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AN INDEPENDENT PAPER. Member of Associated Press. WEDNESDAY, MARCH 13

RAILROADS ARE BLUFFING.

J. Pierpont Morgan has recently been sent to Washington to plead with the president in behalf of the railroads. This would make it appear that the stock-manipulating gang is at least really alarmed, and is attempting the game that has so often been worked by the high finance robbers. They would frighten the people of the country with talk of impending financial ruin if they are not allowed to continue their lucrative practice of pilfering from the public.

This calamity talk is mostly for effect, and there is no real foundation in the signs of the times. It emanates from Harriman and his Standard Oil backers who would frighten the people into cessation of the present crusade for a square deal and popular rights. The country is on the soundest basis of prosperity in its history and the masses are better able financially to carry on a finish fight with the monopolistic elements than ever before in the nation's history.

There is no danger of business going to smash simply because the people are demanding that railroading shall be made a legitimate business, conducted on approved commercial principles, paying up on the actual capital only fair and reasonable dividends. The United States is holding the commercial supremacy of the world and the markets of all countries are opening to our goods, while internal industrial development is becoming more intensified than ever before, opening new fields of industry and endeavor. Morgan, Harriman, et al., are, despite their inflated self-importance, but small factors in the industrial world as a whole, and their most strenuous efforts cannot block the wheels of progress, or stop the onward march of this country to a greatness unheard of before the Spanish-American war.

It is a lethargic nation to the realization of its own strength and world-wide supremacy. Morgan may possibly be able to cajole or bluff a president, but the American people—never! If Harriman and his stock-jobbing gang do not want to run the railroads under supervision of state and federal commissions, then they may have the opportunity to pay just rates and fares themselves upon transportation lines owned and operated by the government.

Eugene's promised passenger depot will probably not be built this year. Harriman's agents, according to common report, spent more money than it would cost down at Salem this year "shaping" legislation, which is regarded by the railroad magnates as of far more importance than improving their service and property for the benefit of the people who patronize them. Eugene pays the Southern Pacific Company \$50,000 a month, and its freight and passenger depots are not worth over \$100,000.

Already the news that Eugene will have electric cars and paved streets is being widely advertised in the press, and it is directing the attention of home-seekers and investors in this direction. As a result Eugene is now securing more of the incoming people than any town in Western Oregon, the railroad officials say—and with the splendid improvements in prospect here a large majority of those who come to investigate will remain as permanent citizens. The Guard predicts that by January next, if these contemplated improvements are carried out as planned, business property will have increased fully one-half in value, and there will be active demand for it. Paste this prediction in your hat for future reference.

The Ladies' Aid. We've put a fine addition on the good old church at home; it's just the latest kitchen with a gallery and dome; it seats a thousand people—finest church in all the town. And when 'twas dedicated, why, we planked ten thousand down—That is, we paid five thousand—every deacon did his best. And the Ladies' Aid Society promised all the rest.

We've got an organ in our church—very finest in the land; it's got a thousand pipes or more, its melody is grand. And when we sit on cushioned pews and hear the master play, it carries us to realms of bliss unnumbered miles away. It cost a cool three thousand, and it's stood the hardest test; We'll pay a thousand on it—the Ladies' Aid the rest.

They'll give a hundred sociables, cantatas, too, and teas; They'll bake a thousand angel cakes and tons of cream they'll freeze; They'll beg and scrape and toll and sweat for seven years or more, And then they'll start all o'er again for a carpet for the floor. No! it isn't like digging out the money from your vest. When the Ladies' Aid gets busy and says: "We'll pay the rest."

Of course we're proud of our big church from pulpit up to spire; It is the darling of our eyes, the crown of our desire. But when I see the sisters work to raise the cash that lacks, I somehow feel the church is built on women's tired backs. And sometimes I can't help thinking, when we reach the regions blest, The men will get the toll and sweat, the Ladies' Aid the rest. —Church Herald.

MARCOLA ITEMS

(Special Correspondence.) Marcola, March 12.—The weather has been very changeable the past few days, as part of the time it has been as warm as summer and part of the time it has rained and hailed. Arnold Bros. have moved into their new meat market, next door to the old stand.

Mr. Sealey, of Springfield, has taken charge of the Mohawk restaurant of Marcola. Several of Fischer Bros.' hired men got drunk Sunday and broke several windows out of the bunk house and house and then went down the line. F. C. Young has resigned his position as general superintendent of the S. P. camps and Mr. Button, of the Renninger-Button Logging Company, will take his place.

Last Friday the winter term of school closed in the Parson Creek district. In the afternoon the pupils played a game of baseball with Marcola in which the latter was defeated by the score of 13 to 9.

LISTEN and remember the next time you suffer from pain—caused by damp weather—when your head nearly bursts from neuralgia—try Ballard's Snow Liniment. It will cure you. A prominent business man of Hempstead, Texas, writes: "I have used your liniment. Previous to using it, I was a great sufferer from Rheumatism and Neuralgia. I am pleased to say that now I am free from these complaints. I am sure that I owe this to your liniment."

