

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
Published every Thursday at Eugene, Oregon.

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THURSDAY, JUNE 10, 1909.

WORLD'S LONGEST RAILROAD.

If the Cape-to-Cairo railroad is completed—and it is more than half finished now—the world's longest railroad will be in Africa, according to the Baltimore Sun. Then the men who have had a passion for girding the globe will have a new interest in life. In eleven days after he begins the journey in a luxuriously appointed vestibuled train from Cairo he will arrive, if all goes well, in Cape Town, South Africa, a distance of approximately 6000 miles from his starting point in Egypt. In about three years, it is estimated, the Cape-to-Cairo trunk line will be in operation. But there is a stretch of 2500 miles between Khartoum, in the Egyptian Soudan, and Broken Hill, the present terminus of the railroad in Rhodesia, on which not a mile of track has yet been laid.

The estimated cost of completing the Cape-to-Cairo railroad is \$1,000,000,000. The financial problem seems to present more difficulties than the engineering. South Africa has vast treasures of gold and precious stones, and the men who control its mineral wealth are the dominant influence in the syndicate organized to complete the long connecting link of 2500 miles between Khartoum and Broken Hill. That this railroad, traversing Africa from north to south, will be a profitable enterprise in a business sense is doubtful. But it appeals to the imagination of many Britons who are imbued with the imperial spirit. This stupendous project was the conception of Cecil Rhodes, who died in 1902, when the accomplishment of his project seemed very remote, if it should ever be consummated. It is doubtful whether Mr. Roosevelt will find in all Africa anything more interesting and edifying than the extraordinary development which Cecil Rhodes inspired.

THE WEST FOR WESTERNERS

There is scarcely enough western loyalty to the West. Not enough, certainly, to help very materially the country west of the Mississippi. Chicago is making a big complaint that the wealth of the west is going in a steady stream to New York City. The commercial organizations of the windy city are pointing out that all the big catch-penny schemes in the United States, draining the country, are in New York.

Insurance is pointed out as a non-industrial proposition, which annually takes \$400,000,000 from the nation, straight as the crow flies, into New York, where it stays.

There is merit in the claim, although Chicago's activity arises from a spirit equally as selfish as in New York's. When the west begins to conserve its revenue, it will not be necessary to depend so entirely on the east for the financing of its projects.

What the itinerant theatrical companies take out of the west every year has never been computed, but this is also an enormous sum.

Chicago's idea is all right, but the campaign looks very much like the forerunner of the organization of an insurance company in the windy city. It makes little difference to Oregon whether or not the money goes to New York or Chicago; either is far enough away to assure its continued absence.

Emma Goldman and the other apostles of anarchism find it rather difficult work to disseminate the teachings and dogmas of their destructive creed. In Patterson and a few other of their strongholds in New Jersey the propagandists of anarchism can do as they please; they may even lecture upon the best methods of making bombs; but there is little to be gained by such lectures, where nearly every man in the audience is an anarchist or a sympathizer with anarchism. The propagandists have to seek other fields to make converts and that is where the trouble begins. A meeting in New York before which Emma Goldman tried to deliver one of her characteristic lectures was rudely broken up by the "minions of the law." The audience, disappointed to the verge of a riot by this intervention of the police, was dismissed with the assurance that the lecture would be given in Orange at a later date. But it seems that the admirers of Emma will have no chance to make use of their rain-checks, as the authorities of Orange have announced they would not permit such a meeting to be held.

The ambitious schoolboys dabbling in wireless, to the discomfiture of the sure-enough wireless operators in the service of the commercial companies, have come in for much criticism recently for "butting in" where they have no business to meddle. Now these boys have an opportunity to do a little crowing. One of them, a boy of fifteen, proved the other day that even meddlesome amateur boy wireless operators may be useful under certain conditions. The regular operator on the Mallory line steamer Mueces became sick in Tampa and had it not been for a boy belonging to the fraternity of the amateur wireless operators, the steamer would have been compelled to continue its voyage to New York without anybody in charge of the wireless outfit on board.

The Guard has just received the May number of the University of Oregon Bulletin, which announces the summer school to be held at the University from June 28 to August 6. The announcement is important to teachers of Oregon in that the summer session is conducted practically free of charge in their interest at a time when it is possible for them to attend. In the past the larger part of those attending have been teachers. The University believes that it can extend its advantages of library

and laboratory equipment and teaching force in no better way than through the summer school. The courses offered for teachers cover the greater number of the subjects required in the state examinations.

