THE EUGENE WEEKLY GUARD

AN INDEPENDENT PAPER
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HOW AN IDAHO CITY WAS MADE

The growth of Boise, Idaho, is an exemplification of what persistent enterprise will do in the up-building of a city. In this instance the moss-back proclivities of the early settlers, who refused to raise a moderate-sized bonus, lost them the main line of the Oregon Short Line railroad, and for several years they were without railroad facilities at all. Then a twenty-mile stub road was built connecting with the main line, which was and is still their only steam railway. The town was surrounded for hundreds of miles by sage brush deserts, and had but one commercial advance to build its future upon—that of being the capital of a new and sparsely settled state.

But the people there had learned their lesson from the loss of the Oregon Short line through lack of the proper public spirit. They determined to overcome all obstacles and build up a city. How well they have succeeded is demonstrated by the fact that the town, which had a population of less than 6000 when the federal census of 1900 was taken, is now a beautiful city of 25,000 people, with one million dollars' worth of buildings under construction this year, including a seven-story hotel which will be one of the finest in the Northwest.

Boise owes nearly all of its growth and prosperity to the enterprise of its people. They not only erected fine homes and business buildings, paved streets and laid cement walks, but they built electric railways down the irrigated valleys to the towns on the Short Line, and thus extended the area of their retail trade. Local capital built one of these roads, twenty miles long, without the assistance of a dollar of outside money, and local men began and promoted another thirty miles in length. It was this faith in their city and willingness to back its enterprises financially which made Boise the city it is today and overcame the many obstacles that would have dscouraged less determined communities.

Eugene has every natural advantage and should outgrow a city like Boise with only reasonable effort on the part of the people. All that is required is for the local capitalists to stand back of every movement that promises to increase business and draw trade from a larger area of territory. The proposed Siuslaw railroad is one of these. It means a large and increasing revenue to our merchants and increased values to property owners. But it will never be built unless the people of Eugene want it badly enough to put their money into it, and convince foreign capital of their faith in investments tending to develop the country.

EDUCATE THE CHILDREN

Over 2,500,000 of the 17,000,000 school children enrolled in the United States have, during the school year just closed, been systematically instructed concerning the dangers of consumption and the methods for its cure and prevention, according to a statement recently issued by the National Association for the Study and Prevention of Tuberculosis.

Besides the 2,500,000 children thus regularly instructed in their schools, the National association estimates that fully 1,000,000 more have received instruction at the various tuberculosis exhibits held in all parts of the country or in separate classes and organizations.

A number of investigations conducted in various parts of the world show that a large percentage of the children in the public schools have tuberculosis before they are eighteen. That a larger number of them do not die is due to the fact that healthy children are able to resist the attack of the consumption germ. On account of the prevalence of the disease among children the National association considers their education to be one of prime importance.

In Boston a special commission which recently investigated the subject, found that over 5000 school children in that city alone had positive cases of tuberculosis. In New York, a recent study showed over 25,000 tuberculosis children in the schools. On the basis of these and other investigations, it is estimated by certain authorities that there are nearly 1,000,000 school children in the United States today who will probably die of tuberculosis before they have reached the age of eighteen. This would mean that the public schools of the country are paying annually about $7,500,000 for the education of children who will die before they reach the age of eighteen. At least one-half of this sickness, and possibly three-fourths of it, could be prevented if the municipal and state governments would adopt better and more hygienic methods of controlling and teaching the children, and if the public in general were alive to the need for tuberculosis prevention.

The National association declares that the best way to wipe out consumption among the children is to educate both them and their parents so that they will know that tuberculosis is a communicable disease, that it can be cured, and that it must be prevented.

TO AVOID FOREST FIRES

The Oregon state board of forestry has sent many notices which should be read by all. These notices at this time of the year are especially pertinent. The following is one of the notices that have been widely distributed:

"Would you set fire to any man's house in your town?

"If you saw his house afire would you pass it by without doing anything?

"Do you realize that timber is quite as valuable to the owner—and much more so to the community and to you? He can build a new house, but not a new forest. As for your interests think over the following facts:

"Oregon has 350 billion feet of standing timber, even now worth $457,000,000 as a resource.

"If manfactured and sold, even at present lumber prices, it will bring $5,000,000,000 into the state for labor and supplies.

"Oregon now sells $20,000,000 worth of lumber a year. Of this $14,000,000 is received by employes, who put it in local circulation.

"In other words you, whatever your business, share it.

"About a billion feet is destroyed by fire in Oregon annually, which, if manufactured, would bring in $13,000,000.

"On every thousand feet burned the stumpage owner may lose $2.00, but the community loses $8.00 in wages.

"Timber pays taxes to your county. If it burns, your property has to pay the difference.

"Help keep down forest fires and you'll make more money. So will your children.

"Don't toss away burning matches or tobacco.

"Don't make camp fires in leaves, rotten wood or against logs, where it may spread, or where you cannot be sure it is out.

"Never leave a fire until it is out.

Don't burn your slashings in the dry season without a permit.

"Put out any fire you find if you can. If you can't, notify a fire warden, some other public officer, or the land owner.

