

The Eugene Daily Guard
 Published Every Evening Except Sunday
 by the
Guard Printing Co.
 517 Building, 58-78 Seventh Ave. West
CHAS. H. FISHER, J. E. SHELTON

Telephone:
 19—Business Office
 1200—Editorial Rooms

Foreign Representatives:
 Ralph R. Mulligan, 30 East 42d Street,
 New York City.
 C. J. Anderson, Marquette Building,
 Chicago.
 Edwin C. Williams, Hobart Building,
 San Francisco, California.

Entered at the Postoffice in Eugene,
 Oregon, as Second Class Mail Matter.

**FULL LEASED WIRE REPORT OF
 THE UNITED PRESS ASSOCIATION**

Subscription Rates:
 By Carrier, per year in advance, \$5.00
 By Carrier, per month, \$0.50
 By mail, in Lane county, per year, \$3.00

SATURDAY, JULY 21.

EUGENE IS GROWING

If, at any time, you are inclined to be the least skeptical about this city's continued growth, hop right into an automobile and drive around town. You will be agreeably surprised to find that Eugene is growing—steadily and rapidly. In every section, building operations are under way. Houses are going up in every neighborhood, and there are plenty of them—perhaps not quite as many as last year, but enough to indicate a healthy increase in population without bringing the menace of over building.

The building activity in Eugene is a good index of the city's prosperity. It is a barometer of good times. Eugene is noted for its homes, and all the lawns are better kept and more attractive this year than ever. It is a home-owning community, and the many beautiful homes induce more people to come to the University City, with its splendid educational advantages, and to make their homes here. A home-owning community usually thrives—grows, and keeps on growing. This city is but beginning to grow.

There is going to be more industrial activity in this territory in the future also, and that will attract more people. All the local plants here now are growing, and more mills are being located in Eugene's jobbing and retail area. There is promise of early railroad construction, long awaited, that will bring more business and industries. The tourist roads that center here are better patronized by visitors this summer than every before.

The present activity means more activity in the future, for there are many people looking for a Pacific Coast home, and live towns where the homes reflect local pride and contentment, and where there are exceptionally good schools, and churches, combined with business opportunities are not over-plentiful. Eugene's activity and prosperity will attract an ever-increasing number of such people.

"IT MUST NOT BE AGAIN"

Belleau Wood has been acquired by an American organization which was founded chiefly to aid reconstruction in the devastated regions. The scene of the heroic exploits of the American troops was about to be sold, however, and the organization decided to buy it. The wood is to be cleared, and commemorative monuments built, and the whole held as a memorial much as the Canadians are holding Vimy Ridge as a national sanctuary.

It is well that the memory of what the Americans did at this spot on the long front he held sacred. Jingoists, profiteers and those who sincerely but mistakenly believe that the spirit of war can not be eradicated from human nature might visit such a place and ponder on the probable value to the nation of the precious young blood spilled.

Yes, it is well, in this and in any other possible way, to honor the gallant young, who, having little to do with the making of wars, still are called first to fight them. And among the shafts of marble which shall rise from Belleau Wood one at least might bear the words, "It must not be again."

LOOK OUT FOR THE CONSUMER

The consumer is a pretty mild, meek sort of an individual. He has taken things as they come. He has made only the weakest remonstrances against his lot. He has paid the labor cost, the material cost, the transportation cost, the distribution cost. He has paid the laborers wages, the bondholder's interest, the manufacturer's profit, the middleman's profit and all the help from president of the United States to delivery boy. He furnished the \$20 gold pieces for the faithful directors who attended the directors' meeting and financed the bridal tour when the daughter of a sugar speculator married a European nobleman.

But sometime this mild individual is going to rise in his wrath, combine with his fellows and rebel against being everybody's goat.

A Wall Street item on the financial page of a leading daily paper says:

"Even if the report of the conditions of the railroads for the first half of the year does indicate a very healthy condition in that they are earning almost 5% per cent on their valuation, many railroad men today commented on the narrow margin of safety by which this was earned. According to the report, they declare that increased earnings were made possible the first half of this year by an increase of 19.4 per cent in the revenues, accompanied by an increase of 18.2 per cent in the expenses. The difference between these two figures or 1.2 per cent of last year's revenues is the margin that assures the roads of profit."