American Art Pottery. Beginning Monday, March 11, we will have a free exhibition of American art pottery at the store, which all are welcome to enjoy. This exhibit will include Rockwood, Greeley, Van Briggles, Newcomb, Tella and other good pottery, and will be the most representative display held on the Pacific coast during the year. m13 ALLEN EATON.

CURED LUMBAGO. A. B. Canman, Chicago, writes March 4, 1903: "Having been troubled with Lumbago, at different times and tried one physician after another, then different ointments and liniments, gave it no abatement. So I tried once more, and got a bottle of Ballard's Snow Liniment, which gave me almost instant relief. I can cheerfully recommend it, and will add my name to your list of sufferers."

THE TEXAS WONDER Cures all kidney, bladder and rheumatic troubles; sold by all druggists or two months' treatment by mail for \$1. Dr. E. W. Hall, 2926 Olive Street, St. Louis, Mo. Send for testimonials. Sold by Hull's Drug Store, Eugene, Or. & w if

He had no coat upon his back, (That had) on his tongue, And Rocky Mountain Tea, 'tis said, Kept him from being hung. [Bad breath.] Linn Drug Co.

It flows like fire through your veins, it does the work. If you're wanting away day by day, take Hollister's Rocky Mountain Tea. 35 cents, tea or tablets. Linn Drug Co.

Panama Canal's Isthmian Rival.

IN view of the fact that it is likely to prove a rival to the Panama canal, the Tehuantepec railroad in Mexico has received surprisingly little attention from the public of the United States. When it was opened with imposing ceremonies the other day, President Diaz starting the first freight train across the isthmus of Tehuantepec, a great many people here of the enterprise for the first time. Perhaps it is its rivalry to the Panama canal as a system of transportation from ocean to ocean that gives the Mexican undertaking its chief interest on this side of the international boundary line. It is the opinion of some who have studied the question that when President Diaz pressed the button at Salina Cruz, thus putting the new road in operation, he started a competition that will never end. It is maintained, however, that neither enterprise will put the other out of business, as there is room for both, and each route from sea to sea has its own special advantages. The competition between the two will, it is thought, prove beneficial to the interests of trade. The Tehuantepec route is on an average about 1,200 miles shorter than the Panama voyage between New York and San Francisco or Honolulu and Japan.

For certain classes of freight this is a very important advantage for a saving of a few days' time in delivery and may make considerable difference in the value of a cargo. On other classes of freight the saving in time is not of so much account, and it is a great advantage in favor of the Panama canal that vessels taking this route can carry unbroken cargoes. The Tehuantepec railway was really originated by American enterprise. More than fifty years ago there was talk of a canal under the supervision of the United States which should cross from ocean to ocean on about the line of the railway just opened. Later the Nicaragua and Panama

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

FOR SALE—High and dry lots at your own price. Lots 1 and 2, block 4, Rees addition to Eugene Address owner, John T. Wilkins, Winlow, Wash. at-

FOR SALE—This week. Child's brass and iron bed, with drop sides, bookcase, marble top chest of drawers, rocker, framed pictures, Jardinieres and plants, and ice cream freezer. Call at Tolmie & Traver's store. m13

WANTED

WANTED—Girl for general household work in a family of four. Mrs. J. F. Kelly, 138 West Sixth street.

WANTED—A man to wash dishes and assist in kitchen. Willamette House, West Eighth street. m16

WANTED—A first-class waitress. Willamette House, West Eighth street. m16

WANTED—A few acres in or near town suitable for poultry raising. Address A. W. Ackerman, 836 Onyx avenue, Eugene. m14

WANTED—At the Eugene brick yard, man to drive team and woman to cook. Man and wife preferred. W. A. Cook, Phone Farmers 85. tf

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WANTED—Three salesmen for our new county, township and railroad surveys of Oregon. These surveys are a splendid compilation of facts, figures and drawings, and of wonderful value. Counties and towns are fully indexed, and population of each is given; railroads plainly shown and distances between all stations also shown; congressional districts outlined, numbered, and populations given. Other features too numerous to mention. A splendid opportunity for energetic men. Rand, McNally & Co., Chicago, Ill. m1

Logan Berry Roots. I have some fine logan berry roots for sale; also some of the Logan or Mammoth blackberry roots. They are large, with but few small seeds. Call or address D. R. Laklin, 170 East Eighth street, Eugene. m16w1t

To Our Patrons. Having sold out our grocery to W. A. Bell all persons indebted to us please call at our old store, 47 West Eighth street, and settle during this month and greatly oblige m14 C. D. COMBS & CO.

NOTICE

All water and light bills are now past due. Please call at our office and make settlement. This means all who are delinquent—no exceptions. Must close up last month's business. m29 WILLAMETTE VALLEY CO.

FOR RECORDER

R. F. Dorris is a candidate for reelection to the office of recorder at the ensuing city election to be held on the first day of April, 1907.

GASOLINE WOOD SAWING.

W. E. Boddy will save you money on wood sawing. All wood sawed with gas. Prompt service. Phone, Red 1772. Residence, 775 Perry St.

Wrinkles are age tellers; drive them away by taking Hollister's Rocky Mountain Tea. It's better than Cosmetics. It does the business. 35 cents, tea or tablets. Linn Drug Co.

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