

THE EUGENE WEEKLY GUARD

AN INDEPENDENT PAPER
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Subscription price, \$1.50 per year, if paid in advance; \$2.00 at end of year.

Entered at Eugene, Oregon, postoffice as second-class matter. Entered at Eugene, Oregon, postoffice as second-class matter. Published every Thursday at Eugene, Oregon.

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THURSDAY, DECEMBER 31, 1908

PREMIUM PAPERS

We are again offering either the Oregon Agriculturist or American Farmer free to every subscriber who pays his subscription to the Weekly Guard one year in advance. For the free offer of silver and kitchen sets see advertisement on this page. You may have them while they last. Address GUARD PRINTING COMPANY, Eugene, Oregon.

NEXT STEP IN EUGENE'S PROGRESS

The city of Eugene is now the widest known, best-advertised town in the West, outside of a half dozen of the really large cities. Go almost anywhere you please and you will find people have heard of Eugene and its wonderful progress during the past two years; that this thorough publicity has resulted in a great influx of population and will bear fruit for a long time to come even if the publicity program was to be curtailed to some extent at this time is self-evident. In what direction, then, should the efforts of the Commercial Club managers be most directed, in order to insure permanent growth and prosperity, is the question that should be thoroughly discussed and definitely answered to the satisfaction of those who have the good of the community at heart.

It is admitted that we have need of more factories with their attendant payrolls, and general distribution of money among the people. These may be secured, it seems to us, first, by direct effort to secure at least one large concern that seems most adapted to our resources. For instance, Lane county fruit growers are forced to import their fruit boxes, and local sash and door factories have been unable to supply even the home demand during the past year. This is a lumbering centre, and it seems as if a united and persevering effort on the part of the commercial body might secure the establishment here of a sash and door and box factory, employing hundreds of men. Or, Eugene would seem an excellent location for a large furniture factory or a milk condensery, the resources of the country being adopted to such industries. While in Chehalis, Wash., the other day, the writer was shown through a condensed milk factory, where an average of 100 persons are employed in the manufacture of "Carnation Cream." The factory payroll, however, is a small item compared with the other benefits derived from the industry. The factory paid to the farmers of Lewis county this year \$250,000 for milk, which they gathered up at the farm houses with their own wagons. As a result the farmers are highly prosperous, and the industry is only in its infancy, the factory expecting to double its output within a couple of years more. In the same town a furniture factory employs 200 men, and the postmaster took a great deal of pride in showing us the fixtures of his office—all manufactured at home.

The securing of one such industry, either of which should find Eugene an ideal location, would be a beginning in the right direction, and if the Commercial Club did nothing more in the whole year to come it would be worth to the city ten times what it costs to keep the promotion department supplied with funds.

Another plan, if factories of importance cannot be brought in by direct effort at this time, would be to centre all efforts on securing another railroad, electric or steam, to the coast, to Portland or any other outlet. Then in turn added transportation facilities would be sure to attract to Eugene those capitalists who are looking for profitable factory investments, and the furniture and sash and door factories, probably a milk condensery, and similar industries would be secured with little effort. The building of the so-called Natron extension by Harriman would go far toward solving the railroad problem, and it is doubtful if any local influence would help or hasten this project. The Oregon Electric road, now operating between Portland and Salem, would help a great deal if extended to Eugene, as it eventually will be, so its owners assert, and we have always thought that sufficient local inducements might be offered to cause its early completion to this city. This would well be worth a special effort.

If neither factories nor railroads are within our reach, after due investigation, there remains the policy of intensified development of the valley about Eugene. The encouragement of capitalists to secure the large farms and place them on the market in small tracts, suitable for poultry, fruit and berry farming, and the keeping of a limited number of good dairy cows. Canneries and creameries sufficient to make a market for such products would be easily secured because they do not require expensive plants. In Southern Oregon and in the Hood River district such a policy of exploitation of resources has brought great prosperity and enhanced land values wonderfully. If systematically gone into here the country might in a few years be brought up to a state of development that would make Eugene a prosperous city of 25,000 people even without any extensive payroll industries or additional railroads.

These suggestions are made only with a view to set people to thinking about the next step. We have taken the first step; the effort has been amply rewarded in growing population, composed of seekers for employment, for investment, for homes. We must take care of these people, and our active Commercial Club, which has succeeded admirably in its publicity campaign, is relied upon to choose and outline the course of action that will insure the full fruition of all our hopes for a greater Eugene, surrounded by a greater Lane county.

GOING AHEAD BY GOING INTO DEBT

Since consolidation, eleven years ago, the debt of New York City has nearly trebled, and it is now rather over two-thirds as much as the funded

debt of the United States. The increase of more than four hundred millions in indebtedness since consolidation provokes some dolorous prophecies that the metropolis must be running headlong to ruin.

