

COMMISSION MAKES REPORT ON HARRIMAN

New York, July 13.—Harriman, speaking by telephone from Aiden tonight, says that from what he is told the report is a political document and part of the personal pursuit of himself. The tone of the report, he says, and method of its promulgation, show that. "Imagine," he says, "a court of any judicial body sending



EDWARD H. HARRIMAN.

copies of its decision around secretly to newspaper publishers in advance, under a pledge to publish it simultaneously Sunday morning. That is what the commission did.

The interstate commerce commission today filed its report. It begins by giving a brief history of Harriman and among other things says:

Mr. Harriman may journey by steamship from New York to New Orleans, thence by rail to San Francisco, across the Pacific to China, and returning by another route to the United States, may go to Ogden by any of three rail lines, thence to Kansas City or Omaha without leaving the deck or platform of a carrier which he controls, and without duplicating any part of his journey.

He has further what appears to be a dominating control in the Illinois Central railroad, running directly north from the Gulf of Mexico to the Great Lakes, paralleling the Mississippi river, and 2000 miles west of the Illinois Central he controls the only line of railroad paralleling the Pacific coast and running from the Columbia river to the Mexican border.

Within a year his sphere of influ-

ence has extended eastward; the Union Pacific and Oregon Short Line have acquired 18.62 per cent of the stock of the Baltimore & Ohio at a cost of \$45,466,960, and have invested \$19,634,324 in New York Central & Hudson River stock.

That it is only the law which prevents the concentration into Mr. Harriman's hands of every railroad line lying between Canada and Mexico is the frank admission of Mr. Harriman himself, made at the hearing.

Together under one head all existing trans-continental lines, or as many as possible and to exclude the incoming of all competitors became manifestly the Harriman policy, which was inaugurated in 1901 by the issuance of \$100,000,000 of convertible bonds by the Union Pacific. With the proceeds of these bonds the Union Pacific purchased control of the Southern Pacific company and a majority of the outstanding stock of the Northern Pacific railroad company, which later carried with it control of one-half of the stock of the Chicago, Burlington and Quincy railroad company, the stock of which had been purchased by the Northern Pacific and Great Northern companies and their collateral bonds issued therefor. Possession of these lines would have given to the Union Pacific absolute mastery over every avenue leading to the Pacific coast within the United States except that afforded by the Great Northern on the northern border of the country and that offered by the Santa Fe on the southern. This plan, if executed, would have subjected to a common will and policy nearly one-half of the territory of the United States—a comparatively undeveloped, rapidly growing and extremely rich territory into which must necessarily extend the population and business of the Eastern states.

The Southern Pacific Company is a holding corporation. It was organized under a special charter of the state of Kentucky in 1894, and was authorized to acquire by purchase or otherwise the stocks, bonds and securities of railway and steamship companies. Shortly after the organization it acquired the stocks of and controlled, and still does own and control a system of railroad extending from Ogden, Utah, where it connected with the Union Pacific, to San Francisco; from San Francisco to Portland, and from San Francisco through California, Arizona, New Mexico, Texas and Louisiana to New Orleans; and has since acquired a line of railroad into Mexico. It also owns and controls a line of steamships from Galveston to New Orleans and from New Orleans to New York and Havana. It is unnecessary to detail each separate railway corporation owning the sections of the various lines in these states; it is sufficient to say that through the stock it controls the entire Southern Pacific Company is commonly known as the Sunset route. Of these lines the Union Pacific has a lease and owns the stock; of other lines, notably Texas lines, it is simply a stockhold-

ing company, and controls them in that way.

In conclusion the report says: "Combination between railroads as well as other industries is the established policy of the nation and while acquisition of a small minority of the stock of competing lines might not decrease the competition, yet the acquisition of any considerable amount of stock, with representation on the board of directors of such railway, unquestionably has the effect of diminishing competition and lessening its effectiveness. The time has come when reasonable legislation should be imposed upon the issuance of securities by railroads engaged in interstate commerce. In the opinion of the commission, regulation will tend to make securities safer



FRANKLIN K. LANE.

Member of the interstate commerce commission, who wrote the Harriman report.

and more secure for investments and therefore benefit not only the railroads but the public."

