

# THE EUGENE WEEKLY GUARD

AN INDEPENDENT PAPER.

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Publishers

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Notwithstanding that the Guard has been enlarged and the cost of publication materially increased, the Guard Printing Co. makes a special offer to every new or old subscriber. All who will pay one year in advance for the Weekly Guard at only \$1.50 a year, will be given his choice of the Twice-a-Week St. Louis Republic, or the "Oregon Agriculturalist," absolutely free for one year.

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Those who failed to get the promised premium magazines will be given their choice of either of these papers in place of the magazines without further cost, by sending their names and addresses to this office. So far we have been unable to compel the Eastern publishers to keep their agreement in regard to the magazines, and feel the disappointment as keenly as our subscribers.

The Weekly Guard is still clubbed with the Semi-Weekly Oregon Journal at \$2.25 a year for both papers.

Mail all remittances and communications to

GUARD PRINTING CO.,  
Eugene, Oregon.

## FOR AN OPEN WATERWAY.

With all of Eugene's great resources of timber, mineral wealth, of water power, of rich soil, of climate, factories, great educational institutions, and possessing in its citizenship a highly intelligent, moral, temperate, industrious and thrifty people, there is still lacking the *ine qua non* of a city of commercial importance. The reader of this article knows, without its being stated here, that the one and only indispensable condition of Eugene's permanent up-building, and of the lasting prosperity of Lane county, is the question of abundant and cheap transportation facilities. Products of the soil, of the mines, of the forests and of the factories in their distribution, seek the lines of least resistance as surely as water runs down hill. Freight rates are the largest element of commerce. In illustration of this fact, given rates low enough, Eugene could derive a princely revenue from shipping Willamette river water to Goldfield, Nevada, or Death Valley, California.

Much good will come from the remedial legislation asked for by the late car shortage convention held in Eugene, and The Guard will give to all remedial legislation its hearty support. But The Guard sees beyond the need of cars to move our present congested products. It sees the need of water transportation, and believes that intelligent, united action by the people of Eugene and Lane county can accomplish it. Whether it can be best obtained by dredging and removing the snags from the Willamette river, or by a canal from Eugene to navigable water on the river, is the question for engineers to determine. One or the other we must have.

Since railroads have become so common and necessary, rivers and canals are, in comparison, little in thought, especially on the Pacific coast. Many do not realize their importance as a factor in cheapening freights by rail. It is a significant fact, that more than half of all the canals in the United States have been brought under the control of railroad companies for the sole and only

purpose of getting rid of them as competitors. It is the great good fortune of the whole country that they have not been able to buy or gain control of New York's greatest canal, the Erie. The Guard has previously adverted to this canal in its history, and in its influence upon the building of a great city, and a great state. Its history reads like romance, between the lines of which can be seen the future of Eugene, when it shall have become the head of navigation on the Willamette, and the boats carry the products of its factories and tributary farms and orchards to cities on the lower river, or transfer them to ocean-going vessels en route to Alaska, the Orient, or other of the world's great markets.

Ground was broken for the building of the Erie canal July 4th, 1817. It took eight years to build it from Albany to Buffalo, a distance of 350 miles. It was opened for traffic July 4th, 1825, and will ever remain a lasting monument to the wisdom and foresight of DeWitt Clinton, than whom no other man merits more praise for its construction.

The immediate effect of the opening of traffic was to lower the freight rates from Buffalo to New York City from \$100.00 to \$10.00 per ton, and to stimulate canal building in Pennsylvania, Virginia, Maryland and other states. Within a few years freight rates fell to \$3.00 per ton, and from that date the future of New York City was assured.

At its inception, public opinion demanded that sufficient tolls be charged to not only make the canal self-supporting, but in time to pay for its construction. This contention became gradually modified, and tolls were from time to time made lower, until 1883, when all tolls were removed and the canal made free to all. Previous to this, in 1871, the state legislature offered rewards for the best motive power, other than animals, for propelling boats. More than 700 communications were received, twelve steamers were tested, three of which answered all requirements. There are now more than 100 steamers and 400 freight boats on the 350 miles of canal. The cost per mile of moving freight has fallen to three mills per ton. Think of it! At such a rate it would cost little more than 30 cents per ton to transport freights from Eugene to Portland. The cost of the Erie, above all revenue received, has been \$40,000,000.00, which is \$500,000.00 per year for the eighty years it has been in use. The present cost is \$700,000.00 annually for the maintenance and betterments of the state's canals, and the people find it a profitable expenditure.

