

THE EUGENE DAILY GUARD

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Charles H. Fisher.

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SATURDAY, AUGUST 21, 1909

PROGRESSIVE TRAVEL

The man on horseback jogged along, anon he hummed a little song. He said: "I pity that galoot who plods along the road on foot; I'd rather in the grave repose than plod the highway with my toes." A stately carriage then rolled by—the fellow in it heaved a sigh. "Great Scott!" he cried, "I'd be a corpse before I'd travel on a horse. To ride upon an old white mare and get all covered with her hair—well, that's the limit and I vow, I'd rather ride upon a cow!" With many a chuck and roar and jar there thundered past a motor car; its owner, riding thus in style, glanced at the carriage with a smile. "A relic of ages dark! I'd rather ride in Noah's ark. Just see those silly horses shy, and kick the driver in the eye. They travel fifteen miles a day, and pant and sweat the whole blame way, and they are apt to buck and pitch, and jump the outfit in a ditch. I cannot see how any chap will ride in such a blooming trap." An airship whizzed overhead afar, the driver watched the motor car, and to his passenger said he: "I'd ride upon the galloway tree before I'd leave this trusty ship, in such a car to make a trip! The driver makes some slight mistake and then the whole machine will break, and there will be a sickening thud, a dust cloud and a shower of blood!"

—WALT MASON.

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 hustles 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 field 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.

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, on short order. There is no doubt but the raising of only \$150,000 would guarantee the building of the 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.

The logging congress edition of the Oregon Timberman has reached our desk, and we find it a number that compels admiration. It is replete with information valuable to the lumbering industry and in point of illustration, make-up and printing is a

real work of art. The Timberman is always a valuable journal, and is growing better with each succeeding issue.

Some men are always behind time. Had this Virginian who steps into the limelight to say he is the daddy of 32 children, 23 of them living, got busy a year or two ago he might have pulled down a fat government job.

There's as great a contrast between an oxteam and an automobile as there is between the skin-'em-all trust magnate and the old-fashioned, straightforward, open and above-board business man.

This shortage of labor and of freight cars would cause more general rejoicing were it not for the fear that it will be made the excuse to jack up prices a few more notches.

He's an easy man to upset who has already started to fretting over what's going to happen in the next presidential campaign.

There is one way in which Taft can avoid taking sides in the ugly Ballinger-Pinchot scrap—he can fire them both.

MALHEUR BRANCH BUILDS THIS FALL

Twenty-five Miles of Line Will Extend to Willow Creek Valley at Once

Ontario, Or., Aug. 21.—The Malheur Valley railroad will be extended from Vale to Brogan, the new town on lower Willow creek, a distance of 25 miles this fall. All arrangements are complete and construction work will commence soon.

The Malheur Valley railroad is the road between Ontario and Vale 16 miles in length, and is presumably the eastern link in the Harriman line across central Oregon to the main line at Eugene. The Brogan extension will be built as a feeder to the central Oregon line, which, from indications, will continue from Vale up the Malheur river, through the Harney to Natron.

It has been stated by those in position to know that when the Buhl extension is built Ontario will be the western terminus. The establishing of Malheur Junction has settled the fact that Ontario is to be the principal town on the Harriman system in Eastern Oregon.

Oregon Electric to Woodburn
Woodburn, Or., Aug. 21.—Frank Robertson, of Portland, the projector of the electric spur from the main line of the Oregon Electric to Woodburn, a distance of three miles, has asked the city council for a franchise over Cleveland, Front and First streets. This the council will in all likelihood grant after due deliberation. If the citizens raise a bonus of \$3500 and a carbarn site Mr. Robertson will have the road in here and in operation before the close of the year. The road will soon be extended eastward to tap the great belt of timber and the Scotts Mills coal fields and some think it will be built into Eastern Oregon.

STRANG AND ZENGEL SHARE RACE HONORS

Indianapolis, Aug. 20.—Strang and Zengel shared the honors of the second day of the automobile racing meet on the new Indianapolis speedway today. The former won the fastest 100-mile race ever held in this country. The latter established a new 10-mile record. Not a single serious accident marred the day's racing.

