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MONDAY, DECEMBER 10, 1906.

FOR AN OPEN WATERWAY.

With all of Eugene's great resources of timber, mineral wealth, of water power, of rich soil, of climate, factories, great educational institutions, and possessing in its citizenship a highly intelligent, moral, temperate, industrious and thrifty people, there is still lacking the sine qua non of a city of commercial importance. The reader of this article knows, without its being stated here, that the one and only indispensable condition of Eugene's permanent upbuilding, and of the lasting prosperity of Lane county, is the question of abundant and cheap transportation facilities. Products of the soil, of the mines, of the forests and of the factories in their distribution, seek the lines of least resistance as surely as water runs down hill. Freight rates are the largest element of commerce. In illustration of this fact, given rates low enough, Eugene could derive a princely revenue from shipping Willamette river water to Goldfield, Nevada, or Death Valley, California.

Much good will come from the remedial legislation asked for by the late car shortage convention held in Eugene, and The Guard will give to all remedial legislation its hearty support. But The Guard sees beyond the need of cars to move our present congested products. It sees the need of water transportation, and believes that intelligent, united action by the people of Eugene and Lane county can accomplish it. Whether it can be best obtained by dredging and removing the snage from the Willamette river, or by a canal from Eugene to navigable water on the river, is the question for engineers to determine. One or the other we must have.

Since railroads have become so common and necessary, rivers and canals are, in comparison, little in thought, especially on the Pacific coast. Many do not realize their importance as a factor in cheapening freights by rail. It is a significant fact, that more than half of all the canals in the United States have brought under the control of railroad brought under the control of railroad companies for the sole and only purpose of getting rid of them as competitors. It is the great good fortune of the whole country that they have not been able to buy or gain control of New Yorq's greatest canal, the Erie. The Guard has previously adverted to this canal in its history, and in its influence upon the building of a great cty, and a great state. Its history reads like romance, between the lines of which can be seen the future of Eugene, when it shall have become the head of navigation on the Willamette, and the boats carry the products of its factories and tributary farms and orchards to cities on the lower river, or transfer them to ocean-going vessels en route to Alaska, the Orient, or other of the world's great markets.

Ground was broken for the building of the Erie canal July 4th, 1817. It took eight years to build it from Albany to Buffalo, a distance of 350 miles. It was opened for traffic July 4th, 1825, and will ever remain a lasting monument to the wisdom and foresight of DeWitt Clinton, than whom no other man merits more praise for its construction.

The immediate effect of the opening of traffic was to lower the freight rates from Buffalo to New York City from $100.00 to $10.00 per ton, and to stimulate canal building in Pennsylvania, Virginit, Maryland and other states. Within a few years freight rates fell to $3.00 per ton, and from that date the future of New York City was assured.

At its inception, public opinion demanded that sufficient tolls be charged to not only make the canal self-supporting, but in time to pay for its construction. This contention became gradually modified, and tolls were from time to time made lower, until 1883, when all tolls were removed and the canal made free to all. Previous to this, in 1871, the state legislature offered rewards for the best motive power, other than animals, for propelling boats. More than 700 communications were received, twelve steamers were tested, three of which answered all requirements. There are now more than 100 steamers and 400 freight boats on the 350 miles of canal. The cost per mile of moving freight has fallen to three mills per ton. Think of it! At such a rate it would cost little more than 30 cents per ton to transport freights from Eugene to Portland. The cost of the Erie, above all revenue received, has been $40,000,000.00, which is $500,000.00 per year for the eighty years it has been in use. The present cost is $700,000.00 annually for the maintenance and betterments of the state's canals, and the people find in it a profitable expenditure.

Between New York and Chicago there are eight trunk lines of railroad, whose freight rates are largely influenced by the Erie canal and the lake vessels. In looking abroad, like results can be seen, notably in the history and present influence of England's great Birmingham canal, and other canals on the continent of Europe.

Give to Eugene forty miles of canal, or by dredging and other improvements, make the Willamette river navigable to this point, and Eugene will have an open waterway of 300 miles to the sea, its steamers will, in the not distant future, navigate the upper Columbia, through and past the state of Washington and into British Columbia, and Eugene become a great manufacturing city if, indeed, not the greatest on the Pacific coast.

