

THE EUGENE GUARD

An independent afternoon newspaper published daily except Sunday.

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MONDAY, MAY 25

Our European Debtors.

PRESIDENT COOLIDGE has notified the numerous countries that are indebted to the United States government that the time has arrived to give consideration to the question of payment. The news is not received with good grace by the debtors. The persistent propaganda that has been carried on since the end of the war, designed to prevail upon the American people to "forgive" these debts has strangely found support among some classes of Americans. Many of these are naturalized Americans who still feel a stronger love for their native land than for the country of their adoption. The war taught us that the hyphen is something to be reckoned with. But there is another class of Americans, native born, who advocate debt cancellation, and with great ability and influence. Many of these are the powerful international bankers in Wall street and those related to them in business. These bankers underwrite great bond issues of the debtor nations, selling the bonds in turn to American investors, in turn, and taking a handsome rake-off for their services. It is obvious that the security of these debts of foreign governments to private American bankers and investors would be greatly strengthened if the vast debts owed by such foreign governments to the United States nation were canceled.

The total of the debts to the United States government is approximately \$7,000,000,000, exceeding one-third of the amount of the remaining liberty bonds outstanding, together with what is left of our national debt that was contracted previous to the late war.

The money which Uncle Sam loaned in Europe came from the proceeds of the various liberty loans during the war. The American people bought liberty bonds "until it hurt." The money was turned over to our allies in the war, whose representatives gave promissory notes to our government. The American people are paying, and will be paying for years, taxes to discharge the debts created by these loans. Nobody escapes. Those who pay no income taxes pay indirectly.

Great Britain, our largest debtor, has refunded her obligation to us; that is, has agreed to definite terms of repayment and made a good start in performance. So have Finland and Greece, and last week, Poland. Great Britain is creditor of other former allied nations in only less degree than the United States and therefore is interested with us in requiring settlement. The British are like the Americans in their conscience regarding debts.

Uncle Sam has been a most considerate and "easy" creditor. Almost seven years have elapsed since the ending of the war. Now he finds it necessary to send a polite dun. Soon we shall learn how well some of our late allies really love us, if we do not already know. It is an old saying that the surest way to lose a friend is to loan him money. It applies to nations as well as to individuals.

Every day sees more cars traveling north on the Pacific highway, bearing California license tags. This year the California license plates are yellow like those of Oregon, and at a distance are indistinguishable from the native plates. It is a relief to the eyes of Californians to see solid green verdure everywhere. Each year brings a greater number of tourists motoring from the Southland. Californians no longer regard the term Pacific Coast as exclusively descriptive of the well known Golden State.

Speaking in New York on business problems, Elbert H. Gary, president of the United States Steel Corporation said:

Possibly the worst disease that afflicts the business situation in the United States is the abnormal, unnecessary, timid, ill-poised mental attitude of the managers themselves.

Surely, that is enough. If Judge Gary describes a true condition respecting business management it is remarkable that business remains so good. A timid, ill-poised attitude is the saddest possible handicap of any condition of life or affairs.

Eugene as the point of entry by rail or highway from the Klamath country, Central and Eastern Oregon, Coos Bay and the South Coast means something. The remarkable growth of population, building construction and business volume in Eugene is only a foretaste of what will come when the new transportation developments now under way and projected have been completed.

Blizzards prevailed over great sections of the Eastern United States only a few weeks ago. Now we read of a record May heat wave, with at least one death from sunstroke, in the Middle West. How many people living in Eugene and its surrounding territory appreciate the blessings of our climate? No heat prostrations, no blizzards, earthquakes or tornadoes. Where else so smiling a landscape with such mass of green foliage and myriad wildflowers?

We have been expecting from day to day a ringing denunciation from Governor Pierce against the practice by many state officials of doing all their official traveling by private automobile and then charging the state mileage at ten cents a mile. Surely it cannot be that the governor himself—but of course not. The governor uses a state-owned car.

Just as we predicted, last Saturday's edition of The Guard was a humdinger. The journalism students of the University of Oregon, who produced it, did themselves proud.