Generally speaking, when the railroads are piling up indebtedness it is a sign of progress. It means that they are borrowing money on long time at low interest to make profitable improvements. Since 1898 their debt has increased four billions, but the money has been well laid out, for average dividends on railroad stocks have doubled. Every one realizes that if the roads are to keep up with the needs of the country they must constantly absorb fresh capital, go into debt more and more. In the first half of this year they issued half a billion of new bonds.

Public debt, however, is commonly put in quite another category—and for no good reason. Its benefits are seldom capable of mathematical calculation. To build bridges, roads, hospitals, libraries, waterworks, scores of schoolhouses and so on, New York has borrowed so many hundred millions at about three and one-half per cent. Over against the fixed charges you cannot set down the education of six hundred thousand children at so many cents per head per annum, and strike a bookkeepers' balance. The balance is there, however.

It is safe to say that any city that hasn't gone into debt hasn't lived up to its opportunities of usefulness.—Saturday Evening Post.

This editorial from the Saturday Evening Post expresses The Guard's views better than we can do it ourselves. The reasoning will apply to Eugene, or any other city. Money actually expended in public improvements is never wasted, but increases the value of all the property in the city. Taxes may be raised, but rents go up in proportion, and the property owner is able to meet the increased outlay. Property values increase and the realty market becomes more active. Find a town where there is no bonded indebtedness and taxes are low and you will find a sleepy community, sluggish business, low rent and realty a drug on the market.

Eugene, up to the time of the issue of the \$160,000 of bonds for the purchase of the water plant, had a very small bonded indebtedness; more bonds should be issued, especially for a city hall. We ought to have such a building, erected at a cost of not less than \$75,000 or \$100,000—a monument to the civic pride and enterprise of the citizens that would attract strangers and homeseekers who wish to invest or locate in an up-to-date city. The present shack used for a city hall is a burning disgrace and a reflection upon every resident of Eugene who has countenanced its use for such a purpose for so many years.

The street improvement work done in Eugene the past two years has proven that such expenditures pay. Taxes have not materially increased in that time, and rents of all classes of buildings have practically doubled. It was the best investment the property owners ever made.

What we want to do is keep up the present program of improvement, public and private, until Eugene's example will be the model for every growing city in the Northwest. It is almost that now—let's make the position we are aspiring to sure during the next two years.

Don't be afraid of debt if the money realized from the sale of bonds is actually expended in public improvements.

EUGENE'S FAME ABROAD

The Guard has received a marked copy of the Hudson (New York) Morning Republican, in which appears the following editorial:

Yesterday we had occasion to comment on and compare Greenland and Hudson. Since then our attention has been called to the city of Eugene, Oregon, which also has a population of about ten thousand. This city has raised and spent during the past year in advertising itself and its advantages \$10,000.

The campaign has been so successful that they have decided to raise and spend \$15,000 during 1909. The work is done by the Eugene Commercial Club, with J. H. Hartog as secretary, who is the author of all of the fine advertising done for the past year for Eugene.

One of the features of Mr. Hartog's work is the issue of a monthly publication called "Nobody's Magazine," which is entirely devoted to describing the advantages of their beautiful city and country. The following extract is from the "Nobody's Magazine" for November:

"Seven soliciting committees were appointed, and although all consisted of busy men, they reported at their first meeting, having \$6850 signed up, and they had not called on half the people. At their last meeting \$14,000 was signed up and over \$1000 more in sight.

"With more funds, more printers' ink can be bought. The fund will be large enough to supply you, kind reader, with all the pictures you need to give you a faint idea of this part of the beautiful Willamette valley."

Eugene has grown from a forest to a city of 10,000 people during the time that Hudson has shown an increase of about 700.

One of the latest "stunts" of this lively city is the organization of a committee of 100 to raise \$50,000 for a new Y. M. C. A. building. They raised \$6800 the first forenoon.

A CHRISTMAS EDITORIAL

Right must ever fight its way against the world. Truth must walk alone in its Gethsemane. Justice must bravely face its Calvary, if it would still live in triumph after all efforts to slay it. These great truths must be born in the manger of poverty, or sorrow, or trial, or suffering, finding no room at the inn until at last, entering it in triumph, they honor the inn that never honored them in their hour of need, their struggle, and of darkness. It is written in the book of human nature, it is the chorus of the songs of every nation—it epitomizes the life of Christ, says the Circle Magazine.

There comes a time in every individual's life when earnest, honest effort, disheartened, distressed, dismayed, says: "What is the use of it all? Why should I suffer poverty, sorrow, loneliness and failure when I seek to be fair, good, kind, sympathetic, helpful and just? Why should I not have the good things I long for?"