Senator Rayner, of Maryland, wants the senate to go on record as holding the opinion that the federal government has no right to enter into a controversy with a foreign government concerning the school system of a state. Look out for a California Rayner boom.

Congressman Slayden, of Texas, wants negroes barred from the army, and has introduced a bill providing therefor, but there are too many seekers of black and tan votes in congress to give the bill a chance.

Even race suicide came in for a new whack in the message. Really, it seems going a little too far to impeach a man's patriotism because he is not the daddy of a big bunch of kids.

A Chicago professor who lives on Rockefeller money waltzed into the limelight to say: "Socialism is the philosophy of failure." He is the incarnation of nerve.

Another precedent will be busted when the Panama illustrated message goes to congress. With a continuation of recent progress, messages may yet have colored supplements.

If Japan wants anything America has and doesn't happen to se it lying around, all that is necessary is to ask Teddy R. to give it to her.

Champ Clark says if he were president he would boss the supreme court, but we have not heard of any move being made that is likely to result in making Champ president.

Congress and a night bank opened business the same day in Washington. May have been only a coincidence.

"Teddy" cares not who makes the laws so long as he can write the congressional messages.

KING FOOTBALL.

The king is dead. Long live the king!
—Bartholomew in Minneapolis Journal.

Wireless Power for Use In Aerial Navigation

By SANTOS-DUMONT, Famous Aeronaut

THE recent ascent of Professor Bell's aeroplane is very interesting, mainly because of the use of WIRELESS ENERGY. Of course force has already been transmitted from a dynamo placed on the ground to a motor on a flying machine of sufficient power TO RAISE IT FROM THE GROUND, and I remember that an experiment of this kind was made comparatively recently at Monaco.

I do not think that Professor Bell's experiment is of very much PRACTICAL value. A flying machine must, if it is to be of any use, be SELF SUPPORTING—that is to say, it must carry its own motor on its own back. Unless power can be transmitted by wireless energy from the earth to a PRACTICALLY UNLIMITED DISTANCE the experiment which Professor Bell is reported to have made is of little real use, for a flying machine worked thus could not fly very far.

A Poem for Today

WHAT DOES IT MATTER?

Unidentified

IT matters little where I was born
Or if my parents were rich or poor,
Whether they shrank from the cold world's scorn
Or walked in the pride of wealth secure,
But whether I live an honest man
And hold my integrity firm in my clutch,
I tell you, my brother, as plain as I can,
It matters much!

It matters little how long I stay
In a world of sorrow, sin and care,
Whether in youth I am called away
Or live till my bones of flesh are bare,
But whether I do the best I can
To soften the weight of adversity's touch
On the faded cheek of my fellow man,
It matters much!

It matters little where be my grave,
If on the land or in the sea,
By purling brook, 'neath stormy wave,
It matters little or naught to me,
But whether the angel of death comes down
And marks my brow with a loving touch
As one that shall wear the victor's crown,
It matters much!

Long Tennessee Fight.

For Twenty years W. L. Rawls, of Bells, Tenn., fought nasal catarrh. He writes: "The swelling and soreness inside my nose was fearful until I began applying Bucklen's Arnica Salve to the sore surface. This caused the soreness and swelling to disappear, never to return." Best salve in existance. 25c at Linn Drug Co.

KEEP MONEY AT HOME.

To the Builder:—Do not send any money to San Francisco nor to Portland for plastering here as the Eugene Chemical Works will furnish the same. By dropping a postal card your wants will be immediately filled, and as good and clean as you ever got them filled before. j7

For Sale.

A nice home at Jasper—a good 6-room house, well finished, and a barn, good well and lot 150x300 feet, fenced; fruit trees bearing fruit; a bargain at $400. Inquire, E. C. Hill's residence, 782 Lincoln. Phone, D19

JUST ARRIVED AT CHESSMAN'S

Smyrna figs in baskets.
Smyrna figs stuffed with nuts.
Smyrna figs stuffed with cherries.
Turkish dates stuffed with almonds.
tf

Outwits the Surgeon.