COMMENT OF THE PRESS

Completing the Rail Map (Salem Capital Journal) Side the Southern Pacific a short-cut to the Oregon gateway which will be the main line for future transportation business from Oregon. 413 miles shorter than the circuitous route now traversed via Roseville, or Strathairn railroad, projected to connect Klamath Falls and Lakeview, with the Naton Cut-off, proposed to the Oregon gateway which will be the main line for future transportation business from Oregon. 413 miles shorter than the circuitous route now traversed via Roseville, or Strathairn railroad, projected to connect Klamath Falls and Lakeview.

Klamath Falls and Lakeview, connect with the main line at Susanville, near the California-Nevada border. The Southern Pacific, this annexes to Oregon the south central portion of the state, the business of which now goes to California, which has furnished most of the capital for its development, and which has had the advantage of rail connection. It opens the Portland and valley market to the livestock and produce of this region and provides a direct route east for lumber and other products of western Oregon.

Activity of the Southern Pacific is due to the announced intention of the Great Northern-Northern Pacific interests to extend to Klamath Falls to secure a share of the lumber business, and from thence probably into California to invade Southern Pacific and Union Pacific activity of fifteen years ago, so it is the tardy carrying out of James J. Hill's plans now that is regarded as the present construction and expansion era. Announcement of Southern Pacific plans, will in all probability only strengthen the determination of the northern lines to invade the same region. Surveying parties are already in the field for an extension from Bend as an alternative to a common user privilege of the Southern Pacific lines. If the latter can be forced, the Oregon Electric could then utilize the Naton Cut-off as well as the builders.

These moves will eventually force the Union Pacific to complete its line across the state via Ontario and Burns and probably over one of the Santiam passes into the Willamette valley, thus completing the railroad map of Oregon—a consummation devoutly to be wished.

Railroad Development (Corvallis Gazette-Times)

More railroad development for the state of Oregon is under way just now than has been even casually mentioned with any degree of hope in the past ten years. Most of this development concerns south-central Oregon which has long been in need of transportation lines to insure its being settled and developed.

The projection of the Southern Pacific into the picture in connection with the Strathairn lines lends assurance to the feeling that the road is not being built for speculative purposes, but to be underused on the public, but that it is a line that gives much promise of remunerative business in the not distant future.

Corvallis people should not lose sight of the further possibilities of extension of the Southern Pacific electric lines to Eugene and the routing of at least one Portland-San Francisco train each way via Corvallis.

The port developments at Newport materialize as they ought to, there is no reason why the S. P. might not straighten out its corker-sewer line from here to Toledo, and connect eastern Oregon directly to an ocean port at a saving of 200 miles to the ocean.

Southern Oregon Can't Lose (Medford Mail-Tribune)

Often fights an excellent thing—for the well-advised war between the Southern Pacific and Hill lines increases the dividends of either company, but it can't very well avoid benefiting the people of Southern and Southeastern Oregon. The announced alliance between the Southern Pacific and R. E. Strathairn, occasioned no surprise for those familiar with the subtle surface manipulation that has long since surmised that Strathairn was not building new railroads on his own. With the O. C. and E. and S. C. O. under the S. P. wing, the next move is due from the Great Northern and allied forces. Let the merry war go on, for which ever side wins, southern Oregon can't very well lose.

Raking the Rake (Cottage Grove Sentinel)

When we read the columns of bunk written about that rake, the Prince of Wales, and note how the maidens of every class seek his favor we are constrained to inquire, "What's the use of being decent?"

Rowell's Comment

By CHESTER H. ROWELL JUST a brief paragraph from Cairo, announcing the completion of the Malawi dam, on the Blue Nile, illustrates the real issue between England and Egypt.

This dam will irrigate a vast area of rich and cheap Sudanese lands with water which otherwise would have flowed through Egypt. Egypt lives on water that flows first through the Sudan. Whoever controls the Upper Nile can rule or starve Egypt. As a matter of people, the Sudanese are better off under British rule, and the Egyptians are willing to take the risk of ruling themselves.