So the railroads are in a healthy condition! Well, why shouldn't they be, with freight rates at least double the pre-war level, and no competition of any nature. It is the producer, who must ship his crops to market, and the consumer who pays the freight added by the middleman, who know the roads are making money, even though they were not so informed by Wall Street. This 5% per cent net income, it should be remembered, is computed on the railroad view of what the properties are worth, several times the amount actually invested in them. It covers watered stocks, bond issues, the proceeds which very largely go into the pockets of the Vanderbilts, Goulds, Harrimans and a score more of families comprising the moneyed aristocracy of the United States—the class that buy foreign titles for their daughters, keep harems of movie queens and make futile attempts to break the bank of Monte Carlo just for the amusement it affords. Yes, the railroads are prosperous.

Recently we have been told about the great success of the raisin growers' organization in California. As a matter of fact they have been borrowing money down there to make advances to growers and pay overhead expenses, instead of realizing on the sale of the crop. Here is a recent statement from the California Cultivator, an organ of the growers, that sheds some light on the situation:

"With the holdover, combined with this year's crop, the raisin growers are confronted by a situation calling for the disposal of practically 300,000 tons of raisins between October 1, 1923, and September 30, 1924. That will be the case unless the growers wish to have another carryover at the end of next year. Other cured fruits are in a similar situation. How will we meet it?"

The only way to meet such a situation is to sell the crop for what it will bring and in the future not attempt to force the consumers, by cornering the product, to pay more for raisins than they think they are worth. That cannot be done because the world would still roll on if there was not a single raisin on the markets. In any event, the grower is going to

hold the sack and will be worse off than if he had let his crop go at current prices, even though lower than the fictitious prices quoted in the propaganda literature of the association.

The "National Republican," of Washington, D. C., semi-official organ of the administration, calls on the old party to stand pat though in the face of defeat. That's why it's facing defeat, since the number of individual voters controlled by the special interests who are benefitted by a stand pat policy is not impressively large.

A Baltimore minister complains that children are taught Adam and Eve were monkeys. Well, the orthodox view inclines one to the belief that Adam was made something of a monkey.

President Harding declares our system of distribution is "too cumbersome, too complex, too indirect, too unrelated." However, the real trouble would seem to be that it is too, etc.

There are eight million Fords in use according to a late announcement. Still there are optimists who really believe the world is moving along without a jolt or jar.

France plans to build a fleet of giant submarines, which means nothing except that England will plan to build a fleet of giant submarines.

England threatens to act independently in the matter of reparations. If the British can collect they will have earned all they get.

Some persons do a job in a hurry to get it out of the way, while others do it promptly without slighting it.

Prize fighting once was classed as a sport. Now it is a commercial enterprise.

The bathing beach is short. In the opinion of some of reformers, too short.

Maybe the shortage of leather is responsible for the high cost of bootleg.

Editorial Opinion

IMPORTED RAILROAD SUIT

(Salem Statesman.)

Under the authority vested in the transportation act of 1920, the Interstate Commerce Commission can order the construction of railroads into new territory or into territory not properly served; provided that the proper showing is made that public service demands it, and that the extensions will not impair the roads' ability to pay a fair return on its investments. This is not a guarantee of railroad investments; it merely demands that the railroads serve the people according to their charters as public servants, and it protects them by requiring that a proper showing of business be made before the roads can be ordered built. The act goes further in that it empowers the commission to refuse to allow rival roads to do foolish, competitive building that self-evidently can not pay—like the great suicidal railroad war between the U. P. and the Hill roads up the Deschutes canyon a few years ago.

Balancing these two powers, the act seems a remarkably statesmanlike achievement; as between forcing roads to build for the public convenience, and refusing to allow them to run hog-wild over a bit of personal pique and building jealousy, it seems a truly Solomonic law. Under the first clause of this act, the Oregon Public Service Commission has brought suit before the interstate body, to demand the building of about 350 miles of railroad to serve eastern and central Oregon; and through them, the whole people of the United States—whether or not they desire it, or want to build now.

