

THE EUGENE WEEKLY GUARD

AN INDEPENDENT PAPER
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THURSDAY, AUGUST 26, 1909

HARRIMAN'S REMARKABLE PERSONALITY

"Master of human destinies am I," wrote John J. Ingalls, many years ago, for his subject "Opportunity." To rival the mastery of opportunity seems to be E. H. Harriman's ambition, to be the arbiter of fates and of kingdoms, to rule the industries and finances of the world, not so much for the money that would pour in to him but for the feel of power, the elation of dominance and mastery.

Considered purely as a brain, an organizing, planning and executive machine, Harriman is the marvel of this age, remarks an exchange. Whether malevolent or benevolent, he is one of the tremendous forces of modern life. His amazing and almost uninterrupted success has gained for him inexhaustible supplies of capital, which he may use as he wills, and already men supposed to be monarchs of millions of money and thousands of men, move merely as pawns in his game.

Harriman is not money-mad, but power-mad. If he had really rested in Europe, instead of fighting his physicians, discharging them and resuming his direction of affairs, his money might have gone on piling up indefinitely, but he missed the touch of the buttons, and the sensation of the vibrating levers which he controlled, so he went back to them. And so far as health is concerned, he was probably wiser than the doctors, for that labor which is a joy is a benefit, and the "rest" which irks is a detriment.

He returns to America still broken in health, but probably to continue as long as life lasts his career of railroad conquest.

Harriman is only a man, yet the limitations of ordinary men are not his, and he cannot be measured by the standards applied to other men. He must be considered as a force, and the incarnation of forces which direct him while he directs them. He is not a happy figure, this little man whose brain is sapping his bodily strength, but he looms colossal above men who sneered at him only a few years ago, and stands with Theodore Roosevelt and William of Germany as one of the three most remarkable personalities and powers in the world.

THE ONE IMPORTANT ENTERPRISE

Eugene will become the railroad centre of Western Oregon if she is awake to the opportunities of the hour. The railroad construction era has dawned and in three years there will be many changes due to newly constructed transportation lines and the consequent development of the Oregon country. During this period of transformation, the town that is most advantageously situated and hitherto hardest for railroad facilities will reap the greatest benefits. Eugene has the geographical location and it is up to the people here to bestir themselves in order that no railroad which might be secured by proper effort shall be lost.

The surest way to compel recognition of the city's claims is to build a railroad to the coast, giving a short haul to the ocean. This the people are able to do with their own means and the movement is now well under way and is daily assuming a more tangible shape. Already it has received direct notice from Mr. Hill, and is tending to draw the attention of other railroad magnates. It is simply up to the people to keep hammering away at the project until it is successfully carried out.

It has been definitely settled that \$75,000 will build this proposed road from Eugene to Elmira, and that a similar sum will extend the line into the Lake Creek region. After that there will be no difficulty in securing the money, through bond sales, to complete the road to the coast, and on to Coos Bay.

A good part of the money necessary to actual construction work has already been pledged, and it is to be hoped that work of securing additional funds will not be allowed to lag.

The "Eugene Way" is accepted as meaning that our people go ahead and do things, and in this instance the thing to be done is the most important that was ever presented to our people.

OPPORTUNITY FOR AMBITION

While the call of the wheat fields is heard in the land, many editorial writers are giving advice and making suggestions as to the best method to secure help that is needed by farmers, particularly those of the West. One writer aptly puts it this way: "The market for the unemployed is in the West; the unemployed labor to supply this market is in the East. The welfare of the nation will be subserved by bringing the two together."

Another bit of comment is: "The point is raised in defense of those who are idle in the great cities that the West has only temporary employment to offer, so temporary in character that it would not pay the Eastern labor to undertake the expense necessary in order to obtain it."

That point is dulled by the first stroke of logic contained in the argument that all the men who have come to Western farms to work have found it to their benefit and pleasure to remain and take their chances in the broad fields of opportunity. Some have returned East, but only on pleasure visits. They have all been drafted into the regular industrial army of the West. The willing worker in the West does not long remain idle.

WHAT IS A BOOSTER?

Authorities define the verb "to boost" as to life up, to elevate, remarks an exchange.

A booster, therefore, must be understood to be one working

with a view toward elevating the quality of his trade, and goods which he manufactures.

The word "booster" evidently has its origin in slang, but has been used for so long that it has found a place in the English language, as expressive of force properly applied.

In the operation of street car lines it has been found that after the current has traversed several miles of wire it loses its force or voltage, but still retains its volume, or amperage, when to bring the volume up to the point where it will furnish the necessary power an instrument called a "booster" is put in the line, which transforms the emperage to voltage, or volume to force, this being termed "boosting the current."

Quoting a recent authority, "the booster is the salt of the earth. He wars on evil by promoting the good. He makes sunshine on the cloudy days and turns tears into laughter. He helps himself by helping others, and when his boosting days are over and he goes back to the dust from which he sprang, the world is better for his having been in it."

Without waiting for the government to act, Los Angeles is going ahead and spending \$8,000,000 improving San Pedro harbor. The same city is putting in a new water system at a cost of \$23,000,000, and it is this spirit of enterprise, this facility for taking the initiative in big things, that has built up the great Southern California city. The same spirit manifested in Eugene would insure the carrying out of a comparatively small million and a half dollar project, like the Eugene & Siuslaw railroad, in short order. There is no doubt but the raising of only \$150,000 would guarantee the building of this road—and such a small sum should be subscribed in twenty-four hours. And it would be if we Oregonians were possessed of the spirit which has built up cities like Los Angeles, Seattle and Spokane.