The feature of the day was the easy victory of Strang, who drove a Buick in the 100-mile race. Strang led all the way, and won by about ten miles in the exceptional time of 1:32:48 5-10. This stands next to the mark of 1:32:48 9-10, made by Chevrolet in the first 100-miles of the 250-mile race yesterday.

Better Than Old Record.
Strang's time was more than 11 minutes better than the 100-mile race record made by Burman, at Columbus, Ohio, July 3, of this year. Burman's record was made on a one-mile track.

Dowitt, in a Buick, finished second to Strang in the long race in 1:41:32 3-10, and Stillman in a Marion, was third, in 1:42:37 6-10. The Buick (Chevrolet), Marion (Menson) and Marion (Stutz) dropped out early in the race.

"I love my money, but O, you fire-water," exclaimed a dusky koochman at The Dalles.



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FARMER KILLED BY ELK HORN BLOW

Condon, Or., Aug. 20.—J. R. Wells, one of Gilliam county's biggest ranchers, was murdered last night by B. K. Searcy in the Buckhorn saloon. Wells and a bartender by the name of Kirlin, who had been drinking, had been fighting for some time and Al Searcy, a son of B. K. Searcy, had separated them a couple of times. At the time of the murder, about 9 P. M., the fighting had stopped and Wells was standing in a corner of the saloon when B. K. Searcy walked from behind a partition, picked up a big elk horn and without saying a word struck Wells on the head with it. Searcy is now in the county jail. Wells was a member of the Masonic lodge and also of the Knights of Pathias lodge.

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Real Estate Transfers

Daily transfers reported by the Eugene Abstract Company, Fred G. Stickle, Secretary.
B. A. Washburne et al to Fischer-Bally Lumber Company; lot A, replat of Clarke & Washburne's ad to Springfield. \$10.
Harriet E. Sladden to Mrs. Jennie Powers; lots 1 and 2, block 8, Sladden's 3d ad to Eugene. \$690.
W. B. Cooper et al to C. P. Miller et ux; lot 6, block 4, Cooper & Randall's ad to Cottage Grove. \$125.
W. B. Cooper et ux to Frank Crabtree; lots 9 and 10, block 2, Cooper & Randall's ad to Cottage Grove. \$10.
M. M. Davis et ux to E. W. Hughes et ux; 61 feet on west side of Jefferson street, between Ninth and Tenth. \$10.
Franklin J. Martin et ux to F. C. Bean; south 51 feet of west half of lot 4, block 5, Mulligan's ad to Eugene. \$500.
Samuel Gray et ux to Milton A. Nicolle; 12 acres in claim 52, tp. 17, s. r. 4 w. \$1620.
John Carnody et ux to Harry McCormack; 737.73 acres in sec. 19, tp. 18, s. r. 4 w. \$10.
Geo. Rein et ux to Jas. McCrum et ux; west 120 feet of lot 6, block A, Mulligan's ad to Eugene. \$10.
S. B. Eakin et ux to A. L. C. Frank Pletz; 2 acres in sec. 3, tp. 18, s. r. 4 w. \$1.

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NOTICE TO CREDITORS
Notice is hereby given that Florence Bogua has been appointed executrix of the estate of Peter W. Bogua, deceased, by the County Court of Lane County, Oregon, this 16th day of July, 1909, and all persons having claims against said estate are hereby notified to present the same to said executrix, duly verified as by law required, at the office of I. N. Harbaugh, situated in room 5, over First National Bank, in the city of Eugene, Lane county, within six months from the date of this notice. Dated this 12th day of July, 1909.
FLORENCE BOGUA, Executrix.
I. N. HARBAUGH, Attorney for Estate.

NOTICE OF FINAL SETTLEMENT
In the County Court of Lane County, Oregon, in the matter of the estate of Ford Travis, Deceased.
Notice is hereby given that the Travis, administrator with the will annexed of the estate of Ford Travis, has upon this 29th day of July, 1909, filed his final account in the County Court of Lane County, Oregon, at 10 o'clock in the forenoon, and that Monday, August 23, 1909, at 10 o'clock in the forenoon, the date for hearing the same, is set by the Hon. J. C. Man, County Judge of Lane County, for the date for hearing the same, at which time any person interested in the estate may appear and file a claim to the said final account.
I. N. HARBAUGH, Administrator with the will annexed of said Estate.

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