

# EUGENE DAILY GUARD

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Charles H. Fisher

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WEDNESDAY, DECEMBER 30, 1908

Let's take this world as some wide scene  
Through which, in frail but buoyant boat,  
With skies now dark and now serene,  
Together you and I must float;  
Beholding oft, on either shore,  
Bright spots where we might love to stay—  
But Time piles swift his flying oar,  
And away we speed, away—away.

Thomas Moore.

### A SUGGESTION

Why not send a large committee of businessmen to Portland to interview the manager of the Oregon Electric Railway Company regarding the extension from Salem to Eugene via Corvallis. The company has officially announced that Eugene is their objective terminal, but they purpose to take their own time for building to this city. Why not ask them what special inducements are necessary to persuade them to push the line in this direction during the coming year? It can be represented that Eugene is anxious to keep up its growth and progress and might offer greater inducements at this time than a few years later for the completion of the road. We want it NOW—that's the idea, and are ready and willing to do our part.

### BUILD THE STATE WAGON ROAD

The Linn county grangers are opposing the movement for a north and south state road through Oregon. They profess to want roads running out from the county seats before the building of one good highway through the entire state, which will in a general way parallel the Southern Pacific railroad. And there in these Linn county reactionaries are wrong, just as they usually are on matters of public policy. They represent the last ditch defenders of the old-time non-progressive Oregon policy that has held the state back when its neighbors have made far

greater strides in wealth and population. Linn county is an object lesson in the respect that it has fewer school children now than four years ago, while Lane on the south and Marion on the north show remarkable gains. The stigma of the "Oregon Mossback" would remain upon the state for all time if we were to heed the advice of these farmers who are eternally objecting to the modern methods and ideas adopted by their more progressive neighbors.

Oregon does need a macadamized state road, connecting with a similar highway now being pushed to completion in Washington on the north and California on the south. Build this road and show the people what a really good road is, and lay the foundation for a good road system, and then the branch roads will come most naturally, traversing the several counties in every direction within a few years. This was exemplified in the paving of Eugene, the principal business street coming first, and then the intersecting streets. The hardest work was to get the first main artery of traffic improved, and then the fight was won; further improvement was demanded by the people, who willingly paid the cost. Build one main state road, and build it right, and in ten years Oregon will be able to boast of having the best highways of any state in the Union. It would be impossible to stop the movement once the people were given a practical illustration of its benefits.

The tourist automobile travel alone, when this road is completed, would bring enough money, now going almost exclusively to Southern California, every year to cover the cost of the road. "See America first" would become a potent slogan if we had roads that could be travelled over in comfort, and induce thousands of pleasure seekers to view the scenic attractions of the Pacific coast instead of spending their money in Europe and other lands across the ocean. This would be a consideration, however, vastly inferior to the benefit the farmer would derive from having good roads over which to haul his produce to market.

The good roads movement ought to be taken up at the coming session of the legislature and an act passed under which construction of a state road, north and south, can be commenced, just as was done in Washington several years ago. The people there are not complaining of the cost; they see the benefit of good roads and are demanding more of them. The legislators should disregard the mossback mumblings from Linn county and lay the foundation for a good roads system that will eventually cover the entire state.

There is to be a mass meeting in Fairmount tonight to discuss the proposed city power plant and the injunction proceedings that have been brought to stop all operations in that direction. This, we understand, is to be a non-faction meeting, in which all are invited to participate and express their views, so that those who attend will be able to arrive at a clearer understanding of the existing conditions, which, to say the least, are not beneficial to the interests of Eugene. The water and power question has degenerated too much into a personal quarrel in which the public welfare has been lost sight of, and for this reason such meetings as this one will be of positive benefit, if the people will attend and take an interest in the pro-

ceedings. If people knew and understood each other better there would be fewer quarrels, and if the people would inform themselves thoroughly on issues such as that which is pending in Eugene there would be less dissension and more united effort in half of the community. What Eugene needs now is a revival of the "get together" spirit, and open mass meetings for the discussion of public questions is a splendid way to bring that about.

Human nature is selfish, and nearly all our interests are personal—you can't get away from the fact. San Francisco's earthquake and fire stirred the United States as had no similar occurrence in our history, while the far greater disaster in Italy excites only interest enough for a perusal of the big newspaper headlines. Splendid cities ruined, thousands killed and tens of thousands maimed and impoverished—but after all they are only poor foreigners. These things are awful calamities only when brought home to us.

After all staid old China is not so very slow on the matter of salaries when you come to think of it. Prince Chun, the regent, who for the time being is the biggest man in the nation, gets \$105,000 per year and there are "rake-offs" which would even satisfy our old-time friend Abe Ruef.

According to Washington gossip, the president and congress both regret the secret service mix-up. It may be just as well, however, before accepting this gossip as gospel, to wait until that special message is made public.

Castro is said to be contemplating making his home in Egypt. If true, John Bull had better get busy nailing things down in the land of the pyramids, as Castro has a habit of starting something where he lives.

We also lead the world in other undesirable things. Last year something like 35,000 workmen were killed by accidents and more than 2,000,000 injured. Maybe that's why some men have sworn off on any kind of work.

Nevertheless and notwithstanding, railroad freight rates will be jumped January 1, and those who do not pay cannot ship. Now what are you going to do about it, hey?

His satanic majesty may or may not be as black as he has been painted, but Pittsburg seems to be even blacker than it has been smoked.

If they do not hurry up and settle that Ohio senatorship, John D. Rockefeller may take a notion to grab the toga for his own personal use.

### NEW COUNTIES.

(Albany Democrat.)  
Cottage Grove people are planning to have a new county with Cottage Grove as the county seat, which suggests the reason for the change. Lane is a long county. If there shall be any division the proper thing will be to

divide the county from north to south. Most of these county divisions are for the purpose of securing the advantages offered a county seat. When that is the only reason they should always be opposed. That is not what county seats are for, and there should be higher motives than this. The Democrat knows nothing

Saturday night is the night when Abe the little ones are given what the French call "The Grand Bath"—a thorough cleansing from top to toe.

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about this proposition, but in speaking on general principles in position to granting new counties every time some section gets tired and wants to be the mother of a new county, with the attendant advantages. The law should always go to the benefit of these new county bills, and not governed by back-scratching odds.

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