

MAKE BAD MISTAKE.

Eugene Commercial Club Hand Over Money to Outside Parties.

Eugene Guard: The members of the promotion board of the Commercial Club have made the most serious mistake it was possible for them to make. They have voted into the coffers of the Southern Pacific company, and will hereafter have all their printing and publishing done away from home. Their folders and magazines, paid for by Eugene money, will be printed in the railroad printing office at San Francisco. No advocates of home industry need apply. It seems.

The only advantage of the arrangement is that hereafter the subscribers of the promotion fund will know exactly where their money is going when they make their monthly payment—after paying Manager Freeman's salary, the remainder will be transmitted to the Southern Pacific company's office in San Francisco. But what's the use of having a publicity manager if all the advertising is to be turned over to William Bittle Wells and other railroad employees?

This thing of paying tribute to a railroad corporation is simply a mistaken idea that some persons have. Here in Eugene we have tried to be so good to the railroad company that out of the fullness of its gratitude the city might receive some recognition in return. We have beautified its depot grounds, refused to protest against unjust freight discrimination, and borne with becoming meekness its snubs, turning with humility the other cheek at each succeeding slap of the corporation's hand.

Eugene has asked for adequate train service over the Wendling branch, for train service over the Woodburn-Springfield branch, for some official recognition during the construction of the Natron-Klamath Falls extension work, and for the other things that location and importance among the cities of western Oregon entitled her to, and in every instance has been politely told that the railroad company is running its own affairs and that Eugene's wants and wishes do not concern that corporation in the least.

The general manager's position, and that of every official under him, depends solely upon how much revenue can be squeezed out of the people of his territory, and how little he can give in return. That is modern railroadism as exemplified by the career of the late E. H. Harriman. Eugene paid \$100,000 more money to the railroad company last year than during 1908, but its facilities are no better, its freight house still a shed, its rates is anything higher, and its standing as a community no better with the railroad, except that it is regarded as a community where the picking is richer, and the people stand and deliver without protest.

Eugene can secure recognition in one way only—not at all—and that is by demanding the rates and shipping facilities that the city is entitled to, and then fighting for them to the courts of highest resort, which in the railroad world, is the interstate commerce commission. Other western cities, Spokane, Boise, Astoria and a score of others have come to realize the fact that a railroad will do nothing for a community it is not forced to do, and have fought for their rights with complete success in several instances. The Guard has shown repeatedly that the Southern Pacific company charges higher freight on raw material for factory uses from Portland to Eugene than the rate from the East to Portland.

Eugene's answer to the discrimination against the city, instead of a declaration of war made in the American spirit of independence, is an abject surrender in which the board of governors of the Commercial Club say to the Southern Pacific:

"Come and take all we have raked and scraped together for advertising and promotion work; do as much for us as you can and we won't kick. We have got all the fight knocked out of us as well, we don't need the money at home, anyway."

It is a lamentable end to our promising campaign of publicity which for two years attracted such widespread attention because of its virile originality and effectiveness. Now, the most charitable interpretation that can be put on this donation to the Southern Pacific railroad is

that those in charge of the fund are at a loss to know what to do with the funds, and have simply told the printing department of the railroad company, officially known as the Sunset Magazine, to take it off their hands.

BEGINNING OF LENT.

Bishop Scadding Issues Pastoral to the Clergy.

SALEM, Ore., Feb. 10.—Bishop Scadding of the Episcopal church, has just issued a Lent pastoral to the clergy and laity of the Diocese of Oregon. February 9 was Ash Wednesday and the beginning of Lent.

The pastoral follows: It has been objected that a strict observance of Lent secularizes the remainder of the year. The same argument would lead to the abolition of Sunday. As only those who rightly observe the Lord's day, sanctify the whole week, so those who make the best use of Lent find it most possible to enter with sympathetic appreciation into the lessons of the festivals of the church and to live with constant self-restraint during the remainder of the year.

To get the best results from Lent, we must remember the purpose of the time and the services which are appropriate thereto. The purpose is to draw into close communion with God, and the means are penitence and self-denial. We can only hope to approach near unto God if our hearts are right with God, and it is penitence which cleanses them and makes them ready for him.

As sin has been the only means of separation between God and man, so only by the removal of sin, can we get back what man had lost, the sense of communion, the power to love and the strength to do. As "God so loved the world that he gave his only begotten son" for the redemption of man, our part in the removal of sin comes in the life of penitence. To this we are called, "Repent ye," and the church sets apart 40 days now for the particular work. I call upon the church people of this diocese to use all diligence in the perfecting of repentance.

Let all abstain from worldly amusements, use the time thus gained for self-examination, meditation, more frequent and earnest prayer; confess your sins; do some real fasting and abstinence and do not talk about it; make some one act of self-denial constant during the whole time. Do it all as unto the Lord and not unto men; with humility and meekness, with teachableness of spirit and loyalty to the church.

The result of such observance would be a growth in grace, marked by restraint in the regulation of life, by greater sympathy and consideration for others, more zeal for Christ and his church and an increased sense both of spiritual power and communion with God.

Commending you to God and the power of his might, I assure you of my constant prayers and send you my blessing as we approach once more the days of trial.

Faithfully your bishop and friend,
CHARLES SCADDING.

OUR FUTURE.

Our city soon will see the day
She'll span the distance wide,
Between Atlantic's Orient ray
And Occidental tide.

By rail and by the briny deep
And through the isthmus, too,
We'll dream sweet music as we sleep
And send our cargoes through.

We'll draw the talent of the world—
Men skilled in every art,
To see our nation's flag unfurled
Upon our western mart.

We'll send our fruits in cargoes
through,
To every clime and zone,
And build a character anew,
To strike the higher tone.

—L. C. HILL.

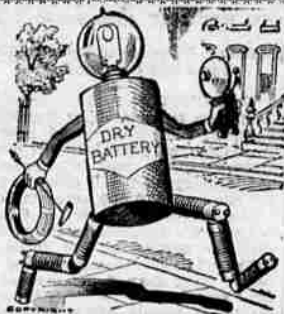
Douglas County Creamery Butter—the best on the market—a home product, 96 cents a roll. Patronize home industry and get the best. If For Men.—There is no better shoe made than the celebrated "J. E. Tilt," which is to be found at the Millikin Shoe Store. And for heavy wear there is nothing equal to the "United Workman Shoe." dt-f.

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