the county by auction. You cannot "Keep your pie and eat it too," and since owners of Florence real estate have been accused of holding prices too high, I have decided, for at least one day, to throw open the front door of Lane County to all investors at **YOUR OWN PRICE**. I know from experience that by doing this values of what I have left will be largely increased. Do not think for a moment I am losing faith in Florence Real Estate and want to get rid of my investments. The money I get from this sale will be used to take up options I already hold and in making improvements in Florence.

## NO JEALOUSIES.

As Florence is the seaport for the whole of Lane County, there are no petty jealousies existing between this port and inland towns. Every man, woman and child through the interior wants to see Florence grow into a great seaport. Hence **ALL PULL TOGETHER** as one man for its development in order that the whole county may have the benefit of seaport privileges in getting to market by the shortest and cheapest route its enormous products.

The Siuslaw River Improvement Club is now organized with headquarters at Florence. Membership fee only \$1.00. Join this club and help develop the resources of Lane county.

## FLORENCE GROWING

Miles of new streets are being opened, new sidewalks laid, new street lights installed, new dwellings and business houses erected, roads improved, new telephone lines, new automobile lines to Yaquina Bay and Coos Bay, leading sawmill increasing its capacity,

old storage plant doubled and best of all Florence Owns and Controls its transportation lines, and is independent of all the world. By July 1, 1908, Passengers for Florence will be carried in following time: Coos Bay to Florence, 4 hours; Yaquina Bay to

Florence, 8 hours; Eugene to Florence, by Nelson Creek cut-off 9 hours. The Carver railroad now building from Corvallis will bring new life into the whole Siuslaw county. The Property to be Sold embraces the E 1/2 of E 1/2 Sec. 22, Tp. 18, S. R. 12 W. 160

acres, which will be sold in 10 acre tracts by legal subdivisions, each tract being 660 feet square. It lies within the corporate limits of the town, between the Frazier and Berry addition and the water front, and only ten blocks from the latter. These tracts make

splendid summer home-sites now and in a short time will grow into great values. We shall offer some blocks in Chicago addition to Florence, some lots on the water front and some well located lots in Eugene near the street car line. Send or call for photographs of Florence. Terms 1/2 cash balance on or before 5 years at 6 per cent interest. Save this paper for further reference so you may not forget the date and the opportunity.

**Geo. Melvin Miller, Owner and Mgr.**

Room 20 McClung Block, Eugene Oregon.

**GEO. W. KINSEY, Licensed Auctioneer.**