A complication of female troubles, with catarrh of the stomach and bowels, had reduced Mrs. Thos. S. Austin, of Leavenworth, Indiana, to such a deplorable condition that her doctor advised an operation; but her husband, fearing fatal results, postponed this to try Electric Bitters, and to the amazement of all who knew her this medicine completely cured her. Guaranteed cure for torpid liver, kidney disease, biliousness, jaundice, chills and fever, general debility, nervousness and blood poisoning. Best tonic made. Price 50c at Linn Drug Co. Try it.

GASOLINE WOOD SAWING.

W. E. Boddy will save you money on wood sawing. All wood sawed with gage. Prompt service. 'Phone, Red 1771. Residence, 775 Ferry St.

A carload of American Field Fence just received at Moon & Tingley's. Get their prices.

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FOR SALE

FOR SALE—A good shotgun, cheap. Enquire at Yoran's shoe store. d13

FOR SALE—A small shingle mill cheap for cash. Call on or address T. C. Thomson, Vida, Or. tf

WANTED — Office work, such as clerk, by young man; speaks both German and English perfectly. Address Box 431, Eugene. d12

FOR SALE—Full-blooded Brown Leghorn cockerels for sale, $1.00 each. Address J. C. McElroy Monroe, Oregon.

FOR SALE—Stock hogs, young cattle and cows for sale. Also a good heavy harness and farm tools. 'Phone Black 2681. W. C. Barbour, 366 East Thirteenth street, Eugene. d10

FOR SALE—Young, full-blooded Plymouth Rock roosters—one dollar each. Mrs. M. C. Mott, 337 East Eighth street, next to new pumping station. d10

HOUSE FOR SALE—Six room residence in good repair with good roomy barn and within six blocks of postoffice for sale for $1200. Two good wells. Time on part if desired. See or write J. R. Campbell, Eugene.

FOR SALE OR TRADE—Fine stock ranch with plenty of spring water for irrigating purposes. See Lee Hoselton, Oregon Cigar Store. tf

FOR SALE—Handsome Flemish oak dining room furniture, consisting of buffet, six chairs, and table, almost new; will be sold cheap. Call at Tolmie & Travers' store. d1

STORE FOR SALE—General merchandise store at Mapleton for sale. Good business and outlook excellent for increasing trade in future. Private reasons for selling. Address F. C. Bean, Mapleton, or see L. E. Bean, Eugene, as to price and terms. tf

FOR SALE—A fine tract of 21 acres with 2 good houses, one barn and other excellent improvements; good orchard and water. Place only 9 miles from Eugene at townsite of Natron on proposed new survey of S. P. railroad from Natron. Improvements are worth more than price asked; a big bargain at $1250. Bottom land good for hops or garden. Adress M B Taliafero, Natron, or E. C. Hills, Eugene, Oregon.

WANTED

GIRL WANTED—In a family of two. Enquire at Guard office or of F. C. Walters at Elmira, Or. d w d6

POTATOES WANTED—Two carloads of potatoes wanted delivered at our warehouse. Geo. P. Hall & Son. tf

WANTED—A boy who can work all day. A young woman to work in store and bindery. Allen Eaton.

WANTED—Competent girl or woman to do general house work. Good wages promised. Enquire at 130 East Eleventh street. d14

WANTED—Goats on shares; any number; for five years; responsible party. Address C. E. Leitzel, 315 Commercial building, Portland, Or. d w d 6

HELP WANTED—Manager for branch office we wish to locate here in Eugene. Address, with references, The Morris Wholesale House, Cincinnati, Ohio.

LOST AND FOUND

CAT LOST—Lost, strayed or stolen, a big gray and black mottled cat, answers to the name of "Shag." Return to 478 Olive street and get reward. d1

STRAYED—Black cow, dehorned one ear off, Friday night. Finder please inform Mrs. Jones, 265 W. 10th St. Phone, Black 2982.

FOR RENT

FOR RENT—One room for store down stairs and the whole upstairs of new building on Seventh street F. A. Rankin. dtf

PASTURE—For horses and cattle two miles south of town out Willamette street. J. A. Muhr, R. F. D. 3. d13

NOTICE.

I, Sherman Hickson, decline to pay any bill or bills contracted by Lou Hickson, as we have agreed to disagree.

Leaburg, Or., Dec. 6, 1906.
SHERMAN HICKSON.

PROFESSIONAL COLUMN.

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CONTRACTORS

L. N. RONEY, contractor, dealer in cement, lime and hard wall plates.

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