

THE EUGENE WEEKLY GUARD

AN INDEPENDENT PAPER
CHARLES H. FISHER, Editor and Publisher

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THURSDAY, AUG. 12, 1909

TODDLING HOME

A thousand cares oppress the mind, in life's long summer day;
We weary of the galling grind, and endless seems the way. The
journey's really not so long; we don't have far to roam and soon we'll
hear the evening, and then we'll toddle home. Our burdens seem
an awful pile, and yet they're not so great; if we would pack them
with a smile we would not feel the weight. We murmur as we hold
the plow and guide it through the loam; but dusk is coming, even
now, and soon we'll toddle home. We see a cloud of sullen gray,
and straightway we repine; "the storm is rising fast," we say, "the
sun no more will shine." But in a space his golden beams will light
the azure dome, until shall come the time for dreams, and then we'll
toddle home. No trouble lasts if we are brave, and take a manly
stand; and Fear becomes a cringing slave if we but raise a hand;
the evil that disturbs our rest is but a shadowy gnome; the sun is
sinking in the West, and soon we'll toddle home. Then let us tod-
dle home as gay as birds, that never weep; as glad as children, tired
of play, who only wish to sleep; and while recording angels write
our names in heaven's tome, we'll seek our couch and say good
night, when we have toddled home.

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EUGENE MONEY MUST START THE ROAD

The railroad from Medford to the sugar pine timber belt to
the east of that city is being rapidly completed. In a short time
cars will be running to the proposed terminus of the line. This
railroad has been built by the enterprise of the Medford people.
Originally they put about \$60,000 into this road, built the first
section, failed to raise more money and a receiver took charge
of the property. Then outside capitalists came along and bought
the property in, and in the deal the Medford stockholders were
paid back every dollar they put into the railway. Now the road
is being finished as originally projected; Medford people have
their money back and the railroad as well. It has brought busi-
ness to the town and helped to make it one of the liveliest cities
in the state.

If local people had refused to start this railroad with their
own money it would have existed no doubt solely on paper—just
like the Roseburg-Coos Bay, the Eugene & Siuslaw and many
other lines that have been talked of for the last thirty years—
and every movement to build them has ended in talk.

As a matter of fact, the way to build a railroad is to build it.
If Eugene people raise \$100,000 or \$150,000 and expend it in
building a railroad they are certain to have fifteen or twenty
miles of railway that will be worth many times what it cost to
the city and to Lane county. If they can do what the promoters
have every reason to believe they can do, they will be able to
dispose of bonds and complete the road to the Siuslaw and on to
Coos Bay. That, in connection with the Harriman line now under
construction through Eastern Oregon, will make Eugene in a
few years a city as important as Spokane, or any other inland
point in the West.

The main point, however, is that we must do something our-
selves; we must begin the work now with our own money, in-
stead of waiting another twenty years for outsiders to come in
and develop our resources, and gather the dividends that ought
to go into the pockets of our own people.

THE RAILROAD SITUATION IN BRIEF

The one sure way to make a city of real importance here is
to build a railroad to the sea. Experienced railroad contractors
assert that \$25,000 are sufficient to grade the first 15 miles
of a railroad across the valley to the mountains, and consider-
able of this work would be done by the farmers along the line,
who will furnish labor and teams as their contribution to the en-
terprise. One hundred thousand dollars in all will complete this
section of road and equip it for business, that has been proven
beyond a doubt by the investigation and estimates of engineers
and contractors. It is a very small sum for the people of Lane
county to take in the way of stock subscriptions. Once the first
section is built, we are assured that money will be forthcoming
from the sale of bonds to complete the road to the mouth of the
Siuslaw. Further than this, the people of Coos Bay will begin
active work on a line to connect with the Eugene road the mo-
ment we begin actual construction work here, showing that we
are in earnest in our desire to connect this city with the sea.