Between New York and Chicago there are eight trunk lines of railroad, whose freight rates are largely influenced by the Erie canal and the lake vessels. In looking abroad, like results can be seen, notably in the history and present influence of England's great Birmingham canal, and other canals on the continent of Europe.

Give to Eugene forty miles of canal, or by dredging and other improvements, make the Willamette river navigable to this point, and Eugene will have an open waterway of 300 miles to the sea, its steamers will, in the not distant future, navigate the upper Columbia, through and past the state of Washington and into British Columbia, and Eugene become a great manufacturing city if, indeed, not the greatest on the Pacific coast.

## CAR SHORTAGE PROBLEM.

The Portland Telegram sums up the car shortage problem in Oregon as follows:

There are in Oregon at present 500 lumber mills, whereas two years ago there were but 250. Of the total several hundred are not directly affected by the car shortage, for they are on rivers and scattered along the coast. Fully 100 more are insignificant mills, located in the mountains and backwoods. These turn out a small amount of lumber for strictly local patronage. These little mills are where farmers and ranchers haul the lumber they buy in their own wagons. Of the remaining mills every one dependent on the railroad has suffered and no less than 60 have been forced to shut down indefinitely. Those closed have thrown

out of work at least 1500 millmen and woodsmen. This is a most conservative estimate. The wages of these men range from \$2.25 to \$6 per day.

In the year past the lumber business has improved rapidly. In 1904 the output amounted to 1,900,000,000 feet and this year it will be 2,000,000,000 feet—just double.

The railroads have not doubled the number of cars.

It is the contention of the railroad people that the car shortage is universal and that Oregon shippers are no worse off than the shippers of the East and South. Statistics at hand prove that there is a widespread shortage, but nowhere else is there a community suffering more than the Willamette valley. The percentage of cars received in Oregon is ridiculous, compared with what other states have secured.

In Washington there is a movement to sue the railroads for damages on account of the car shortage. Washington is obtaining between 35 and 40 per cent of the cars it demands. Texas, Alabama and the other Southern States average anywhere between 75 and 80 per cent. Oregon has obtained but three per cent, the smallest on record anywhere.

## EUGENE'S SPLENDID GROWTH.

The showing made by the banks of Eugene tell a story of wonderful prosperity and growth during the past year. Deposits increased fully 50 per cent, and now total the very respectable sum of \$2,128,658.72. For a city of 7,000 people this is, indeed, a remarkable financial exhibit that is explained only by the wonderful and varied resources that are being developed in the country tributary, making Eugene one of the important business centers of the coast.

Situated at the head of the Willamette valley, with the developed resources capable of being greatly intensified, and many new industries attracting capital and labor, it is in the ideal location for a great city—the second in the state of Oregon. Here we have almost incalculable timber wealth and mineral deposits in mountains that bound, and along streams that fertilize and water a large area of rich soil, producing cereals, fruit and hops of unsurpassed quality. The natural gateway to Eastern Oregon, the extension of the Southern Pacific railroad to Klamath Falls and Ontario, will inevitably cause large jobbing houses to open here as the logical distributing point for a large territory.

What Eugene needs reflects the needs of every ambitious western city—push, energy and the utmost faith of its citizens in the city's future. Two business men's organizations, the Commercial Club and Merchants' Protective Association, are doing earnest, efficient work now, and they should be backed up in every well-directed effort by every patriotic resident who desires to see the city grow and prosper.

## CIVIC IMPROVEMENT.

Eugene is rapidly going forward in the matter of civic improvements. The donation of an ample tract of land for a city park by Hon. T. G. Hendricks, upon which improvements will be made at once, was a long step in the right direction. An electric street and suburban railway is to be put in operation during the coming year, connecting the cities of Eugene and Springfield, and it is the unanimous wish of the property owners along Willamette street to pave that thoroughfare as soon as the track is laid. This will give Eugene a city appearance, as well as being a great convenience and materially enhancing city property values.

A handsome Carnegie public library was completed in Eugene this year, and the coming year will witness the building of a \$50,000 postoffice by the federal government. Two handsome buildings are also being added to the university group, and the grounds are being improved and beautified under the direction of an experienced landscape gardener.

These are some of the improvements that are making Eugene a more beautiful city each year, as well as contributing to hasten the coming of the "Greater Eugene," which in due time will be the full fruition of our dearest hopes.