Oregon has 30,000 square miles of territory as innocent of railroads as the day the last Oregon volcano heaved its last sigh, and the Columbia started to dig its channel to the sea. Some of this country is not much more than soot-making material. But there is already about half a million acres under irrigation, or ready to be put into irrigation inside of one or two years. The country has reached the limit of its powers, until it gets transportation. They can't raise crops that they can't get to market; they are at the absolute end of their rope. They must have transportation; with which they will be ready to absorb thousands of people into the splendid business of producing food for the world. The timber resources to be tapped by these roads are almost beyond measure. Col. Greeley, national forester, estimates that within the next five years Oregon will be called upon to quadruple her present lumber production; and much of this production must be the yellow pine of the east slope of the Cascades, served by these projected roads. It's time to get to work, for the whole world is calling Oregon.

It is not possible that any comprehensive plan for state development can meet the approval of every locality, every interest. If any one big agricultural or lumbering center could have a monopoly of the new service, it would be human to desire it, and the next locality starved. But the commission, considering all Oregon as on an exactly equal basis, can not play favorites.

It has studied out a comprehensive plan that serves the timber interests of practically the whole eastern slope of the Cascades; of every important irrigation district; of the great stock range territory that is still a national asset; and if there is mineral wealth there, that too will be served. The commission could hardly withdraw a foot of its present demands, if it is adequately to serve the state as a whole.

The hearing comes on at Portland, August 10. The commission has gathered an immense amount of statistical material, showing what Oregon really has and is. It will be a magnificent presentation of a vast portion of a magnificent state; a section that has been neglected, desired, coveted, but that has the possibilities of good undreamed even by Oregon. The case is the biggest of its kind ever filed; likewise, the most statesman-like, the most constructive, the most human. It ought to have all Oregon back of it.

each other to make our country big enough to pay the men that serve us. No more of that stuff. It's good for our town; what we want is, 'It's good for our town.' How they cheered the Speaker!

All Oregon for all Oregon, and raising grain and spuds and timber and steers for all the world to buy and enjoy—that is the story. All Oregon could produce the evidence to make the building order as certain as the dusk or the dawn.

AUSTRALIA, THE WHITE MAN'S LAND

(Portland Telegram.)

With an area almost as large as the continental United States, Australia has a population of but 5,500,000. But that population is practically all of white blood excepting some 60,000 aborigines. Not only is the population white, but it is English speaking and 97 per cent of it is of British origin. Outside of the British Isles, Australia contains the purest British stock on earth. Of this 97 per cent Irish and 15 per cent Scotch.

Australia is not only an empty country but it is not filling rapidly; nor is it filling most rapidly in its most vacant places. Of the total population about 2,500,000 are to be found in the six capital cities, and the cities are not only increasing in population more rapidly than any the rural districts, but they are growing at the expense of the country places. White population is coming at the rate of about 50,000 a year. It is believed that the country can finally accommodate 50,000,000 people, but at the present rate of growth this will be a century or more in the future.

We Americans are wont to think of Australia as a great sheep pasture with a few gold mines in it. It is indeed a sheep country, and wool is king there. The exports of wool and sheep products amount to about \$225,000,000 annually, while in 1920 a year of high prices the total went up to \$380,000,000. But wheat is also a large item, the yield reaching 130,000,000 bushels in 1921. About half of this was exported. The entire primary products of the year 1921 amounted to about \$1,500,000,000 while the manufactured products were about \$350,000,000, a total of about \$2,000,000,000—a splendid showing for a people with a population of but one-fourth of ours.

But Australia is now adding another major crop to her list. The world is short of cotton and is paying well for it. Great Britain has offered Australia a minimum price of 11 cents a pound for all the cotton she can raise and export; and much good cotton soil is found in Australia. Cotton acres are increasing rapidly there, but cotton labor is short. By opening the doors to the Asiatics, labor a plenty could be had, and doubtless the planters of that country could become rich as the cotton planter of America in days of old.