They are big questions—they are the very sobs of the soul. But if we know we are right we should care naught for the crowd at the inn. It must be that there is something higher in life than the welcome at the inn, the approval of the world. There is the consciousness of work well done, of steadfast loyalty to the ideal, of faithfulness in little things, of lives made sweeter, truer, better for our living, of a lovelight in the eyes looking into ours that may be part of the glorious flowing of our days greater far to our highest self than any mere welcome at the inn.

True living brings peace to the soul, fibre to the character, kingship over self, inspiration to others, but not necessarily money and material prosperity. They have their proper place and their use, but they are not the highest. If they were the highest, candidates for heaven could be selected purely by "double A" Bradstreet ratings; they would be taken ever from the crowded inn, not the lonely manger. At the inn they inquire: "Will it pay? Is it popular? Is it successful?" At the manger they ask: "Is it right? Is it true? Is it helpful?"

HARRIMAN TO BUILD EXTENSION FROM NATRON

Will Construct Natron Road from Eugene to Klamath Falls and Ontario

Chicago, Dec. 25.—(Oregonian Special.)—Plans have been perfected by Mr. Harriman for the construction of between 750 and 1000 miles of railroad in the state of Oregon alone, and that surveys have been ordered of a great deal of territory which is now without means of transportation.

Julius Kuttchnitt, director of maintenance and operation for the Harriman lines, and J. D. Isaacs, consulting engineer for Mr. Harriman, have recently returned from New York, where these plans were perfected. It is admitted by the Chicago officials that there are such plans in the state ready to give one detailed information regarding them.

Cross-Oregon Line Planned
It is a fact plans were well under way more than a year ago for the construction of an east and west line across the state of Oregon, but the financial depression sidetracked them. This much is admitted by Mr. Kuttchnitt, who also says:

"Of course other lines will be built in the state of Oregon, but not just now. The financial situation will have to clear a little before the work which has been planned or is being planned will be begun. As soon as these projects are ripe I shall be glad to give them to the public, but just now nothing definite can be said about them."

It is well known among Mr. Harriman's henchmen that his summer lodge on Pelican Bay on the Upper Klamath Lake, had a good deal to do with his determination to give the state of Oregon more transportation facilities. At that time all of the Harriman operating and traffic officials spent some time at the lodge, and it was then that the comprehensive campaign of railway construction in the state was laid out. The entire ground was gone over personally by Mr. Harriman, who at that time agreed to build several lines in the state.

It may not be generally known that Mr. Harriman has already decided to continue the construction of his new "Shasta" route on the north and northwest of Klamath Falls to Natron, on the present line. This will require the construction of more than 200 miles of road at a cost of not less than \$8,000,000. This much is admitted by Mr. Kuttchnitt. The road is now completed to Klamath Falls, opening up that basin to settlement, now that the government has practically completed its irrigation projects there, with the exception of the draining of the tule marshes.

This new road will give the Southern Pacific a maximum grade of less than two per cent, as against nearly four per cent on the present line. It is the purpose to make the new route the main line of the Southern Pacific between Portland and San Francisco.

In addition to getting a lower grade the new Harriman line will open up some fertile country, such as the Butte and the Klamath valley, and will greatly reduce the cost of operation. After leaving Klamath Falls the new line will extend almost directly northwest to Natron. The east and west line will extend between Natron and Ontario unless there should be an unexpected change in the plans.

It may be stated positively an announcement regarding it may soon be expected from an official source. Ontario is on the Snake river, and also on the line between Oregon and Idaho, and is furthermore a station on the Oregon Railroad & Navigation Company's railroad. The line will extend almost due west from Natron, and will cross the mountains at the most favorable pass, and at a grade which will make it an economical operating problem.

HARTOG WILL MEET HARRISBURG PEOPLE

Will Address a Mass Meeting to Secure Funds for Promotion Work

A committee of Harrisburg citizens from the Improvement Club there arrived in Eugene Saturday night on the 9:30 local and met with Manager Hartog of the Commercial Club, until 12:30 o'clock to obtain pointers in regard to conducting a campaign for advertising the resources of Harrisburg and vicinity to the world. The committee consisted of Mayor Barney May, M. D. Morgan, secretary of the club, D. H. Pierce and W. L. Wright.

The club has raised over \$1000 for a publicity fund, but wants to make it \$1500. Manager Hartog has promised to meet with them on Monday evening, January 4, when an effort will be made to raise that amount. A mass meeting will be held in the public hall for that purpose.

What Shall We Have for Desert? Try JELL-O, the dainty, appetizing and economical dessert. Can be prepared instantly. Simply add boiling water and serve when cool. Flavored just right; sweetened just right; perfect in every way. A 1 lb. package makes dessert enough for a large family. All grocers sell it. Don't accept substitutes. JELL-O complies with all pure food laws. Seven flavors—Lemon, Orange, Raspberry, Strawberry, Chocolate, Cherry and Peach.

