

# SHIPPERS DEMAND JUST AND FAIR RAILROAD LAWS

(From Thursday's Guard.)  
The legislature in January does not pass some kind of a measure regulating the matters of railroad rates and freight rates, it will be no fault of the railroad legislation convention which came to a close last night after an eminently successful and enthusiastic session. The many delegates from outside the state left for their homes this morning with a feeling that much good had been accomplished. The members of the legislature present—and there were a good many of them—went away with the realization that it was up to them to act, and to act in accordance with the expressed wishes of the convention as set forth in the resolutions passed at the close of the meeting.

Edward's Talks.  
Hon. I. N. Edwards, representative from Lane county, spoke on "Effect of the Car Shortage on the Production of Lumber." He said in part: "I have stood before two or three audiences in this room before, but never have I seen such an intelligent audience, capable of understanding and discussing the question. A few days ago I called up the railroad men at Junction and said I wanted two cars to ship hogs to Eugene Wednesday. Mind you, this was on Friday. I learned that I could not get any cars and I had to hold my hogs. Well, it was two weeks and one day before I got my cars. The fact that I and the other shippers are losing our thousands and a ruinous shame to the state of Oregon, and it is the duty of this convention to devise a remedy."

Howard Speaks.  
C. J. Howard, of Cottage Grove, spoke on "The Effect of the Car Shortage on Cottage Grove." "Up to 1903 Cottage Grove was at the height of prosperity," he said. "The town was full of sawmill men and the only trouble they experienced was scarcity of labor. About this time the car shortage began upon us. The railroad then raised the rate and today there is a payroll, comparatively speaking. Now the Southern Pacific, which has ruined our mill owners by prohibitive rates, threatens to raise the rate again."

A Strong Letter.  
N. Teal, of Portland, who has been working on a bill to regulate railroads, was unable to be present but sent a very strong letter to the convention, which offered some suggestions on the kinds of legislation that would be most effective. Senator L. L. Millet, of Jackson county, and a delegate of the Ashland Commercial Club, brought the news that the club there was in accord with the convention. He also said that in Jackson county the railroad owned over one-half the land. Often when prospectors discovered gold ledges they have been driven off.

The Evening Session.  
Hon. R. M. Veach, of Cottage Grove, was the first speaker at the evening session. His subject was "Railroad Legislation," and he said in part: "We are confronted by a car shortage, a very serious thing. It is serious that the Southern Pacific company holds every industry in the state in the hollow of its hand. Unlimited power is the most dangerous thing in the world. The president of the United States and all officers are restrained by law, but how is the Southern Pacific company restrained? It is absolutely unrestrained. It has a right to fix rates at will, a dangerous thing and an unfair thing. The only thing that I can see will give relief is efficient legislation. There are reasons for legis-

lation. In the first place, the railroads are common carriers, covering the country with a network of lines. With unlimited power they can charge all the traffic will bear. If the railroads are honest, they will not oppose fair legislation. Get three honest men on a railroad commission and the railroads will have nothing to fear and the people will have nothing to fear. If railroad control falls to control, then government ownership is the next step."

Mr. Devers' Address.  
A. H. Devers, of the transportation committee of the Portland Chamber of Commerce, was the next speaker, his subject being "Railroad Commission for Oregon." He said: "It is time Oregon stopped 'flying with her own wings' and take suggestions from other states—get a commission that will be fair to the railroads and fair to the people. There is no doubt but that when a bill comes before the legislature the railroads will attempt to down it. The railway men admit that they are 'soaking it' to the people, but declare they have to maintain rates in order to make any money."

D. E. Yorlan's Remarks.  
Darwin E. Yorlan, president of the Merchants' Protective Association, gave "The Retail Merchant's Views on the Freight Subject." "The merchant is dependent for his prosperity on the prosperity of the producers. The producer must have a just rate at which to get his goods to market and cars to get those goods to the consumers. The lumber industry in Lane county is paralyzed and merchants can plainly see a decline of 25 per cent in their business, due to the falling off in the trade of men connected with the lumber industry. The car shortage is ruinous and comes nearly every year. It is impossible for interior cities to build up industries under the present conditions and high rates. Farmers about Eugene have 40 or more cars of potatoes to sell and prices are good, but commission men won't buy because they have no cars. Other products of the county are hung up in the same way and trade is nearly paralyzed."