Will Australia give up her fight for a white population for the sake of big money in cotton? Those who know that country best will say that Australia would prefer to be poor, lonesome and white, rather than rich, populous and yellow.

GEOLOGISTS WILL TALK

Drs. W. D. Smith, E. T. Hodge and E. L. Packard, of the department of geology, have been asked to appear on the program of the Geological Society at its convention to be held in Los Angeles during September. Dr. Smith has been asked to deliver an address on the Society of Petroleum Engineers in Oregon, and also on the possibilities in the Pacific Northwest. The convention will offer a course in general geology Friday evening at the Portland Convention Center. The course will be held at the Lincoln High School, and laboratory and some trips will be conducted. He will also teach advanced courses on the campus.

NEW TENNIS COURTS

Announcement was made by the University tennis club that the new tennis courts at the University are now open. "The long-looked-for play is here," says the club, "and is to be played on standard courts, 10 cents an hour or 50 cents a ticket for 50 c. Tickets are placed from attendant of the School of Physical Education may be reserved not more than in advance.

HIS WIFE'S MISTAKE

By KATHARINE MOORE
 Author of "Love," "Forbidden," "Heart Battle," etc.

IN THE LIMELIGHT

Chapter 6.

Two weeks later a criticism of Paul's novel by Hubert Mann came out in one of the literary magazines. It was highly appreciative of his work and promised great things for his future. The joy of it swept Lois unrestrainedly into Paul's arms.

They clung to each other happily. Then swiftly following on top of Mann's criticism in the magazine came an invitation for a studio tea from Harold Harley Spence, the well known writer.

Paul's silent reserve unfolded in the face of all this sudden recognition. "Isn't it wonderful, dearest," he exclaimed, his arm about his wife's waist and his free hand holding the invitation out in front of them while they both gazed rapturously upon it.

"And I'm to go with you Paul," she breathed excitedly.

He folded her in his arms, meeting the ardor of her upturned lips.

"Together—dearest," he echoed, and quickly her soul reached out and met his unflatteringly and without thought of jealousy or fear of loss.

Then when he had released her she found her hand reaching out lovingly and caressing the cover of one of his novels where it rested near her on the table.

As he went over to his desk she opened the book shyly and glanced at the dedication in the front!

To My Wife
 Who Holds the Key.

She wanted his novels to belong to her, to be their—together. The plaudits and rewarding voices of the world she wanted, too. But the making of them, the warp and woof of their creation, she wanted to be just their very own. But she was proud of Paul. She wanted the world to realize how wonderful he was. She was proud of his work, and she wanted to be the first to read it.

IN YE OLDEN TIMES

From the Eugene Daily Guard, July 21, 1903.

George Graves was arrested last evening by George Croner, night patrolman, for speeding his "red devil" automobile at too great a clip down Willamette street. He was fined \$10 for the offense after appearing before the recorder.

Julius Goldsmith yesterday let a contract for the erection of a dwelling house to be erected on the lot north of the one now occupied by A. Goldsmith. Leonard and Williams secured the contract.

During the unusual electrical storm which swept over the country last evening the switch board of the telephone office at Junction City was burned out by a bolt of lightning which traveled in on the wires.

Oscar Brewster was stunned by the lightning last evening and still feels the effect of the shock.

Simon Klodahl proves that he knew what he was doing when he bought a competitor in the recent race for the city. He eliminates a hands and accomplishes the feat rapidly than it has ever been done in Eugene before.

Miss Livia Bond engages instrumental music and the services of her pupils in Irving.

The Catholics of Eugene will observe the solemn requiem high mass in repose of the soul of the late Pope Leo XIII.

Mrs. S. B. Enkin and Mrs. Withers left today for Portland. Mrs. Withers resides in Eugene and has been visiting with her for several weeks.

Mrs. J. C. Hunt, a resident of Cottage Grove, has been reported by a mad dog bite. She is in Cottage Grove.

Can You Beat It! By Maurice Kettner

THE ONLY WAY TO COLLECT YOUR FIVE HUNDRED DOLLARS IS TO SUE HIM

FINE! GO AHEAD!