According to Consul-General Richard Gunther, of Frankfurt, a new dirigible airship will soon be constructed in Germany. It is the invention of Professor Schuette, of the Technical High School at Danzig, Prussia. The balloon will be 310 feet in length and about 50 feet in diameter. The skeleton frame will not be composed of aluminum, but of double diagonal wooden ribs. The car or basket is to be about 120 feet long, and 12 1/2 feet wide. The screw propeller will be driven by two gas motors of 150 horsepower each. The average speed is estimated at 50 English miles per hour. As the carrying capacity is considerably enhanced by substituting wood for aluminum, the new airship would be able to take, besides the usual outfit and crew, from 4000 to 4500 pounds of freight.

With the building of the railroad across the mountains to Klamath Falls in actual progress and the Siuslaw road to the ocean practically assured, Eugene is in a position to become a jobbing centre for a large territory—and the beginning of jobbing business means that a place has entered the real city class. The Commercial Club could do no better at this time than to advertise the advantages of Eugene as a location for wholesale houses.

After all this Sutton affair was only a drunken row among the students which happened to result fatally. Who was to blame or just how Sutton came to his death will probably never be known—perhaps the participants were all too drunk to realize just how it happened themselves. There have probably been many similar occurrences at the naval institution, but they have not been "investigated."

Notwithstanding the fact that Eugene has built several hundred new houses, including several large flats, there is now a demand for houses to rent. When the schools convene next month there is no doubt but houses will be at a premium. And this condition tells the story of Eugene's remarkable and continuous growth.

We can build the Eugene & Siuslaw railroad as far as Elmira yet this year if every property owner and business man who will be benefited will do his part. Then it will be an easy matter to procure the funds to keep the work going until the cars are running to the coast. That is the approved Eugene way of doing things.

Roosevelt killed his first elephant this week, according to yesterday's dispatches. We had supposed, from previous reports, that he had already exterminated several herds, and had been reduced to the extremity of hunting smaller game because the big animals had all been killed off.

Pass along the medal for vitality. Not only has a Pennsylvania widow of 81 taken a new husband, but she offered to bet the clerk who issued the marriage license that she'd live to be a hundred. The kid of 51 she has married will have to step lively to keep up with her.

No doubt of the new tariff being a good thing—for a son of Chairman Payne, who has copped a \$500,000 job as deputy assistant attorney-general in charge of customs litigation. If he had to write out his official title often, he'll earn the salary.

A Chicago woman has been given a divorce because her hubby would not stay home Sundays. Thought the general complaint of wives was the other way around—that hubby persists in staying home Sundays, instead of going to church.

Seventy-five thousand dollars will build the Siuslaw railroad as far as Elmira—the first section toward the coast. From that time on it will be easy to secure money to continue the work of construction to the Siuslaw and on to Coos Bay.

Instead of begging would-be revolutionists to be good, Mexico's secretary of war addresses them in a way that will be more convincing, by saying: "The government has money, ammunition, soldiers and artillery."

Goodness gracious! Here's Willie Leeb threatening a libel suit because of a newspaper publication which he thinks reflected on him. How he must have changed since he went to New York.

Weber Wagons at Cost

We have the following Weber Wagons and intend to close them out at once AT COST. They need no recommendation, but show for themselves.

Table listing Weber Wagons with specifications and prices: 2 only, 2 1/2 inch steel skein gear, only \$69.75; Same gear, with double box \$88.55; 4 only, 2 3/4-inch steel skein gear, only \$72.80; Same gear, with double box \$91.00; 6 only, 3-inch steel skein gear, only \$75.90; Same gear, with double box \$94.50; 1 only, 3 1/4-inch, steel skein gear, with doub \$107.50

These prices are at or below cost in every instance, in carload buying at the factory. We are closing out and will buy no more. If you want one of these splendid wagons get your choice early, as they will not last long.

Moon-Blais Imp't Co.

65 EAST NINTH STREET. PHONE MAIN 714

HANDY BUSINESS DIRECTORY

Manicuring and Hair Dressing; Tolman Studio; S. D. READ DENTIST; GARRETT & MITCHELL Real Estate Brokers; Eugene Cleaning and Dyeing Works; SHINN THE SIGN PAINTER; Smyths Transfer Co; Poultry and Fish Market; S. G. Beardsley, M. D. Physician and Surgeon; McLEOD THE TAILOR; Jesse G. Wells ATTORNEY; Wm. G. Martin Attorney at Law; DR. LULU MUNKERS-MARQUAM Physician and Surgeon

WANTED

Watches that won't keep time

Yes, we want you to send or bring us your watches that won't keep time, watches the average watchmaker cannot fix. No work too difficult for us to do. We employ no tinkers, but we are expert watchmakers and supervise all work ourselves and cheerfully guarantee every job.

Maurer-Coppennoll Jewelry Co., Inc. 542 Willamette Street, EUGENE, ORE.

Kodol Guaranteed To Give Satisfaction or Your Money Back. FOR INDIGESTION AND DYSPEPSIA. RELIEVES SORE THROAT, MACH, BELCHING, ETC. E. C. DEWITT & COMPANY, CHICAGO, ILL.