MUNICIPAL EXPERTS FAIL TO AGREE

New York, July 15.—The experts acting for the National Civic Federation Municipal Ownership Commission have completed their reports, and a critical review of the results of their examinations in the United States was made public today by the commission. This review is by a committee of four appointed by the commission. Two of the writers, Walton Clark, vice president of the United Gas Improvement Company, of Philadelphia, and Charles L. Edgar, president of the Edison Electric and Illuminating Company, of Boston, criticize severely the municipal plants examined, while two other writers, Professor Frank Parsons, of Boston, president of the National Public Ownership League, and Edward W. Bemis, superintendent of the Cleveland, Ohio, water works, find much to favor in municipal plants which were investigated.

SERIOUS FLOODS CAUSING DAMAGE IN THREE STATES

Kansas City, July 15.—The western half of Missouri was drenched by a terrific storm last night. Much damage was done to crops and bridges and culverts in the low lands in many places were washed out. Trains in all directions are delayed.

Des Moines Partially Flooded. Des Moines, July 15.—Forty or fifty families have moved from the bottom district of Des Moines to higher ground. The Des Moines river is higher than since 1903, when hundreds of families were driven from their homes.

Flood at Leavenworth. Leavenworth, Kan., July 15.—A waterspout caused damage within a radius of fifteen miles of Leavenworth estimated at \$500,000. Railroad traffic is demoralized and the Missouri river is rising rapidly while the people in the lowlands are seeking higher ground.

MISS GRACE MOUNT DIED MONDAY

Popular Young Lady Passes Away at Eugene Hospital After Long Illness—Funeral Will Be Held Tomorrow Afternoon.

(From Monday's Guard.) Miss Grace Mount died at the Eugene hospital this morning at 4 o'clock after a long illness from a complication of Bright's disease and other complaints. Up to last night she had been improving gradually for several days and it was thought she was out of danger, but about 11 o'clock last night she became worse and soon lapsed into unconsciousness.

Miss Mount was born at Clinton, Iowa, on October 7, 1881, her age being 25 years, 9 months and 7 days. She came with her parents, Mr. and Mrs. Richard Mount, to Eugene in 1889 and lived here continuously since. She leaves besides her father a sister, Mrs. Helen Huston, living in California, and a brother, Earl Mount, of Seattle. He was here at the time of her death. Her mother died several years ago.

Miss Mount was one of the most popular girls of Eugene, being prominent in musical and society circles. She attended the University of Oregon a number of years and graduated this year from the musical department. She was one of the city's

sweetest singers and often appeared in public. She will be greatly missed by a host of loving friends. The funeral will be held tomorrow afternoon at the home of Mr. and Mrs. R. M. Pratt, of 30 East Tenth street, with interment in the I. O. O. F. cemetery. Rev. E. C. Oakley, formerly pastor of the Congregational church here, of which the deceased was a member, has been asked to come from Oregon City to conduct the services.

SEVENTEEN INJURED ON U. S. SHIP

Washington, July 15.—Word has



JIMMY SLAGLE.

Center fielder for the Chicago National league team, who is one of the heavy hitters.

reached the navy department that there was an explosion on the battleship Georgia this morning by which seventeen were injured, among them Lieutenant Goodrich and Midshipmen Cross and Goldwater. Cruise is seriously hurt. The accident happened while the vessel was at target practice off Cape Cod Bay, Massachusetts.

Information was received that an eight-inch charge ignited in the after super-imposed turret. At 4:05 p. m. a wireless message was received saying, "Five dead."

A Memorable Day. One of the days we remember with pleasure, as well as with profit to our health, is the one on which we became acquainted with Dr. King's New Life Pills, the painless purifiers that cure headache and biliousness, and keep the bowels right. 25c at W. L. De Lano's drug store.

ALLEGED JAP SPIES TAKE PLANS OF PACIFIC FORTS

Washington, July 15.—A telegraphic report came to the war department on Sunday from California regarding the reported arrest of two Japanese at Fort Rosecrans, one of whom, it was alleged, was making sketches of the plans of the fortifications there; another it was said had a blue print of some portion of the works.