"Remember, it's the little fire you can put out which may later become the big one.

"If you do not know the fire laws send for a copy. Help enforce them."

MUCH WORK AHEAD FOR EUGENE

, Eugene is growing into a city, but has not yet arrived at a point where we can relax our efforts if, indeed, that point is ever reached in any community.

Even now, through neglect to keep the city clean and tidy, and our lawns green and smoothly mowed, we are losing population and capital. This is due to the fact that most of the ctrangers who come here at the present time are Seattle exposition visitors who have heard of Eugene and stop off to see the city with a view to future location if they are favorably impressed with what they see.

How does Eugene impress these visitors at the present time? Here is a sample:

John M. Stewart, corporation counsel of Lincoln, Nebraska, whose brother is a prominent banker, was here a few days ago, drawn by reports of Eugene's attractiveness as a place of residence, and representing his brother as well as himself. Both were thinking of coming here if the city came up to expectations. Mr. Stewart went away sadly disappointed, and the reason why is told in his own words:

"You have a very pretty natural location for a city," he said, "but why don't your people have pride enough to keep up their lawns? I notice that the parking along the streets is filled with dry grass and weeds, instead of green grass and flowers. The city has a ragged, unkempt appearance. In my home city of Lincoln years ago we issued bonds and paved the streets, people caught the spirit and improved their property. Now we are reaping the benefit of our investment in permanent improvements; the city is growing rapidly, there are 3000 students in the State University, and in all the country there is no more beautiful city. My brother and myself want to come West, but we will not locate in a city where the people are not possessed of sufficient civic pride to keep their city clean, neat and attractive."

Mr. Stewart is only one of many who have recently left Eugene disappointed, for similar reasons, and the conditions they complain of could easily be remedied by the property owners. It costs only a little time and work to make green lawns and to keep the weeds and grass along the streets mowed down. All it requires is the proper spirit of progress—a desire on one's part to render the full measure of his duty as a citizen.

If we neglect these things, we will largely lose the benefit of the large sums spent in street paving, because streets alone do not make a city. These streets must be lined with modern business houses and neat, attractive homes which give evidence of contentment and prosperity.

In city-building there is no good stopping place. Eugene has merely started on the road and will lose much of the advantage that should accrue from the paving of our streets if we relax our efforts now. Read the history of every live city, like that of Lincoln, and you will find that the croakers predicted financial bankruptcy because of public improvement and increasing taxes, but long since these croakers have been silenced. Seattle, Portland, Boise, Los Angeles and many other cities are also living examples of what persistent enterprise and untiring public spirit will do.

Those who wish to live in towns without a bonded indebtedness, where taxes are low and there are no assessments for public improvements must go to the sleepy villages, where property values are also low, rentals hardly worth collecting, and the hum of business activity seldom disturbs the peace and quietude of their day dreams.

The Guard feels that the people of Eugene are not yet fully alive to the necessity of keeping up the campaign that was begun with the paving of our streets, in order to reap the benefits which should accrue from this investment. They made a mistake in voting down the proposition to build a city hall and in refusing to make provision for the support of a creditable band. We need these things and must have them to attract the desirable class of people necessary to make Eugene a city. They cost money, but the newcomer will help us pay the price and do it willingly.

Every resident of Eugene must do his share in this campaign for a greater city. Each one must be imbued with the idea that it is his duty to keep his premises clean and attractive, and to bear willingly his share of the expense of public improvements.

What has already been done in the past thtree years has doubled the population of the city and more than doubled the market value of real property. Another three years of similar effort will produce still greater results.

The conclusion, therefore, must be that while it costs money and requires persistent industry to build up a city, it pays in the long run.

How many of our people are ready to enlist in this campaign to build a city in Eugene, determined to keep fighting until the battle is won?

EASY TO BUILD A RAILROAD

The Dallas, Falls City & Salem railroad, now practically completed to West Salem, is being built by four Oregon men. One of these men, in speaking of his road, said, not long ago:

"It is not difficult to build a railroad. Give me an undeveloped territory anywhere that promises business, and I can find the capital to build a railroad into it or through it. It is only necessary to build the first section, and after that the bonds are eagerly sought by investors." This is the plan upon which the Dallas, Falls City & Salem roal has been built by local promoters; it is the plan the promoters of the Eugene & Siuslaw railway are following out. They ask the people of Eugene and Lane county to put in enough money to do a reasonable amount of work with, and are assured that when this is expended the additional funds for its completion will be forthcoming.

It is up to the people now to say whether they want the road badly enough to subscribe for the stock necessary to begin the work of construction. If they do it can be built just as easily as the road referred to above. Simply talking about a road and waiting for outside capital to build it means waiting another quarter of a century—or perhaps longer.