Dr. Pierce's Favorite Prescription

Is the best of all medicines for the cure of diseases, disorders and weaknesses peculiar to women. It is the only preparation of its kind devised by a regularly graduated physician—an experienced and skilled specialist in the diseases of women.



It is a safe medicine in any condition of the system. THE ONE REMEDY which contains no alcohol and no injurious habit-forming drugs and which creates no craving for such stimulants.

THE ONE REMEDY so good that its makers are not afraid to print its every ingredient on each outside bottle-wrapper and attest to the truthfulness of the same under oath.

It is sold by medicine dealers everywhere, and any dealer who hasn't it can get it. Don't take a substitute of unknown composition for this medicine of known composition. No counterfeiter is as good as the genuine and the druggist who says something else is "just as good as Dr. Pierce's" is either mistaken or is trying to deceive you for his own selfish benefit. Such a man is not to be trusted. He is trifling with your most priceless possession—your health—may be your life itself. See that you get what you ask for.

MARRIED

At the home of the bride in Fairmount, December 27, 1908, Claude V. Stephenson and Miss Sarah V. La Duke, Rev. C. A. Wooley, officiating. At Sioux Falls, S. D., December 18, 1908, J. H. Blewett, of Eugene, and Miss Florence Butler, of Grundy Centre, Iowa. They will arrive in Eugene soon to reside. C. V. Stephenson and Miss Victoria LaDuke, both of this city, were married at the home of the bride's parents in East Eugene, Sunday, Dec. 27, at 4 p. m., Rev. C. A. Wooley, officiating. A sumptuous wedding supper was served after the ceremony, which was performed in the presence of friends and relatives. The bride is a highly respected young lady and has the well wishes of her host of friends. The groom is a young man of good character and respected by all. The young couple have the congratulations and best wishes of their many friends for a prosperous and a long happy life. They will make their home in East Eugene.

Kodol for dyspepsia, indigestion, weak stomach, sour stomach, gas on stomach, etc., is guaranteed to give prompt relief from any form of stomach trouble. It will cure your dyspepsia. Sold by all druggists.

I. T. Nicklin is inaugurating a big closing out sale. He will retire from business and is selling his stock of goods at greatly reduced prices. He has a page ad in today's Guard.

SMITH BLOCK SOLD TO COLEMAN FOR FIFTEEN THOUSAND

L. H. Smith has sold his two-story brick block on Willamette street, across the alley from the Hoge-Smeede, to J. B. Coleman, who is a known capitalist, for \$15,000, which is a splendid advance over that he paid to C. J. Barhite for it only two or three years ago. Since buying the property Mr. Smith has built an addition to the building extending it back to Park street, but even with this improvement, he made good money on the deal. The lower floor of the front part of the building is occupied by the Combination barber shop.

BORN

At the Eugene hospital, December 27, 1908, to R. S. Mosely and wife, who live near Eugene, a daughter.

At Seattle, Dec. 24, 1908, to the wife of Frank Wilkins, formerly of Eugene, a daughter.

W. Pollak, of Albany, is in Eugene on business.

CASTORIA. The Kind You Have Always Bought. Bears the Signature of J. C. Watson.

Today's Suggestion by Ellen Stan.

SEASONABLE COSTUME OF CLOTH. THE garment illustrated is an advanced design and will be pretty for winter or early spring wear. If intended for the former, it may be carried out in broadcloth, serge, henrietta or cashmere in some of the pretty shades of catawba, taupe or gray, but if intended for spring in all probability blue in its various tones will be the popular color; there come the gray, greens, browns, ashes of rose and a dozen or more novelty shades of violet. The lighter shades, of course, should only be used when the gown is intended for dress occasions.



The neck finish is as much to be considered as the garment itself. Skirts are showing a number of pretty new styles, in all of which ruching has a prominent place. The heavy ruff effects that were worn earlier in the season tend to give the neck a thick appearance, but a single ruche is worn at the top of the collar the effect is quite different. Care is taken to see that it is not wider than the collar itself. If the collar is nicely shaped that is, cut in under the chin—it may run quite high in the back without being uncomfortable. The necktie that are made with a ribbon and have a ruche at the lower edge three or four inches wide that falls over the waist in collar style and a narrow ruche about two inches wide at the upper edge tend to give the neck a long slender appearance. The chemise may be of the satin beauty embroidered in well known designs. This costume is cut in six sizes—from 32 to 42 inches bust measure. The copy is for the average person requires 6 1/2 yards of material 36 inches wide or 6 1/2 yards 44 inches wide. Any reader of this paper who desires to secure this pattern may do so by sending 10 cents to this office. Give the number, 4419, state size desired and write the full address plainly. The pattern will be forwarded promptly by mail.