This country has already become familiar with wireless telegraphy, hipless women, betless racetracks, brainless officials, conscienceless bankers and insurance companies and merciless landlords. The other day a novelty in the -less line was introduced to New York in the shape of a ribless steamer, which arrived in port from England. It was the steamer Craston Hall, built after a new principle, the so-called Isherwood system. The steamer has no ribs like other craft, but the heavy framework runs longitudinally, thus giving, as it is claimed, strength to the whole rather than the transverse frames. The steamer is 390 feet long and is reported as having stood the test of its first trans-Atlantic trip exceedingly well.

An old man and his wife died in an Eastern city the other day in consequence of eating biscuits in which lye instead of baking powder has been used. Optimists may emphasize the fact that the lye used in the preparation of the biscuits made the latter fatal, but those who have served even a comparatively short term of boardinghouse know better. They know that all biscuits are noxious, some of them more, some less; but the overwhelming majority of them is bound to become fatal if indulged in habitually. The fatal ending is merely a question of time and dose.

The Prineville Journal is inclined to be sarcastic in the following reference to Colonel E. Hofer's fight for the "rights of the press": "The Salem Journal is after the scalp of Labor Commissioner Hoff for levying an assessment of \$5 annually on the Journal's plant when placing it on the factory list. This paper is not familiar enough with the factory-inspection law to pass an opinion upon the Journal's grievance, but if the office is conducted along the same lines as other print shops in the Willamette Valley, where they take a seven dollar job for \$1.25 in order to keep some other shop from getting the work, the levy is a rank injustice and would soon bust the office."

Coo's Bay is seemingly thoroughly aroused over its new railroad movement, and the spirit shown there might well be emulated in Eugene. The Marshfield Daily Times says: "More enthusiasm is now shown over the project than at any time since its inception. Today a number of local people who own considerable property here have been talking of starting a bonus fund. One man has promised to give at least \$10,000 as soon as the road is completed and several have indicated that they would give \$5,000 or upwards apiece. A prominent Roseburg man stated the other day that he was confident that Roseburg would grant a bonus of \$150,000 or \$200,000 for the road. With these pledges in sight, little difficulty in financing the project is anticipated, when the survey and right-of-way is secured."

Irrigation is beginning to command the attention it deserves in the Willamette valley. There will be a big meeting at Harrisburg to further the movement this afternoon, and the promoters of the McKenzie valley project are active in their efforts to bring arrangements up to the point of actual construction. The Guard believes that irrigation would increase land values here four-fold, and that if a single one of the proposed projects is carried out, it will prove an object lesson that will result in the putting of practically the entire valley under ditch within ten years.

Jim Hill, the railroad builder, may be a wise guy, just as he is cracked up to be, but he has the human tendency to err in many things. Not three years ago he was telling the people that business had grown and would continue to grow to such an extent that the railroads of the country would find it impossible to handle the freight and passenger traffic offered them. Yet for two years past this same Jim Hill has been hustling hard to find use for his thousands of idle cars and has not been successful. Three years ago he was simply carried off his feet by a period of abnormal business expansion, just as many others of lesser prominence were.

Eugene will grow right along if the people who live here do their full duty toward the community. There should be a city of at least 25,000 or 30,000 population in the Upper Willamette valley—and we can make Eugene that city if we choose to do so. All that it is necessary for the people to do is to be loyal to their city, pin their faith to it, and invest their money at home.

It is reported that a man in Kentucky has invented or discovered some chemical process by which whisky can be divested of its intoxicating effect, without materially interfering with its taste and exhilarating effect. The story sounds a trifle fishy and the fact that it originated in Kentucky can not be accepted as a guarantee of its truthfulness. But if it is true, the inventor of the process can find a lucrative field for exploiting his invention in—well, about any old place except Eugene.

Again there are prospects of the extension southward of the Oregon Electric railway, now operating between Portland and Salem. It is to be hoped this report is true, because most of all other things the Willamette valley needs railroad development. In the meantime, we of Eugene must keep on hustling for another road into the city from some direction. The railroad magnates help those who help themselves.

No reason to be surprised by the fact that the press is not to any noticeable extent defending the senate tariff bill—editors all know that it will be a different bill when it gets out of conference, and prefer to wait and see before committing themselves.