President Roosevelt knows nothing about the evils and danger to our country from Asiatic labor else he would not have referred in his message to the "attitude of hostility" against the Japanese "in a very few places," meaning the Pacific coast, of course. The Chinese, whom we exclude, and the Japanese are entirely alien, come here without families and with no intention of making it their home, do not assimilate in any way and when they make the money they want return to their homes in Asia. The president's virtual criticism

of a people—the coast is a unit in opposition to Asiatic labor and immigration—is certainly founded on prejudice and ignorance of conditions, inexcusable prejudice and ignorance in one so high in position. We could wish President Roosevelt the chance of working with his hands awhile in competition with the Asiatic. He would quickly change his tune, would conclude that philanthropy begins at home—and ends there, too, so far as Japanese and Chinese are concerned.

The morning paper makes the startling discovery that it is fighting the Southern Pacific Company single-handed. Accepting this view of the case it is undeniably Mr. Harriman's misfortune that he lives in New York, far removed from Eugene, where his exchequer is less accessible than that of the Willamette Valley Company, which has no trouble in convincing the management of the morning paper that a failure to supply patrons with drinkable water is not at all reprehensible. Quite likely the Southern Pacific could in a similar manner cause this brilliant editorial mind to agree that failure to supply cars to shippers is a blessing in disguise, were the same influences brought to bear upon it. Who knows but there may be a few shares of stock in the morning paper, not held by the Willamette Valley Company, that Mr. Harriman could buy at par value?

The Portland conscience has just been aroused to the extent that the state law against the nickel-in-the-slot machine is to be enforced. These gambling devices have started more boys and young men on the road to hell than all Satan's other devices combined. It seems so cheap to the victim—only a nickel, then it is so handy that it is always ready for a game. In other gambling games the devotee must hunt up and find one, two, three others or more in mood for the game. Then some of the players may get hungry and break up the game by quitting, and all have to sleep, but this remorseless device with a maw hungry for nickels never sleeps. It is the most pernicious form of gambling ever devised.

Dr. Pandit Krishna, Hindoo, now lecturing on the coast, derides the oft-told tale that the Hindoo mothers, in obedience to their religion, throw their babies to crocodiles in their sacred river, the Ganges. Also he says there are no crocodiles there. But, he says, the credulous are not all here, it being told and believed in India that Christians marry their sisters, and one man's wife is every man's wife here. He has no good word for the missionary nor England—thinking it inexcusable that the governing country should allow two million of his people to die annually of starvation. It is a terrible tale of famine and death.

The Albany Herald takes the Guard to task for advocating the prompt disposal of the Philippine Islands by this country. What has come over the spirit of the Albany editor's dreams—is he out of touch with the Republican national administration? Does he forget that son-in-law Nick in the only speech he ever made in congress declared that the only proper and wise thing to do was to get out of the Philippines, to stand not on the order of going, but to skid-doo.

Now Governor Chamberlain has just delivered a sound lecture to parents who neglect their children. If our George keeps up his present lick he may in time rival the illustrious Teddy R. as a conservator of public and private morals.

Buy the Oregon City locks and open the Willamette river to navigation as far as Eugene—that would solve the car shortage problem in the Willamette valley for all time to come.

Most of the great orators of England and America used the Bible as a basis of their style. Brougham, Macaulay, Webster and Garfield knew the Bible better than most ministers,

says the New York World. Lincoln's literary style was formed largely by study of the King James version. When Macaulay, who began his literary career by learning at three years of age, wished to acquire a new language—and he lea ned most of the modern languages—he bought the Bible in that language and his familiarity with it made his study easy. Samuel Taylor Coleridge, the poet, said: "Study of the Bible will keep any man from being vulgar in his point of style." Kossuth, the great Hungarian patriot, who electrified American audiences by his eloquence, was asked how he acquired such a mastery of the English language, and replied that it was the result of studying the Bible.

Eugene has manufacturing interests that contribute materially to the prosperity of the city. There are iron foundries, sash and door and lumber mills, flouring mills, excelsior factory, knife works, soap factory, woolen mills, furniture factory, vinegar factory, fruit cannery and packing house, and various other industries that are employing a good many hands the year around. Their owners are enterprising and persevering, because it is no small task to build up such concerns when it is necessary to pioneer the way, and deserve liberal home patronage and encouragement. "Buy Eugene-made goods" is a rule that should never be deviated from, except in regard to lines that are not produced here. Keep the money at home and it will be constantly circulating and some of it will find its way into the pockets of every man, woman and child in the community.

Senator Rayner, of Maryland, wants the senate to go on record as holding the opinion that the federal government has no right to enter into a controversy with a foreign government concerning the school system of a state. Look out for a California Rayner boom.

