

COTTAGE GROVE, OREGON.
 Located on the upper Willamette River 144 miles south of Portland on Southern Pacific and Oregon & South Eastern Railroads. Population 2500; two banks; public and high schools; five churches; water, light and sewer systems; creamery; flour mill; two brick yards; saw mill; wood work factory; match factory; steam laundry and the *Leader*.

Cottage Grove Leader

WEEKLY AND SEMI-WEEKLY

INDUSTRIES AND RESOURCES.
 Great forests of timber tributary to Cottage Grove; fifteen saw mills; three shingle mills, within a radius of 15 miles. Headquarters for Bohemia gold mines and Black Butte quicksilver mines; valleys and foot-hills well adapted to fruit growing, farming and dairying. For information regarding this great country subscribe for the *Leader*.

COTTAGE GROVE LEADER | Consolidated January 9, 1908

COTTAGE GROVE, OREGON, FRIDAY, SEPTEMBER 25, 1908.

Ore Historical Society

VOL. XX. NO. 24

COUNTRY FAIR WILL BE HELD IN COTTAGE GROVE IN NOVEMBER

Grounds Secured, Buildings Planned
 Officers Elected and Committees Appointed--Annual Attraction

One of the annual attractions at Cottage Grove hereafter is to be a county or district fair. Plans were perfected for the annual exhibition of the live stock, poultry, fruits, farm products, minerals, and manufactured articles of South Lane and North Douglas counties at a meeting of the Cottage Grove merchants in the Commercial Club rooms Wednesday evening. Grounds were leased for a term of years, plans submitted for the necessary buildings, officers elected and various committees were appointed to direct and carry to a successful conclusion the various departments of the fair, the first annual exhibit of which will be held this season about the middle of the coming November, the exact date to be fixed at a meeting of the committees next Tuesday evening.

While a little late for holding the fair this year, there is ordinarily, very good weather here up to Thanksgiving time, and owing to the fact that commodious buildings will be provided, a little rain will not seriously interfere with the success of the occasion.

Before another season rolls around a race course will be secured and the usual fair attractions will be provided. This first exhibit will therefore be more of a produce and livestock show, or carnival, than a fair, owing to the lateness of the season.

GROUNDS SECURED.
 The vacant block in front of the High School cornering on Fifth and Locust street has been secured from Ben Lurch by the fair management and 25,000 feet of lumber will be placed on these grounds at once for the pavilion and necessary stalls for stock and poultry sheds. The grounds, which are centrally located, will be inclosed and a small admission fee will be charged to assist in defraying expenses. A small entrance fee will also be charge on livestock and poultry, but all farm products, fruit and fancy work will be placed on exhibition free of charge.

The *Leader* acknowledges receipt of a complimentary season ticket to the second annual fair of the First Southern Oregon District Agricultural Society, which will be held at Medford October, 1, 2 and 3. Visitors to this fair are sure to find many things to interest them.

The farmers should begin to groom up their live stock and pick out the big pumpkins and apples for this fair, and a cordial invitation is extended to all to participate in the exhibits and assist the enterprising and public spirited business men of Cottage Grove in making this annual fair a great success. It will not only prove interesting to all concerned, but instructive and helpful. Boost for the Cottage Grove district fair.

Officers and Committees.
 The following officers were elected by the merchants association by which the fair society was organized Wednesday evening and these officers at once appointed the necessary committees named below.

FAIR OFFICERS.
 President, Thomas Pearce; Vice, Harry Wynne; Secretary, C. C. Hazleton; Treasurer, Ben Lurch.

DIRECTORS.
 A. Bruud, C. H. Burkholder, F. D. Wheeler, Ben Lurch, H. H. Veatch.

SOLICITING COMMITTEE.
 Ben Lurch, Marion Veatch, and C. W. Wallace.

LUMBER SOLICITORS.
 C. H. Burkholder, C. P. Jones, H. H. Veatch.

BUILDING COMMITTEE.
 H. O. Thompson, C. C. Hazleton and Curran Cooley.