THE LAWYER PHONED WE WON THE CASE. IT'S EASY!

ISN'T IT LOVE TO GET THE MONEY?

THEY HAVE APPEALED THE CASE

THE LAWYER PHONED WE WON THE CASE IN THE COURT OF APPEALS. IT'S EASY!

ISN'T IT LOVE TO GET THE MONEY?

THEY HAVE TAKEN THE CASE TO THE SUPREME COURT

THE LAWYER PHONED WE WON THE CASE AND THAT HIS FEES ARE TWICE AS MUCH AS HE CAN COLLECT

CAN YOU BEAT IT!

Inky Thinks

Straw votes are never significant. They merely indicate the people's choice.

The modern dances have their faults, but they seldom are more vulgar than the criticisms.

Hereditarily is the quality that makes a boy act the fool very much as his father did at that age.

The more folly there is in a cause, the more blind and ecstatic enthusiasm there is in its devotees.

Another reason why daylight driving is safer is because it isn't customary to hug the driver in daylight.

There will be a disillusionment next winter, however, when Sambo discovers that 'possum don't grow up north.

Daughter doubts the efficacy of any daily doses except saunas.

So far the most remarkable and significant non-stop record in connection with flying is the work of gravity.

Some politicians profess a degree of dampness indicating that they have discarded political fences for a moat.

And yet if it wasn't for the war's reaction, people would find some other alibi to excuse their natural cussedness.

The rich father of useless children need not worry. Fighting for the rich inheritance will develop some shrewdness in them.

A village is a place where they still chuckle over the jokes that caused the cave man to tear his matted beard in grief.

A conscience would be all right if it would talk louder when it says "Don't" and not so loud when it says "I told you so."

The world grows more prosaic as the years pass, and now the only kissing game left is French diplomacy.

Of course the stock exchange is necessary. What else would make the price high at planting time and low at harvest time?

It is not probable, however, that men who figure large in history gave much anxious thought to the crease in their trousers.

"Imagination affords us our thrills," says a writer. Sure, just imagine you are kicking another man's wife instead of your own.

In this restless period following the war to end war, the nations are perfecting some remarkable devices for quantity killing.

Correct this sentence: "One reason why I admire him so" said the young lady, "is that he doesn't throw away his money on girls."

RIPPLING RHYMES

By Walt Mason

FIERCER TIMES

What awful times! The daily crimes present a frightful story; the robbers steal the plank and wheel, the slayers heads are gory. The sinful cranks are robbing banks, they're using guns and axes; the crime wave rolls and daunts our souls, as greater still it waxes. Each day I read of deadly deed, of cold and clammy bodies knocked out by wights who spend their nights consuming bootleg toddies. The baffled cop can't make crime stop as up the town he sallies, and thieves and yeggs on busy legs are sprinting through the alleys. And toughs and bums infest the slums and kidnaped maids are squealing; such grisly news I must peruse, it keeps my senses reeling; I read and take my spirit quails, while yet the wave advances; and it seems queer that year by year no evil to me chances. No robbers meet me on the street and tell me to deliver; no bandits bold bear off my gold or steal my priceless silver. My skull's intact, it's not been whacked with blackjack or with bludgeon; I've not been shot by gunman hot, or other grim curmudgeon. I stay at home, I do not roam by night; in darkened places, home life enchants when one has mints with many charms and grapes. I read my book and josh the cook and play a game of checkers, and so avoid the graft employed by slayers, thieves and wreckers.

WOULD RECOGNIZE RUSSIA

Washington, July 21.—Senator Smith W. Brookhart, on reaching Washington today, went directly to the state department and urged Secretary Hughes to recognize the soviet government of Russia.

Senator Brookhart suggested as a preliminary step an effort on the part of the United States to revive trade relations, even before full diplomatic intercourse is resumed.

The senator, in a half hour conference with Secretary Hughes, made a full report on his personal investigation of the condition of the Russian government, declaring it to be the most stable government in Europe and its people happy and contented.