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NEARLY 2 acres of Fruit, Berries and Poultry. Good Garden Land. One block from paved street. All fenced, including two poultry yards. Poultry house 12 x 48 feet. Running water. Put a little bungalow thereon and you have valuable income property in Cottage Grove. The 2 acres for \$1,000; 1 3-4 acres \$850; or 1 acre of it for \$650. If interested apply to —

The Cottage Grove Leader

RAILROADS WILL HELP THE FARMER

Common Carriers Will Co-operate in Marketing Farm Products—Middle Men Charge Higher Rates for Handling Farm Than Factory Products.

By Peter Radford.
Lecturer National Farmers' Union.

The leading railroad systems of the nation will establish market bureaus to assist the farmers along their lines in marketing their products. Many roads have acceded to the request of the Farmers' Union and announced their willingness to enter into active co-operation with the farmers in marketing their products.

The express companies have surveyed the field and the Federal Government, through the parcel post, has demonstrated the possibilities of the common carrier as a useful agency in marketing farm commodities.

I consider the action of these giant business concerns in determining to co-operate with the farmers in marketing their crops, to be the greatest product of human thought on the Western hemisphere during the past year, and it demonstrates that the educational work of the Farmers' Union has brought the nation to a clearer understanding of the real problem of the farmer.

To give information on marketing is far more valuable than to give advice on production. There is a mutual interest between the railroads and the farmer which cannot exist between any other lines of industry. The railroads are the teamsters of agriculture, and they are employed only when there is something to haul. Good prices will do more to increase tonnage than any other factor, and railroads want tonnage.

Agriculture has many inherent disadvantages which require combined effort to overcome in marketing. There are millions of producing units working independently and selling without knowledge of market conditions. The harvest is once a year, while consumption is pretty evenly distributed throughout the entire year, and most of the farmers, through custom and necessity, dump their entire crop on the market as soon as it is gathered. The problem of organizing and systematizing the markets is one in which the farmers invite assistance of all lines of industry friendly to their interests.

Farmers Bear the Burden.

The business of the manufacturer lends itself more readily to organization and the facilities for studying the markets are more easily available. The result is that the merchants are compelled to handle most staple manufactured articles at very little profit, and as a consequence the merchant must look to products which he buys direct from the farm for his profits.

The reports of the Federal Department of Agriculture show some very interesting information and enable a comparison between the cost of marketing products of the farm and those of the factory. A few items will serve to illustrate the general run. The cost of getting sugar from the refinery to the consumer is 9 cents on the dollar; the cost of getting tobacco from factory to consumer is 14 cents on the dollar. In selling a dollar's worth of eggs the middleman gets a profit of 50 cents on the dollar. In selling a dollar's worth of potatoes, the middleman makes 70 cents on the dollar; in selling a dollar's worth of fruit, the middleman gets 84 cents on the dol-

lar, and on cantaloupes 82 cents.

Farmers' Bulletin No. 570, published by the United States Department of Agriculture, in discussing this subject, said:

"The high price paid by consumers ranging from 5 to 500 per cent, in some cases, more than the farmer receives, indicates that there is plenty of room for lowering the cost of farm products to consumers and at the same time largely increasing the cash income per farm, without increasing farm production. This condition is undoubtedly a marketing problem which will have to be solved by better organization of farmers and improved methods of marketing."

Large Shippers Influence Rates.

In railroad rates the inequalities are equally as glaring. Rate making in its primitive stages was largely influenced by demands and arguments of large shippers, but the farmers were unorganized and seldom appeared before rate-making bodies, and the burden of expense in transportation lies largely against the raw products of the farm.

In banking, our securities are discriminated against, as compared with the products of the factories and mines. The farmer is entitled to a square deal. The farmer is more interested in good prices and efficient service than he is in rates.

THE WOMAN FIGHTER.

She comes upon the martial scene,
With dashing eye and warlike mien,
Determination in her tread
And consternation round her spread,
The lust of battle in her look,
And no resistance will she brook.
A sign while she and battle live,
No slightest quarter will she give.

Roused to action, forth she comes
From all the nation's varied homes,
From rich and poor, from high and low,
Straight into action doth she go.
No obstacles she heeds that rise,
No siege she fears before her lies,
And swears she, sure as she has life,
She will be victor in the strife.

An empty basket on her arm
Her pledge and signal is of harm.
She aims to do, in smashing blows
Upon the stealthy greed which goes
To make pretense of world's distress
The prices of its food to press.
The woman knight who fights for homes,
Aroused to arms, she fighting comes.

—Baltimore American.

LOVE OF KNOWLEDGE.