ADVERTISING COMMITTEE.
 W. C. Conner, W. A. Hemenway, Andrew Brund.

ENTERTAINMENT.
 Thos. Pearce, C. J. Howard and Harry Brehaut.

MUSIC.
 J. M. Isham, D. T. Awbrey, and LeRoy Woods.

EXHIBITS.
 J. F. Spray, F. H. Rosenberg, A. L. Powell, D. J. DuBrulle and F. B. Phillips.

FANCY WORK AND CULINARY ARTS.
 Mrs. F. D. Wheeler, Mrs. B. R. Job, Mrs. H. O. Thompson and Mrs. H. H. Veatch.

PRIZES.
 Thos. Pearce, Ben Lurch, F. D. Wheeler, C. H. Burkholder, H. H. Veatch and C. C. Hazleton.

"Lord," prayed the little boy, "make me thankful fur gittin' licked today." (Pause) "But say, Lord, I'm going to scrap that kid again tomorrow, and Oh Lord, if you'll only help me this time, we'll whaie the stuffin' outen him."

SOME NEW RAILROADS BEING CONSTRUCTED IN THIS STATE

Trains Will Be Running into Klamath Falls by New Year--Tillamook Road will be Complete by June

Announcement has been made by the O. R. & N. Company that trains will hereafter run on regular schedule into Willowa, Oregon, over the Elgin branch just completed.

It has been announced that the railroad between Weed, Cal., and Klamath Falls, Ore., known as the California & Northeastern, will be practically completed by the end of the year. The contractors are pushing the work with all possible dispatch.

Construction work on the Pacific Railway & Navigation Company's road from Hillsboro, to Tillamook has been resumed and the work will be continued until the line is

work is nearing completion on the bridge which will span the river at that point.

The new Corvallis & Alsea line has been completed to Corvallis and only about a mile of grading remains to be done before the rails will be laid to Monroe, it having been decided to go to that point instead of Bellfountain, as originally planned. Negotiations are said to be pending by which the line may ultimately be extended to Eugene. The length of the line when completed to Monroe will be 17 miles.

The construction of the Moses Coulee branch of the Great Northern road will probably be com-

Intelligent Legislation, Not Subsidies, Needed to Improve Ocean Trade.

By JAMES J. HILL of the Great Northern Railroad.

THE Pacific trade was given up because it did not pay. America today has no flag on the high seas, or might as well not have, for WE CANNOT COMPETE WITH ANY OTHER COUNTRY AND MUST HAND THE LOAD OVER TO ANYBODY THAT ASKS FOR IT. The only way for us to continue in the Pacific trade would be for the railroads to own their own steamships and run them at heavy loss, which they cannot be expected to do. WE ARE NOT A SEAFARING NATION. WE HAVE NO SAILORS, though under the law Americans must constitute two-thirds or three-fourths of the crews. You see how impossible competition is. We must pay sailors \$30 a month in gold, and the Japanese get them for \$10 in silver.

What we must have to make an ocean carrying trade possible is not subsidies, but INTELLIGENT LEGISLATION, LEGISLATION THAT HELPS INSTEAD OF HINDERS. The Great Northern did its best to secure trade with the orient. It built and put in service the largest ocean freighters in the world and was willing to put on more.

THE LAWMAKERS OF THIS COUNTRY HAVE BEEN JUMPING, JUMPING, JUMPING ON THE RAILROADS. WHAT ARE THE RESULTS? TO NAME ONLY ONE, THE RAILROADS ARE NO LONGER ABLE TO BUY MATERIAL, AND THE FACTORIES FURNISHING THESE SUPPLIES FIND THEIR BUSINESS HAS DECREASED FROM 25 TO 30 PER CENT, AND HUNDREDS OF THOUSANDS OF RAILROAD MEN AND FACTORY HANDS ARE OUT OF EMPLOYMENT. THIS PARALYZES EVERYTHING.