Adjutant General Ainsworth, acting secretary of war, declined to make public the reports, except to say that no arrests had been made. Later it was learned that both men who were reported arrested were detained but a short time and released, no incriminating evidence being found.

DEATH OF MRS. H. L. SWAGGART

Pendleton, Or., July 13.—Mrs. H. L. Swaggart, wife of Lester Swaggart, of the well-known pioneer family, died today, following an operation for an abscess in her side. She was a daughter of Mr. and Mrs. Frank DeWitt, who reside near this city. She came to Eugene with her parents 26 years ago from Kansas, and was married at that place in 1835. She is survived by her husband and two small children, besides her parents.

The pioneer Swaggart home of some 1200 acres eight miles south of Eugene, on the road to Creswell, though many years ago deserted by the pioneer Swaggart for the more profitable free stock land ranges of Umatilla county, is a landmark to the traveler on the gently sloping hillside with its low eaves and broad porch the entire length of the front—types of pioneer home construction one often sees in old Lane county settlements, marking their builders as emigrants from the South, Missouri particularly having furnished a very considerable proportion of our pioneers.

BUSINESS BOOM HAS STRUCK LOWELL

(Special Correspondence.) Lowell, July 11.—The building boom has struck Lowell and the country around it. Houses and barns are going up in every direction and with the bridge that will be a season long to be remembered. There never was a community that needed a

bridge worse than we do, as it is a direct line to Goshen, Springfield and Eugene by the way of Pleasant Hill for several well settled sections of country along the Middle Fork of the Willamette, Fall Creek and Wilberry, and fed by Eastern Oregon in the way of the military road over the Cascades. The river is now very low but not safe for all kinds of rigs and teams to be crossing it.

John Farrier and wife and Joseph Dyer, wife and baby were brought in one of Mr. Yates' rigs to the crossing and were boated over the river and met by Mr. Kelsay on the east side and conveyed to the latter home for a short visit, returning the same way in preference to riding over the rough, circuitous route in way of Fall Creek.

A cougar has been making several raids on Everett Winfrey's hogs to



FIELDER A. JONES.

Manager and captain of Chicago American league team, world champions, who plays at work field.

miles east of Lowell. There should be a good bounty paid by the state for those pestiferous animals, for they are a nuisance in a great many sections and a man to successful hunters must make good and cost preparations to do so.

Hay making is in full blast and the crop is a good average one. The weather is fine and farmers are very busy. Garm help is short and he to get, as the logging camps have most of the men employed at go wages.

Theo Sharp, of Post, Eastern Oregon, paid his parents a visit in week, returning by the way of the McKenzie route.

Lawrence Holland and Ruff Castman passed Lowell for Eastern Oregon by the way of the Military road up the Middle Fork.

Wesley Michael's family, living near Rush Island, has the measles so far they are getting along nicely.

AX BILLY SPECIALS!!

For the Remainder of the Month We Offer the Following Well Known Goods at Greatly Reduced Prices

These Are "Real July Bargains"

Royal Baking Powder, 1 lb. can	40c	Columbia Oats or wheat	25c
A. & H. Soda, per package	6c	Postum	20c
Baker's Unsweetened chocolate, per lb	40c	Tanglefoot Fly Paper, per box	30c
Bon Ami	9c	1 lb. Good Cheese	15c
3 packages Celluloid Starch	25c	25 lbs. Broken Head Rice	\$1.00
3 packages Electric Starch	25c	1 bottle Gilt Edge Shoe Dressing	20c
1 Bar Sapolio	8c	1-lb. plug Star Tobacco	45c
1 bottle Good Blueing	5c	Export Cigars, 3 for	10c

A large department store of San Francisco advertises Mason Fruit Jars as follows:

Pint Jars, per doz.	60c	Our price	55c
1-quart Jars, per doz.	70c	Our price	65c
2-quart Jars, per doz.	90c	Our price	85c

Eugene is probably the cheapest market for Mason Fruit Jars on the Pacific Coast. Why?

AX BILLY

The Sugar Market Is Very Strong and Advancing. A Good Time to Stock Up for the Fruit Season

Ax Billy Department Store

THE STORE THAT KEEPS PRICES DOWN