

The Cottage Grove Leader

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It was definitely settled on Friday evening that Cottage Grove would celebrate on the 4th of July in a real patriotic and proper manner. A committee had canvassed the town for funds and found that the business men of the city were ready and anxious to put up a sufficient sum to insure a complete success, and the local company of Coast Guards being willing to take the matter in hand and do their utmost toward giving us a glorious good time is a double assurance that all Cottage Grove people and visitors will hear the eagle scream in the most enthusiastic manner it has done in many years. Our Coast Guards constitute a bunch of sixty-five of the most energetic and patriotic chaps to be found anywhere, who are ready and willing to put the necessary effort into the management and details to full assure everyone in attendance a good time.

Last week the LEADER published an editorial from the Oregonian and Pendleton East Oregonian in which was set forth the objections of those papers to the new proposed bill providing for the division of counties and creation of new counties. At the time this adverse comment appeared this county division bill was incomplete and has since been changed to conform to the idea as expressed in those big dailies in every particular. Later proofs of the bill which have been submitted to the Portland dailies have met with their indorsement and no further objections to it will appear in those papers. In fact, it is stated upon good authority that they will hereafter support this new county division bill.

The Department of Agriculture at Washington has just issued its 1911 Agricultural Year Book—a bound volume of several hundred pages containing much interesting and instructive information regarding agriculture, horticulture, stock raising, etc. Each Senator and Representative has copies of this Year Book for distribution and any farmer can secure a copy by sending to one of the members of the Oregon delegation.

The Stamford News-Tribune, published at Stamford, Jones county, Texas, states that with several other counties adjoining, are going in together on the expense and will try exploding a large quantity of dynamite in an effort to bring rain for the parching crops. It is too bad that they cannot have some of which we could spare to advantage.

From a remark the Oregon Messenger makes, we presume that in case of a serious drought in the Willamette valley, if such a thing should occur, that all that would be necessary to relieve the situation would be for the management of the Portland Rose Festival or the Oregon State Fair Association to get busy.

A little Salem girl recently concluded her bed-time prayer thusly: "And now, O God, take good care of yourself, for if anything should happen to you, we'd have only Mr. Taft to depend on, and pa says he's goin' to have the sawdust licked out of him."

"We see," said a certain eminent Divine recently, "what God thinks of riches by the people he gives them to."

"Wonder where those clouds are going?" Said a tiny tot, to which her little brother replied, "I think they are going to thunder."

Bandon will purchase and beautify a city park

WOULD MAKE OWN SHIPS PAY TOLL

There is a breed of newspapers that are crying out against the proposal to give American ships free passage through the Panama Canal.

Their theory is that we are bound by the Hay-Pauncefote treaty of 1901 to make our own ships pay the same tolls that are exacted from foreign ships. This is not true. That treaty has no application to the Panama Canal runs through territory of the United States. To all practical intents it is as much an internal waterway as the Erie Canal.

The Hay-Pauncefote treaty superseded the old Clayton-Bulwer treaty of 1850. It breathed the atmosphere of that earlier generation. It assumed that any inter-oceanic canal that we might build would run through the foreign State of Nicaragua, or some other foreign State, in which Great Britain was supposed to hold a shadowy interest. The Hay-Pauncefote treaty has no bearing upon a canal built through our own territories.

Thus the newspapers of the New York "Evening Post" type that oppose toll-discrimination in favor of our own ships are not really pleading a treaty obligation. They are preaching a sham altruism.

It is in the same spirit of sham altruism that they have opposed the fortification of the canal. They would treat the canal as if it belonged to nobody in particular, but to the world in general.

This kind of altruism is a sham, because the world in general has as yet no organized political existence. It has hands to hold anything. A canal turned over to the world in general would fall into the hands of political pirates.

The Panama Canal belongs to the American people will protect and administer it for their own welfare—in full confidence that the welfare of America will in the long run turn out to be the welfare of the world.—San Francisco Examiner.

Pacific Highway Auto Pathfinder.

Some discussion has arisen recently as to who actually were the pioneer pathfinders of the Pacific Highway route from San Diego, California to Vancouver, B. C., and in response to these inquiries, Frank M. Fretwell, secretary of the Pacific Highway Association has recently given out the following statement. To "Mr. and Mrs. A. E. Todd of Victoria B. C. belongs the honor of first completely pathfinding and accurately logging the Pacific Highway route from San Diego, California to Vancouver B. C."

"During the month of April, 1910, the Todds left Tia Juana headed Northward. The trip was made in easy stages north to San Francisco. Here was a general lack of information as to whether or not a car could get through that early in the season. However, the pathfinders continued going via Sacramento, Redding, Dunsmuir and the old stage route through Oregon, reaching Portland during the early part of June and in time for the Rose Festival. The trip was then continued to Seattle and for the time being their car was shipped to Victoria. However, they returned within a few weeks to Seattle and completed the pathfinding to Vancouver. This part of the road work was well defined and it was merely a matter of formally completing their trip that the Seattle to Vancouver tour was made. In September of the same year the Pacific Highway Association was formed and immediately Mr. Todd turned over his records and a map and a log was at once completed for general use.

"This data was not only published in the leading magazines of the country, but was gotten out by the Association in folder form and sent out broadcast. Practically everyone who has ever made this trip since has had the benefit of

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this information. The Pacific Monthly for May, 1911 had a ten page article descriptive of this trip from the pen of Mr. Todd.

Prior to this time several tours had been made of the Pacific Highway route and notable among these was a tour made by Judge J. T. Ronald in 1908 as far south as San Francisco. However, no one had attempted to keep any accurate records until the Todds covered the route. "Mr. Todd is also the only motorist who has turned over to the Pacific Highway Association a complete log of the entire trip I have gone somewhat into detail because the motoring public is interested as to who did the pioneer pathfinding over this International highway route."

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