THE RAILROADS ARE NOT TO BE HAMMERED WITH A BLUDGEON IF THE BUSINESS WORLD WOULD HAVE THEM PROSPER. The lawmakers long ago were warned what the result of all this hostile legislation would be, and now EVENTS ARE PROVING FORCIBLY THAT THEY WHO SOUNDED THE WARNING WERE NOT FALSE PROPHETS.

completed, which it is believed will be by June, 1910. This road, which will be one of the feeders of the Harriman system, has a projected mileage of 86 miles.

It is anticipated that cars will be operating over the extension of the trolley line of the Portland, Eugene & Eastern Railway Company which will connect Eugene and Springfield, Oregon, by the first of the new year. The track from Eugene to the Willamette river is now practically completed, and

pleted at an early date. The sites for warehouses along the road have been cleared and several carloads of lumber are now on the ground. The preliminary work has begun and the contractors state that the whole line will be completed in about eight months. This road will be of great benefit to the Big Bend country, which is bound to become a great shipping center for wheat that will find its way to Portland via the North Bank road.

HARRINGTON FARM CHANGES OWNERSHIP

John Semro, daughter and son-in-law, Mr. and Mrs. Frank Swartz formerly of Minnesota, who arrived here late last week, closed a deal Tuesday through Howard's Agency, for the Harrington farm, located on the McKernon road 9 miles west of this city. Thursday their household goods arrived and the family took possession of their new home this week. This new McKernon road to Lorane on which this farm is located is said to be in fine condition this fall, the result of the good work done on it this season and is said to afford a most enjoyable and picturesque drive.

SAW MILLS PUTTING IN NEW MACHINERY

McKibben Bros. are operating their new sawmill on the O. & S. E. The power equipment consists of an 80-H. P. Kewanee boiler and 70-H. P. H. S. & G. engine. Plenty of orders for minding timbers are looked.

Booth-Kelly Lumber Company, Eugene, will install an 8-inch Berlin resaw at their Wendling plant. New sorting table and transfers to and from the resaw will be installed. Trout set works is also being added to the equipment.

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TITLE OF THE OREGON AND CALIFORNIA LAND GRANT ATTACKED BY GOVERNMENT

Complaint of the Government in Suit Against the O. & C. Railroad Company to Recover Two Million Acres of Land--Complete List of Defendants.

A suit to recover the lands granted the Oregon & California Railroad company, now controlled by the Southern Pacific company, and valued at over \$40,000,000, has been instituted by the government in the United States District court of Oregon. The suit is based on the alleged failure of the railroad company to live up to the terms of the grant in disposing of the lands in question at the fixed price of \$2.50 per acre. The complaint and prayer of the suit, shows that there remained unsold of the granted lands on January 1st, 1903, 2,373,000 acres consisting of 2,080,000 which had been patented under the land grants and 293,000 acres of unpatented lands, which are now claimed by the O. & C. by virtue of the grant. There are approximately 1,800,000 acres of unsold lands situated south of Eugene and these constitute nearly one-half in alternate sections, of all lands within 40 miles of the line of railroad from Eugene to the Southern boundary of Oregon, only a small portion of the granted lands in that part of the east side grant having been sold. The territory in which the unsold land is situated is wholly dependent for railroad transportation on the lines of the O. & C., now operated by the Southern Pacific. The case will be vigorously contested by the railroad company. Ex-Senator Thurston, of Nebraska has been retained as leading coun-

sel in the case. The government, up to this time, has not filed a suit against the individual purchasers of timber lands from the railroad company, but it is understood that a suit will be filed later against these defendants. The government's policy at present seems to be to develop certain evidence in the suit filed against the railroad company before taking any steps to recover the lands acquired by innocent purchasers from the railroad company. This is one of the most important land cases ever tried in the United States, and the final decision of the highest court in the land will be required to effectively settle this controversy.

THE DEFENDANTS.
 In the Circuit Court of the United States for the District of Oregon, Ninth Judicial Court.

United States of America, Complainant, vs. Oregon and California Railroad company, Southern Pacific company, Stephen T. Gage (individually and as trustee,) Union Trust company (individually and as trustee) et al, named individually and in full below.