Other Addresses.  
Samuel Connell, delegate from the Portland Commercial Club, spoke on "Problems." Hon. B. A. Washburne, of Springfield, on "The Issue Before Us"; Hon. Allen H. Eaton, of Eugene, on "A Chance to Pull Together," and Geo. M. Cornwall, editor of the Portland Timberman, on "The Blighting Effects of the Car Shortage," all pithy, to the point and full of salient features. After the reading of telegrams from various commercial bodies in the state, lending encouragement to the meeting, and the adoption of the resolutions, which are given as follows, the convention adjourned.

RESOLUTIONS ADOPTED.  
Reciprocal Demurrage Law Advocated as One of Best Remedies.

The resolutions committee reported last night as follows: Whereas, judging by the sentiment expressed by the speakers in this meeting and by the individual experience of those present who are shippers and patrons of the railroads, it is apparent that the obligations of the railroad company to the people of Oregon are not being met; and

Whereas, by the failure of the railroad companies to fulfill the obligations which they have assumed, first, in the matter of furnishing equipment to move the products of our fields, factories and forests; second, in the matter of paying their just and equitable share of the taxes and expenses of the state; third, in the matter of rates which in numerous cases are excessive and unjust, the people of Oregon have suffered a great and irretrievable loss and the progress of the state as a whole has been greatly retarded; and

Whereas, it is a well-known fact that our state is one of the few who have not on their statute books laws regulating and controlling the common carriers, and is one of the few who have neither railroad commissioners nor reciprocal demurrage laws; and

Whereas, it is evident that we as a state have been discriminated against and that the oppression we have endured has not been felt in like measure by the other states of the union; and

Whereas, we have gone individually and collectively time and again to the local and Northwestern officials of the railroad systems operating within our state for relief; and

Whereas, We believe that numerous other measures will be offered by the friends of the common carriers and by others who, while they may be sincerely in favor of legislation benefiting the people at large, will perhaps not be able to frame measures suitable for all the people for the reason that they will not have the benefit of the combined experience and judgment of those who are acting for the organizations above mentioned; and

Resolved, That it is the sense of this meeting that any measures passed by the Oregon legislature should embrace a reciprocal demurrage feature, this being one of the most potent corrective and regulative measures yet devised to insure fair treatment to the shippers. The experience of Texas, Virginia and other states has proven conclusively the wisdom and value of this form of railroad legislation. Respectfully submitted, G. W. GRIFFIN, Chairman.

GEO. M. CORNWALL, T. K. CAMPBELL, D. E. YORAN, GEO. H. KELLY, Committee.

CORVALLIS BOYS HAD DISASTROUS CANOE TRIP.  
Party Who Came to Eugene and Went Down the River Met With Considerable Misfortune.

The Corvallis boys who came to Eugene recently and returned home on the river had rather a disastrous trip. The Gazette tells of it as follows: Clifford Benson, Glenn Gardner and Students Eisman and Gagnon, who went to Eugene for the purpose of "floating down the river in their little red canoes" on Monday, found the trip anything but a pleasure. The day was bitterly cold and a heavy fog hung over the land. The boys upset one canoe, losing a good camera, hat, rifle, one boy's glasses, and they rowed to an island, built a fire and there spent the night. They suffered intensely with the cold and because of the fog the skills were lost to each other if they became separated fifty feet. The party arrived in Corvallis at 3 o'clock Tuesday afternoon, having left Eugene at 3 a. m. Monday. It is not likely they will care for another pleasure trip of this sort.

Long Tennessee Fight.  
For twenty years W. L. Rawls, of Beils, Tenn., fought nasal catarrh. He writes: "The swelling and soreness inside my nose was fearful until I began applying Bucklen's Arnica Salve to the sore surface. This caused the soreness and swelling to disappear, never to return." Best salve in existence. 25c at Linn Drug Co.