I solemnly declare that but for the love of knowledge I should consider the life of the meanest hedger and ditcher preferable to that of the greatest and richest man in existence, for the fire of our minds is like the fire which the Persians burn on the mountains—it flames night and day and is immortal and not to be quenched. Upon something it must act and feed—upon the pure spirit of knowledge or upon the foul dregs of polluting passions.—Sydney Smith.

NAVAL RESERVE TO BE FORMED

Uncle Sam to Have 50,000 Men to Call on in Wartime.

NAVY NEEDS MORE SAILORS

Assistant Secretary Roosevelt, Father of the Idea, Hopes Greatly to Increase Efficiency—Annual Cost to Be Only \$75,000—Men to Be Paid \$1 a Year and Have Badges.

Washington.—The organization of a national naval reserve of 50,000 men, to be used by this country in case of war or other emergency, will soon be started by Franklin D. Roosevelt, assistant secretary of the navy.

The cost to the government will be small, and when the organization of the reserve is completed Uncle Sam will be enabled in case of war quickly to draw from the ranks of civilians at least 50,000 men, each of whom will have had sufficient training to fit him at once to take the post assigned to him on a ship.

Mr. Roosevelt has been working on the formation of a national reserve for some time, and his plans are now being incorporated in a bill which will be presented to congress at the December session. Considerable detail work remains to be carried out, but the assistant secretary estimates that in less than two years the organization will be in perfect running order.

It is understood that one of the chief reasons for the organization of a national naval reserve by Mr. Roosevelt is the shortage of 18,000 enlisted men in the navy at the present time. This, he pointed out recently, has resulted in nearly all of our vessels being manned by crews much below what they require.

The proposed national naval reserve will not affect the present personnel of the navy, as its members will only



FRANKLIN D. ROOSEVELT, ASSISTANT SECRETARY OF THE NAVY.

be used in cases of emergency, such as a war, and will not be used to fill up the gaps in the ranks of the enlisted men in peace time. The reserve is being organized on the theory that the present ships of the navy are or will be fully equipped with enlisted men.

In war time, however, many ships are added to the navy for use as auxiliary cruisers, tenders, colliers, etc., and it is for the purpose of having trained crews at once to man these vessels that the national naval reserve will be organized.

While former enlisted men will form a large part of the national naval reserve, its members, according to Mr. Roosevelt's plans, will not be confined to them alone. Any civilian who is familiar with the running of any or all parts of a ship will be eligible to become a member of the reserve.

For instance, a man may be able to run a motorboat engine skillfully, consequently he would fit in nicely running a ship's launch in wartime. The only difference between the former enlisted man and the civilian will be in becoming members of the reserve. The qualifications of the man who has once served in the navy will of course be known, and he will be admitted without an examination. The civilian, however, will have to undergo a simple examination, in order to determine the place for which he is best qualified.

Once completed, the national naval reserve will consist of seamen and non-commissioned officers capable of performing all manner of duties around a ship, from cooking in the galley to running a hydroaeroplane.

The total cost of organizing and

maintaining the national naval reserve will be so small that the assistant secretary of the navy anticipates little opposition to his plan in congress. The total cost, as he estimates it, will not be more than \$75,000 a year.

Each member of the national naval reserve will be on Uncle Sam's payroll, but for an amount that will be nominal. As now planned, the compensation of each member of the reserve in peace time will be \$1 a year. In addition an insignia, in the shape of some kind of emblem, will be established, each member receiving it.

THESE NURSES ARE "CURED."

Red Cross Amateurs Balk When Asked to Bury Horses.

Paris.—A few of the many privileged persons who, obtaining passes through political influence, motor to the neighborhood of the battle line to view the fighting, to the great annoyance of the French general staff, received an effective rebuke a few days ago.

They had collected on a hill overlooking Solissons to watch the artillery duel that was going on across the river when a staff officer rode up and asked what they were doing there. All with one accord said they had come out to see whether they could be of any use in Red Cross work.

The staff officer at once sent them to the surgeon in command of the nearest field hospital with a message placing the whole party at his disposal. The surgeon rose to the occasion.

"It was most kind of you to come," he said. "You can be of the greatest service. Here are picks and spades. Will you kindly bury those dead horses?"

Not many of the horses were ever buried, but that corner of the field of battle was successfully cleared of spectators.

OUR PART TO KEEP NEUTRAL.

Mr. Taft Says Europe Will Look to United States For Peace.

New Haven, Conn.—Ex-President Taft, presiding at a Yale mass meeting to discuss the European war, said:

"It is true that treaties are not absolute guarantees against war, but they are the best means we have of avoiding it. After the close of every war treaties become stronger and their efficacy becomes greater. Just because a treaty is sometimes broken is no reason why we should not make treaties."