This is the railroad situation in a nutshell. Eugene has it
within her power to build this road now, when plans have been
carefully worked out after months of negotiation and investiga-
tion. If we fail now it is extremely doubtful if the movement
can be revived in the future, and besides, the rapid railroad de-
velopment of the state may so change the map that our oppor-
tunity will be lost forever. To meet the conditions now would
require only a small subscription from every business man and
property owner in the city and along the line of the road.

RUSH TO THE WEST

Three or four years ago Mr. Fisher Harris started the slogan:
"See Europe if you must, but see America first," says the
Salt Lake Telegram.

It was not cordially received in the East at first, and some
hypercritical critics answered back: "What have you to offer
people?"

In general terms the answer was: "Finer mountains, nobler
rivers, more superb scenery, more splendid manifestations of na-
ture than you find elsewhere."

It or something else is bearing fruit. There are many tour-
ists on their way to Yellowstone park, but, from the north, the
word that comes down to the railroad company is: "Do not sell
any more tickets to Yellowstone; we are crowded to the limit

and people are sleeping out of doors." That but emphasizes the
fact that never before was there such an exodus to the West as
there is this year. And the travelers are not all tourists. No,
not half of them are tourists. The census next year will show
some astonishing increases in the populations of Idaho, Wash-
ington, Oregon and California. The land hunger of the people
is insatiable. There is a rushing away from those regions where
there are six months winter; where the dependence is on a sin-
gle crop and where the warfare against the cold, the heat, the
frost, the drought and the flood is perpetual. The cry is chang-
ing and the motto seems to be now: "Keep your home in the
East if you will, but get a home in the West if you can."

THE OPTIMIST'S FAILURE

All the failures in the world are not pessimists, says Oppor-
tunity. The rank and file of failures is full of chronic optimists
—those tranquil souls whose faith in the all-for-the-best-ness
of things is the explanation for their being the drones, the para-
sites, the barnacles that infest the community where they live.
Their sublime trust in the doctrine that whatever is, is best, and
that their need not be the concern for the morrow, is the trust
that keeps them poor in pocket and the world dragging them at
its heels.

There is a point where pleasure at its keenest becomes pain;
where virtue intensifies into vice; where success, heightened to
its limit, turns to failure. And the zenith of optimism is that
point where it ceases to be an inspiration to effort, and becomes
an excuse for doing nothing. The danger of optimism is its com-
placency. The people who spend their lives whittling away at a
stick while they wait for something to turn up are invariably
optimists. Their beautiful hope is that some day something may
happen, is the optimism that spells failure. And the unruffled
tranquility that believes that all things work together for good
is the optimism that stifles ambition and energy and activity,
and produces the drones in the hive.

One extreme is as bad as the other. It is no more false to
see all things in the worst light than to see them in the best, for
the truth is neither. After all, it is the balance that must be kept,
and it is the man of breadth of vision great enough to see all
sides—the man of poise, who is the successful man.

AN INVESTMENT WHICH IS CERTAIN

Eugene, as a community, could not make a surer investment
than to put \$100,000 or \$150,000 into a railroad westward to-
ward the coast. When this sum is expended we would undoubt-
edly be able to sell bonds and complete the road to the mouth of
the Siuslaw and, with the help of the Marshfield people, from
that point on to Coos Bay. Such a road would be worth millions
to Eugene in saving on freight rates, as well as in the develop-
ment of tributary territory.

But suppose we should fail to finance the road after the lo-
cal money is exhausted and fifteen or twenty miles of road have
been constructed? This is the worst that could possibly happen
to the enterprise.

We would then have a railroad across the valley traversing a
splendid agricultural and dairy country, and reaching out to one
of the finest timber districts in the state. Such a line of road,
if extended no further, would be worth many times its cost to Eu-
gene, and would in course of time undoubtedly be extended to
the coast.

Viewed from the most pessimistic standpoint possible, the
expenditure of \$150,000 in railroad building toward the coast
would prove a splendid investment, upon which returns would
be absolutely sure.