The Eugene-Springfield electric line is paying good dividends. This shows what our capitalists are missing by not building more suburban roads in the valley.

It is hard to keep some men in the "has been" class. Here is Joe Simon scheduled for election of mayor of Portland today.

MANY TRAINMEN
IMPLICATED IN
CAR ROBBERIES

Junction City, June 7.—For several years Southern Pacific freight cars have been broken into and looted at this place. The robberies have generally been charged to tramps, but from recent developments it shows the railroad company has been robbed by its own employees. Railroad Detective Riley has been camping among the freight cars for some time, and as a result of his vigilance he found two sets of harness in the room of one of the brakemen, which had been stolen from a car. One of the brakemen made a confession of the robbery and he implicates 27 others in the steal. It seems that there was a regular organized gang among certain railroad men. Their names are now known by the railroad detectives and it is only a question of time until the entire gang will be brought to justice.

MORE MALES THAN
FEMALES DIE AND ARE
BORN IN LANE COUNTY

Males were far in excess of females in births and deaths in Lane county during the month of May, according to the report of County Physician J. W. Hargis, which was made out today. During the month 12 males and 4 females, a total of 16 persons, died. Causes assigned were as follows: Pericarditis, 1; senile

THE HEALTH OF YOUR HORSE.
will be best promoted—best preserved—if you are ready to give the proper remedy at the proper time. The proper remedy for all strains, sprains or colic is Perry Davis' Painkiller. The proper time to use it is when the trouble first shows itself. Be prompt and you'll not only save the horse suffering, but you'll spare yourself trouble and expense—maybe save a long time waiting. You ought to have a bottle ready. The new size bottle costs 35 cents; one larger, 50 cents. Be sure your druggist gives you Perry Davis'.

Afraid of Ghosts

Many people are afraid of ghosts. Few people are afraid of germs. Yet the ghost is a fancy and the germ is a fact. If the germ could be magnified to a size equal to its terrors it would appear more terrible than any fire-breathing dragon. Germs can't be avoided. They are in the air we breathe, the water we drink.

The germ can only prosper when the condition of the system gives it free scope to establish itself and develop. When there is a deficiency of vital force, languor, restlessness, a sallow cheek, a hollow eye, when the appetite is poor and the sleep is broken, it is time to guard against the germ. You can fortify the body against all germs by the use of Dr. Pierce's Golden Medical Discovery. It increases the vital power, cleanses the system of clogging impurities, enriches the blood, puts the stomach and organs of digestion and nutrition in working condition, so that the germ finds no weak or tainted spot in which to breed. "Golden Medical Discovery" contains no alcohol, whisky or habit-forming drugs. All its ingredients printed on its outside wrapper. It is not a secret nostrum but a medicine or snow-covered mountain and with a record of 40 years of cures. Accept no substitute—there is nothing "just as good." Ask your neighbors.



SEEKS TO ENJOIN

ELECTRICIAN FROM
WORKING IN EUGENESuit Brought by Pacific Electrical Engineering Company
Against H. H. Hunter

The Pacific Electrical Engineering Co., of this city, today began suit against H. H. Hunter, a former Eugene electrician, now residing in Salem, to enjoin him from working at his trade here. In the complaint filed by L. M. Travis, attorney for the plaintiff, the electrical company alleges that when it bought the business from Hunter and George F. Willoughby, a contract was entered into whereby Hunter agreed not to engage in a similar business in Eugene or Springfield until July 25, 1910. It is alleged that Hunter has secured the contract to wire the new Roney block at Fifth and Willamette streets, also the new Sanford block across the street from the Guard office, in violation of the contract.

The plaintiff alleges that it is damaged in the sum of \$50 by reason of the defendant securing the Roney job and \$40 in his securing the Sanford job. A decree is requested restraining Hunter from engaging in business here and for \$90 damages is asked for.

PRINTERS OF EUGENE

ORGANIZE A UNION

Will Abide by the Eight-hour
Rule—Sixteen Charter
Members As Starter

The journeymen printers of Eugene have organized a union and have elected officers as follows: Chas. E. Harbour, of the Register, president; G. W. DeSucca, of The Guard, secretary-treasurer. The organization starts out with sixteen charter members. A charter has just been granted by the International Typographical Union of North America and the name and number of the organization is Eugene Typographical Union, No. 496.

The 8-hour-day rule will be observed by the local union, going into effect today, the proprietors of the several printing offices in the city having been so notified by the secretary.

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