## FEDERAL GRAND JURY REPORTS ON LAND FRAUDS

Salt Lake, Dec. 7.—The federal grand jury which has been investigating the coal land frauds of Utah and the charges that the railroad have discriminated against certain shippers, made a partial report this afternoon. Indictments are returned against the Union Pacific Railroad Company, Oregon Short Line, Utah Pacific Coal Company, Utah Fuel Company and several others of the highest officials representing the Hariman and Gould interests in Utah, including Everett Buckingham, general superintendent of the Oregon Short Line, and a man named Moore.

The indictment charges violation of the interstate commerce act.

## DEATH OF WILLIAM M. VAN BUREN

WELL-KNOWN PAINTING CONTRACTOR EXPIRED THIS MORNING AFTER LINGERING ILLNESS FROM COMPLICATION OF DISEASES.

(From Monday's Guard.)  
William M. Van Buren, a well-known painting contractor, died at his home on East Seventeenth street in Eugene this morning at 7 o'clock, after a long illness from a complication of diseases.

The deceased was born in New York state 58 years ago the 29th of this month. He was married to Miss Laura R. McBride at Medo, Minn., April 5, 1873. They came to Oregon 28 years ago and have since resided in Eugene, where Mr. Van Buren has worked at his trade. Besides his wife, the deceased leaves two children, Mrs. Florence Waunch of Centralia, Wash., and Howard Van Buren, of Portland, and a sister in Iowa. He was a member of the local lodge of the Order of Washington, carrying \$500 insurance in the order. He was also a member of the Christian church.

The funeral will be held Wednesday, but the hour has not been fixed, pending the arrival of his children.

## BIG WHITE SWAN KILLED ON LONG FOM

(From Friday's Guard.)  
Milvoy Robvosky, while out hunting ducks on the Long Fom about 15 miles west of Eugene, yesterday killed a large snow-white swan. He saw the bird flying over and, waiting till the proper moment, blazed away with fine shot and brought it to the ground. The bird was only winged, and young Robvosky had difficulty in effecting its capture. After a terrific struggle he succeeded in tying its feet and wings and brought it to town. He killed it this morning and is having it mounted. It is seldom that swan are seen in this vicinity.

## JUNCTION CITY ITEMS.

N. J. Moffit and S. S. Stolneker have rented the front room of Al Johnson's store, where they expect to open up a new meat market. Mr. Moffit is an old hand at the block, and has but few equals in cutting steaks. Mr. Stolneker came here recently from Philomath, and has purchased a residence of Rev. Gardner near the South Methodist church.

New D. of H. officers: C. of H., Mrs. Hettie Saylor; L. of H., Mrs. Lottie Howard; recorder, Mrs. Arvilla Powell; financier, Mrs. Mary R. Moorhead; receiver, Mrs. Amanda Lee; usher, Mrs. Jeannette Moorhead; inside watch, Mrs. Hulda Ross; outside watch, Richard Thom.

Mr. and Mrs. C. L. Winters, who reside southeast of here, mourn the sudden death of their three-year-old son. He was playing around in the evening and in the morning he was dead.

## MUSLAW BREEZES.

The Hurd logging camp at W. W. Neely's place has suspended operations for a couple of months. A party of four or five hunters came up from Gardiner to the lakes over south last Saturday and spent several days shooting ducks. They secured 237 during the trip.

Mr. Pendleton, who recently came to Hegets from Portland, has moved his family to Florence, and they are now residing in the Weddie property. Mr. Pendleton is carrying the mail on the Florence-Alsea route.