PERMANENT SURVEY COMES NEXT

This week's work should complete the first step in the work
of raising funds for the Eugene-Siuslaw-Coos Bay railroad.
When \$50,000 is raised a small assessment will be levied and
the permanent survey of the road will be made, and while this is
being done the campaign for stock subscriptions will be prose-
cuted more vigorously than ever until the total amount reaches
\$150,000, at which time actual construction of the road will be
begun.

This movement for a railroad to the coast is being carried on
in a business-like way in every respect, and if every man and
woman in Eugene who wants to see the city grow and prosper
will take the proper interest in it success is assured. The "Eu-
gene way" means to go ahead and do what is undertaken in the
most direct manner and in the shortest possible time. That is
what should be done now.

For those who are superstitious, and where is the man who
has not some idiosyncrasy, there will be food for thought in the
circumstances that surrounded the suicide of Harry Pulliam of
Pennsylvania last Saturday. According to report, Pulliam is one
of a trio of unfortunate who imagined they were under the stigma
of a curse. Four years ago Pulliam, in company with two of his
most intimate friends, Harry K. Thaw and Dr. Walter S. Bingham,
were standing in front of an Eastern hotel, when all laughed
aloud at some jest made. A cripple who was passing at the time
slipped and fell to the pavement just before the merry ring of
laughter pealed forth. Imagining that the well-dressed young
men were laughing at his misfortune, the cripple flew into a rage
and pronounced a bitter curse upon the trio, predicting an awful
death for each of the three. Pulliam was the first to run after
the cripple and try to explain that they were not laughing at him,
but the latter is said to have been obdurate and only added to
his invective. When Pulliam returned to his companions he
passed a remark about not liking to have a curse resting over
him. Later Thaw killed White, and Pulliam was the first to re-
call the curse. A short time ago Dr. Bingham was committed
to an insane asylum and Pulliam now occupies a suicide's grave.
There was no potency in the curse, but the dread of fancied ful-
fillment may have preyed upon Pulliam's mind to such an extent
that he became mentally unbalanced.

Alabama being the first alphabetically, and her legislature
being the first to meet, it seems appropriate that the O. K. be
first on the income tax constitutional amendment, as Congress-
man Clayton says it will be.

PORTER BROTHERS

WIN FIRST ROUND

Judge Butler Renders Decision
Dissolving Injunction

Moro, Or., Aug. 8.—Porter Brothers yesterday afternoon emerged vic-
torious from the first court battle
with the Harriman forces in the war
now being waged for right of way in-
to Central Oregon up the Deschutes
river canyon, when Judge Butler, of
the circuit court for Sherman county,
dissolved the injunction secured by
the Deschutes railroad company on
behalf of Twohy Brothers, against
Porter Brothers, by which they were
restrained from interfering with traf-
fic on the part of Harriman's \$10,000
road running across the Gurtz farm.

By this decision Porter Brothers
are enabled to proceed with construc-
tion work on one of the most impor-
tant sections of the Deschutes river
railroad route, and to demonstrate
conclusively whether they intend to
build a road. The Gurtz farm has
been the scene of the most acute
clashes thus far in the fight for
choke of right way between Porter
Brothers and the Harriman forces.
The Gurtz farm first gained public-
ity when the Porters some weeks ago
quietly bought options on it and then
closed up the supply road which the
Harriman forces had constructed
from Grass Valley to Horseshoe bend
at a cost of \$10,000. By closing this
road and refusing passage to Harri-
man freight wagons the Porters suc-
ceeded in paralyzing the Harriman
forces' construction work on the De-
schutes. Profiting by the delay oc-
casioned by their rivals, the Porters
also succeeded in landing crews and
construction equipment at Horseshoe
bend, where a big cut through the
mountains is under way. The in-
junction secured by the Harriman
people, however, forced the Porter
Brothers to open up the supply road,
and the Harriman forces were again
placed on an equal footing in the
fight for right of way.

It is stated that the second in-
junction will be taken up early next
week. This injunction was secured by
the Harriman forces shortly after the
first had been granted, and restrains
the Porters from working in the vi-
cinity of Horseshoe bend.

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