"I felt stunned when the great European nations became engaged in conflict. I hoped for weeks that the situation was not entirely hopeless and that the beginning of the end might be approaching, but one has to be an optimist if he can find anything hopeful in the present outlook."

"It is of the utmost importance that the United States continue as a neutral nation, and I believe that European powers will yet look to us in this country to try to bring about peace."

TRAPPED A RESERVE SHIP.

How a British Officer Caused the Montserrat's Capture.

Ottawa, Ontario.—A young naval officer belonging to the British cruiser Essex is said to have brought about the capture of sixty-eight German reservists who are now in Halifax. When the Montserrat, a Spanish steamer, was about to leave New York, the British officer, who was there, was advised that it would be worth his while to get on board the vessel. He obtained passage, and going aboard found the German reservists there.

When the Montserrat was beyond the three mile limit the British cruiser Glory was sighted, and the Essex officer went to the bow of the Montserrat and began to signal with his arms. When the Germans realized what he was doing they seized him, but it was too late, for the lookout on the Glory had observed him. The Montserrat was held up, a British crew was put on board, and the Glory conveyed her into Halifax harbor.

The German reservists are now in Halifax jail. Some French reservists also were on board. They have been sent on their way.

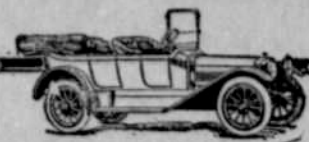
THE ELM TREE.

The hubs of logs from the settler's ellum.
The last of its timber—they couldn't sell 'em.
Never an ax has seen their chips,
And the wedges flew from between their lips,
Their blunt ends frizzled like celery tips.

—Holmes.

"If that fair elm," he cried,
"alone should stand,
No grapes would glow with gold
and tempt the hand
Or if that vine without her elm
should grow
'Twould creep, a poor neglected
shrub below."

—Ovid.



"A used car bought from the Winton Company is worth 30 per cent more than its duplicate anywhere else." We hear this statement every day. The reason is plain when it is remembered that no traded-in car is offered here for sale until it has been thoroughly overhauled in our own shops by Winton experts and brought up to the Winton standard of excellence.

If you can appreciate what this enhanced value means you will send NOW for our complete list of high grade "used" car bargains.

It goes without saying that a re-built car of high grade manufacture which has been operated only 10 per cent of its real mileage, that can be purchased at 50 per cent of the original price will prove far more satisfactory and much less expensive than a Cheap car bought New.

Very little money will NOW buy one of these rebuilt cars that will give the best satisfaction in both service and appearance. Send TODAY for our latest complete Bargain list.

The Winton Motor Car Co.
Portland, Oregon.

AT THE SMEED

Circuit Court is now in session and we want the people in and around Cottage Grove to make the Smeed their headquarters should they be in Eugene at any time. We are glad to see you and want you to feel at home in this place. Our bus meets all trains and is free to our friends and patrons and you will find our dining room will meet all your requirements and our prices right.

And don't forget you are welcome at all times at

THE SMEED.

Eugene, Oregon.

Notice of Final Settlement

Notice is hereby given that the undersigned executor of the estate of James Henry McFarland, deceased, has filed in the county court of Lane county, Oregon, his final account as such executor of said estate and that Tuesday, the 17th day of November, 1914, at the hour of 3:00 o'clock p. m. of said day has been fixed by said court as the time for hearing any objections to said report and the settlement thereof.

D. G. McFARLAND,

Alta King, Attorney for Estate. Executor.

Bargains In Photos.

My wife having been called to Nebraska to attend her mother who is seriously ill, incurring considerable expense to me, and in order to meet which I will for a short time make my \$5 cabinets for only \$3.50 per dozen. Now is the time to get your holiday pictures. A. L. MONROE.

At the Bridge.

WANTED

Two men to demonstrate and take orders for a patented article, in demand wherever a stove or furnace is used, saves one-third the fuel. Price is right. Sells easily. For interview, address with phone No. 158.

For Sale—Team of horses, cow giving milk, spring wagon, single buggy and wood saw and gasoline engine. Fred T. Scheibner, East Main. 10-21-tf.

Wanted—Contract to cut cordwood. Any amount up to 300 cords. Address G. D. Angel, Cottage Grove, Or.

For Sale—One 3-4 blood Holstein bull calf, 9 months old. Also Duroc Jersey hogs. Curtis Veatch.

Wanted—Large 2nd-hand suit case. Must be in first-class condition and cheap, inquire at Leader office.

Butter wrappers printed while you wait, at the Leader office.

The Leader—the biggest little paper in Oregon.

The Leader 6 months 75 cents.