To the judges of the Circuit Court of the United States for the district of Oregon:

The United States of America, by Charles J. Bonaparte, its Attorney General, presents this its bill of equity against Oregon and California Railroad company a citizen of the state of Oregon, Southern Pacific company, a citizen of the

state of Kentucky, Stephen T. Gage, a citizen of the state of California and Union Trust company, a citizen of the state of New York and John L. Snyder, Julius F. Pahl, Albert E. Thompson, James Barr, Fred Witte, W. A. Anderson, W. H. Anderson, O. M. Anderson, F. E. Williams, Paul Birkenfeld, J. H. Lewis, Francis Wisner, W. E. Anderson, Albert Arns, Joseph A. Maxwell, Isaac McKay, J. R. Peterson, D. MacLafferty, Edgar MacLafferty, V. V. McAboy, George C. MacLafferty, George Edgar MacLafferty, E. L. MacLafferty, B. N. MacLafferty, Enos M. Fluhrer, F. W. Floeter, Shryock Sidney, Ben Smith, Orrin J. Lawrence, Robert G. Baldersee, Oscar E. Smith, Egbert C. Lake, C. W. Sloat, Jesse F. Holbrook, A. E. Haudenschild, S. H. Montgomery, W. A. Noland, John H. Hagggett, Charles W. Mead, William Otterstrom, Angus MacDonald, John T. Moan, Joseph D. Hadley, Henry C. Ott, Fred L. Freebing, William Cain, R. T. Aldrich, James C. O'Neill, Alexander Fauske, Francis Wiest, Cordelia Michael, John B. Wiest, Cyrus Wiest, John Wiest, Thomas Manley Hill, Otto Nelson, Jasper L. Hewitt, B. L. Porter, Frank Wells, C. P. Wells, I. H. Ingram, L. G. Reeves, W. W. Wells, F. M. Rhoades, Marvin Martin, all citizens of the state of Oregon, and Roy W. Minkler, a citizen of the state of Washington.

SOME NEWSY TIMBER AND SAWMILL PARAGRAPHS

Chambers Lumber company of Dorena will resume operations October 1st.

John Pfeiffer to the Booth-Kelly Co. 161.21 acres in sec. 7, tp 16, s. r 1 e, \$5000.

Disston Lumber company at Disston has commenced cutting lumber again.

Brown Lumber company, Cottage Grove, expect to resume operations November 1st.

The Wildwood Lumber Company has resumed operations and has some good orders ahead.

A. L. Woodard, Cottage Grove, has received a drive of 700,000 feet of logs down the Coast Fork. The plant is running steadily.

The Cerro Gorda Lumber Company, Dorena, has installed a Seattle donkey in its camps. This plant is operating on a tie order.

The Parson Lumber company of Eugene, Ore., have sold 60,000 acres of timber land to Porter Bros., of Vancouver, Wash. Porter Bros. were heavy contractors on the North Bank railroad.

Timber holdings in Lane county, Oregon, belonging to the C. A. Smith Lumber & Manufacturing Company of Marshfield, have been transferred to the Linn & Lane Timber company, of Minnesota.

J. J. Kenny, of the Leona Mills Lumber Company Leona, Ore., is giving further evidence that he is a Good Samaritan as well as a good lumberman. Brother Kenny's town and home have always been held in the kindest favor by all who chanced to stop at Leona, says the Oregon Timberman. Mr. Kenny's latest success is the completion of a new residence, located on the hillside east of the railroad track, at Leona. This is a seven-room cottage of the most modern design and elaborate finish, in which Brother Kenny and family are happiest when they are entertaining a weary wayfarer who chances that way. Nor is this all. This new home is located in a plot of land of about two acres, which is beautifully parked, containing baseball ground and tennis court, as a means of outdoor amusement. Within the house is a billiard room. All these means of amusement, together with the most generous hospitality in other respects, are bestowed upon Mr. Kenny's friends, it may be assured, when they are journeying in that vicinity.

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