**Does What Other Stoves Fail to Do**

In almost every house there is a room that the heat from the other stoves or furnace fails to reach. It may be a room on the "weather" side, or one having no heat connection. It may be a cold hallway. No matter in what part of the house—whether room or hallway—it can soon be made snug and cozy with a

### PERFECTION Oil Heater

(Equipped with Smokeless Device)

Unlike ordinary oil heaters the Perfection gives satisfaction always. First and foremost it is absolutely safe—you cannot turn the wick too high or too low. Gives intense heat without smoke or smell because equipped with smokeless device. Can be easily carried from room to room. As easy to operate as a lamp. Ornamental as well as useful. Made in two finishes—nickel and japan. Brass oil fount beautifully embossed. Holds a quart of oil and burns 9 hours. There's real satisfaction in a Perfection Oil Heater. Every heater warranted. If not at your dealer's write our nearest agency for descriptive circular.

The **Rayo Lamp** makes the home bright, is the safest and best lamp for all-round household use. Gives a clear steady light. Fitted with latest improved burner. Made of brass throughout and nickel plated. Every lamp warranted. Suitable for library, dining room, parlor or bedroom. If not at your dealer's write to nearest agency.

STANDARD OIL COMPANY

## COUNTY JAIL WALLS LINED WITH STEEL WILL NOT OPEN TO JAPANESE

The commissioners' court at its regular session last week ordered the interior of the county jail lined with steel in order to prevent prisoners from digging through the wall and escaping. Gross Brothers Iron Works were given the contract, and they began the work today. The steel lining will extend twelve feet high and is about an eighth of an inch thick. No prisoner will be able to penetrate it with anything he can pick up in the jail. The interior walls of the jail will be painted a pure white and if any marks that look suspicious are found, an investigation among the prisoners will at once be made.

San Francisco, Dec. 6.—The board of education will stand by its decision to confine the Japanese school children to the Oriental school. The sentiments of President Roosevelt in his message to congress will not affect their position, according to President Allman, of the board, who announced that the board would do all in its power to correct the impression given out in the president's message, which says that the Japanese are excluded from the San Francisco public schools.

## GUARD'S NEW PRESS GOES TO JUNK PILE

The grand jury at its last session recommended that the jail walls be lined, but the court had this work in view at the time and all the credit is due that body.

## JAPANESE NEWSPAPERS EULOGIZE PRESIDENT

Tokio, Dec. 6.—Most of the newspapers highly eulogize President Roosevelt's attitude toward the Japanese as expressed in his message. The Asahi is delighted that the confidence reposed in the president has been realized.

## NEW PRESIDENT FOR SOUTHERN ROAD.

New York, Dec. 6.—W. W. Finley was today elected president of the Southern Railway, succeeding the late Samuel Spencer. Finley was second vice-president.

## BEVERIDGE WOULD AMEND INSPECTION LAW

Washington, Dec. 6.—Senator Beveridge today introduced a bill to amend the meat inspection act by requiring the cost of the inspection to be borne by the packers. Another amendment requires that the date of inspection and packing or canning shall be placed on each package.

## COST OF KEEPING UP NAVY.

It cost \$19,504,749 to keep the ships of the navy in commission during the past fiscal year, according to the annual report of Paymaster General H. T. B. Harris. The building of new ships, including labor and material, cost the last fiscal year \$31,754,556, and repairs to ships cost \$5,550,309. The sum of \$262,034 was expended on the naval mill-

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MARRIED.  
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## To Cure a Cold in One Day.

Take LAXATIVE BROMO Quinine Tablets. Druggists refund money if it fails to cure. E. W. GROVE'S signature is on each box. 25c.

Samuel B. Amis and Cornelia Braun were married by Rev. R. C. Grace at the Presbyterian parsonage at Cottage Grove Sunday night. Mr. Amis is a farmer, and the couple will make their home at Cottage Grove.

Hollister's Rocky Mountain Tea purifies the blood, strengthens the nerves, regulates the bowels, aids the kidneys, cures stomach troubles, builds up the nervous force and repairs the ill effects of over eating. Tea or tablets. 35 cents. Linn Drug Co.

New Cure for Epilepsy.  
J. B. Waterman, of Watertown, O., daughter, afflicted for years with epilepsy, was cured by Dr. King's New Life Pills. She has not had an attack for over two years. Best body cleanser and life giving tonic on earth. 25c at Linn Drug Co.