At the Seattle exposition Oregon has no doubt the best exhibit of all the states represented there. Also Eugeen, with its beautiful Kiser photographs ,is better advertised than any other part of the state. When we realize that two or three millions of people will visit the exposition before its close, it is only a natural conclusion that the city will become very widely known throughout the country. The editor of The Guard visited the Oregon building several times last week and always there were crowds of people viewing the Eugene pictures and Lane county exhibits, which are kept in excellent shape by Mr. Warren. That Eugene's fame has spread all over the Northwest was also evidenced by the fact that The Guard's excursion party of girls, who wore attractive badges, were questioned by hundreds of strangers who had heard about this city and were anxious to acquire more information, and the Seattle Daily Times sent its staff photographer to the Hotel Washington Annex, and photographed the party, their picture appearing on the first page of the regular edition of that paper, a distinction accorded to no other similar party of the many that have visited the city since the exposition opened. All of these things may be taken to indicate that Eugene is on the map.

RATE ON TIMBER WILL BE $1.25 A THOUSAND

Washington, July 23.—Indications this afternoon are strong that the tariff conference committee will report in favor of the following rates: Coal, 45 cents a ton; iron ore, 25 cents; lumber, $1.25 per thousand feet; petroleum, free. There will be more objection to the hide reduction than to any of the other adjustments, it being proposed to make the rate seven per cent advalorem.

In hopes that the conference committee on the tariff may be able to report by that time, the senate today adjourned until next Monday instead of Tuesday, as would have been necessary under the unanimous agreement for three-day interims, pending the report of the conference committee.

A business man of Salem tells the Journal of that city: "We will turn loose and make Salem the city that it should be; there will be hundreds of teams and thousands of men employed here."

Five people are killed every month in New York City, on an average, by automobiles, and the people are getting tropical about it. All due to reckless driving.

MOSES W. CORTRIGHT, HONEST POLICEMAN.

No man ever retired from the New York police force with a better record than Moses W. Cortright, ex-chief inspector, who left the department recently after forty-two years' service with never a breath of wrongdoing against him. When Chief Cortright announced his determination to retire Commissioner Bingham issued a general order to the police, calling attention to the enviable record that the veteran had won in his rise from patrolman to the highest place on the force.

PRICE OF HOPS SOARING HIGH ONCE MORE

The price of hops is soaring again and dealers and growers are looking for a repetition of the stirring times of 1904, when the market became a skyrocket affair, says the Oregonian. The brewers of the world are facing a serious shortage of hops, and the people who grow this commodity and the dealers who sell it for them are taking advantage of the fact. The market in Oregon has been lifted in a few weeks from 10 to 20 cents, and there is no telling how much higher it will go.

Ten days ago new crop contracts in this state were held to be worth 15 cents a pound. Saturday there was a sale up the valley of 350 bales at 18 cents. Yesterday the market took a sheer jump of two cents to the 20-cent level. The next natural stopping place should be 22 1-2 cents, and then a 25-cent market can be looked for.

In the excited condition of the trade yesterday it was impossible to get at the details of the latest transactions. Following the 18-cent business of Saturday, dealers tried to secure options on crops with bids of 19 cents in the Salem section, but without success, although some 19-cent options were secured in California. Later it was learned that 20 cents was bid by one of the largest dealers for 1000 bales of Sonoma and Oregon hops, and subsequently it developed that 2000 bales were actually bought at this price, though whether in Oregon or California could not be learned.

Duty on Hops 16 Cents

Washington, July 26.—The conference committee has agreed to fix the duty on hops at 16 cents, a compromise between the house rate of 12 cents and the senate rate of 20 cents.

ALBANY'S NEW STREET CAR HAS ARRIVED

The new Albany street car has arrived and is on duty. It is entirely new, the same size and appearance as the old one, but improved, having the push button service, among other things. What will be particularly agreeable to Albany people is the lettering on the outside, as follows:

P. E. & E. Ry. Co.
Albany division.

It is numbered 1, applying directly to the Albany service. The old one will be returned to Eugene.—Democrat.

Albany Democrat: Mr. and Mrs. Elmer Ries arrived from Eugene Saturday evening. Mr. Ries having been transferred here to have charge of the office of the Waren Construction Co. for whom he will keep the books, with hearquarters just west of the Democrat office.

WANTS HER LETTER PUBLISHED

For Benefit of Women who Suffer from Female Ills

Minneapolis, Minn.—"I was a great sufferer from female troubles which caused a weakness and broken down condition of the system. I read so much of what Lydia E. Pinkham's Vegetable Compound had done for other suffering women I felt sure it would help me, and I must say it did help me wonderfully. My pains all left me, I grew stronger, and within three months I was a perfectly well woman.

"I want this letter made public to show the benefit women may derive from Lydia E. Pinkham's Vegetable Compound."—Mrs. JOHN G. MOLDAN, 2115 Second St., North, Minneapolis, Minn.

Thousands of unsolicited and genuine testimonials like the above prove the efficiency of Lydia E. Pinkham's Vegetable Compound, which is made exclusively from roots and herbs.

Women who suffer from those distressing ills peculiar to their sex should not lose sight of these facts or doubt the ability of Lydia E. Pinkham's Vegetable Compound to restore their health.

If you want special advice write to Mrs. Pinkham, at Lynn, Mass. She will treat your letter as strictly confidential. For 20 years she has been helping sick women in this way, free of charge. Don't hesitate—write at once.

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