Even race suicide came in for a new whack in the message. Really, it seems going a little too far to impeach a man's patriotism because he is not the daddy of a big bunch of kids.

The Portland Oregonian is fifty-five years old—a good paper in many ways, but old enough to know better in regard to some things.

Let the Oregon legislature pass a fair demurrage law and the railroads will get cars on hand for shippers. They should do it anyway—but they may not.

Now it is proposed to postpone the Cuban elections until a year from December. That should give the warm-blooded natives time to cool off.

Secretary Root advises us to trade more with South America. Does he know whether they could use embalmed beef and reprocessed eggs down there?

Since Senator Beveridge questioned the right of any man to become a billionaire the trust busters are doing their best to spoil Mr. Rockefeller's chances.

A Chicago professor who lives on Rockefeller money waltzed into the limelight to say: "Socialism is the philosophy of failure." He is the incarnation of nerve.

The news that Mme. Gould is thinking of marrying again must make Lillian Russell feel that it is high time for her to get into the papers again.

At St. Louis the other day an automobile ran over an embankment. That is one thing an automobile can run over without incurring the displeasure of the pedestrians.

Defeated stand-patters in congress will do their standing on one foot during the closing weeks of their statesmanly careers.

Probably it is fortunate for Charlie Fulton that he was not elected United States senator two years earlier than he was.

Eugene is a city of schools and churches, the seat of Oregon's splendid university, with an enrollment

of several hundred of the flower of the state's youth; boys who have proved themselves the athletic champions of the coast, and girls who are destined to add to Oregon's wide fame for the beauty and intelligence of its womanhood. Then there are the Divinity school and a Catholic academy, and perhaps best of all, a splendid public school system, supervised by a high school course. The schools are commodious and well arranged, with methods of instruction of similar size in the United States. To the homeseeker who would rear his family in the environment of education and refinement, Eugene has superior inducements to offer.

The mining industry of Lane county is growing in importance from year to year. Besides the Elsie River and Bohemia districts, good prospects are being opened in many other localities, and there is increased development work reported in every camp. What is needed most in this direction is more publicity of the right kind—good, honest advertising that will attract means who are looking for mining investments. Such operations as have been going on for years at Blue River and Bohemia, if transferred to Nevada, California, Colorado or Idaho, would be heralded constantly to the world, thousands of dollars would be invested in those districts where now single dollars are expended. What Oregon people must learn is the full extent of the resources of their own state, as well as the art of honestly exploiting them.

Capital Typographical Union No. 210, of Salem, has prepared a bill for presentation to the legislature, the text and object of which is to place the state printing office upon a practical business basis, under the control of a state printing commission of responsible state officers; to put the state printer on a stated salary and to insure for the state the least possible expense in the conduct of the office; also to provide for the erection of a separate building for the state printing plant, and ultimately for the heating plant needed for the Capitol building.

The Y. M. C. A. organization of Eugene is preparing to erect a suitable building next year, and is entitled to liberal financial assistance. Nothing is of greater value to a city than the work done by this organization when thoroughly equipped in all its branches, its influence over young men being always for good, mentally, morally and physically.

Says the Albany Democrat, calling Oregon the Beaver state will never go down. It is not a beaver state at all. Right you are! There's nothing the matter with good old "Webfoot."

The Albany Democrat puts it this way: The S. P. people claim the reason cars are not given for California shipments is because they are not unloaded when they get there. Some are not, others are. That's the shipper's outlook. As a matter of fact the lumber is needed in business there and the consignees are waiting to receive the goods.

It is an open question whether free railroad passes to members of the legislature will offset the effect of such meetings as that held in Eugene yesterday.

Elderly Mrs. Yerkes-Mizner suing for divorce avers that young Mr. Mizner married her for money. Just so. And everybody except the old lady knew it all the time.

Some splendid speeches were made yesterday on the transportation question. Such meetings tend to crystallize public sentiment and promote unity. There should be more of them in Oregon.

## MODERN WOODMEN

### ELECT OFFICERS

At the meeting of Eugene Carpenters M. W. A., last night, the following officers were elected for the ensuing year: Dr. M. L. York, V. C.; A. E. Warnock, M. A.; O. F. Ford, banker; David Link, clerk; S. R. Mosher, secretary; Claude Jackson, watchman; L. H. Crenshaw, sentry; Dr. L. E. McDougal, Dr. M. G. E. Bennett, physicians; F. R. Welch, manager for three years.

Mrs. G. T. Ray returned this afternoon from Halsey, where she has been visiting her father, she had been visiting her sister.