But as a matter of water, the Nile is one unit, and the whole of it should be controlled by some one interested in the welfare of Egypt. Therefore, England says both parts should be in British, and Egypt says that both the Nile and the Egyptian control.

The Egyptians are logical and the British are practical. Let it be hoped that they will muddle out some logical solution that works.

25 Years Ago

(From The Guard of May 25, 1905)

EUGENE will celebrate. This is assured. The committee having the matter in charge has been rustling. In fact it is composed to rustlers. And the committee says the celebration July 4 this year will be superior to any up to this time.

T. A. Shaffer and family arrived from eastern Nebraska last night and will locate in this vicinity.

A heavy rain today. Just the thing for spring rains and gardens.

C. M. Henderson is a visitor in Eugene today from Cottage Grove.

The University of Oregon athletes are all right. Turn out to the benefit athletic social tomorrow and assist them.

L. E. Meyer and Vernie Putnam have been granted a marriage license by the county clerk.

Mrs. R. McMurphy went to Albany today with her children to be gone for a few days on a visit.

Henry Will Try Anything Once



FURTHER RESTRICTIONS PLANNED

Putting of South America on Immigration Quota Basis Likely To Offend

By CHARLES P. STEWART (NEA Service Writer) WASHINGTON, May 25.—Secretary of Labor Davis is going to urge congress, when it meets next to put Canada and Latin America on a quota immigration basis, Canada, which is pretty independent, may not care, Latin America is very sensitive.

Except of Mexicans, the number of Latin American immigrants into the United States is negligible, Secretary Davis admits it. He agrees that South Americans would be practically excluded on the quota basis, because not to none of them are here now to base the basis on.

But more may come later, he argues. Not for quite a while. South America, not a tenth as thickly settled as the United States, offers inducements to good immigrants to come her way.

South America's living standard is lower than North America's, insists Secretary Davis. So it is, because the bulk of South America's lower class won't work for a higher standard. They can get along with their standard in their climate. Here they couldn't—except at Miami Beach perhaps. They're going to stay where

they can be pretty comfortable with as little effort as possible. Ineligible aliens are being smuggled constantly across the Canadian and Mexican borders, points out Secretary Davis. That's illegal, anyway. Putting Canada and Mexico on a basis won't make it any more so.

Net conclusion: The quota basis for South America will have no effect except to offend South Americans, who are very doubtful already whether or not to like us. They were flattered at having an exception made in their favor, under the present law.

Incredible as it may seem, the American Humane association, in launching a campaign against the cropping of dogs' ears and shortening of their tails, isn't asking a law on the subject. The association doesn't believe the average pet dog owner would mutilate him or prefers him mutilated.

It surmises that the mutilating is done before his final owner gets the dog, by the breeder, under the impression that it makes his dogship more saleable, and that the buyer takes him that way because that's the way he finds him. The association's appeal, then, is to dog lovers not to accept cropped and chopped dogs.

In New York

By JAMES W. DEAN NEW YORK, May 25.—This vast city is composed of many little worlds stacked one against the other and one has to step only across a street to be in an entirely changed environment.

Last night I walked for several hours through the streets of the East Side. First avenue, I found, was black and dark and a sinister quiet prevailed.

The block of Twenty-fourth street, east of First avenue, is the calmest spot in all the city. At ten o'clock only three windows in the tenements were alight. There was not one pedestrian or vehicle on the street.

On First avenue the people seemed dull and spiritless, and dark as their surroundings. At Fourteenth street I crossed over to Second avenue and there I found the brightest patch in all New York. They call it the "Times Square of the East Side," but Times Square never saw such spontaneity, such cheer joy of living.

From Fourteenth street to Houston street the thoroughfare is lined with theaters, gay cafes, soft drink stands and music shops. All about are bright lights, laughter and the spirit of carnival. Here, if anywhere in this broad country, "life, liberty and the pursuit of happiness" is achieved to its fullest and the expression of it is as varied as the characters who seek it.

One cafe has tables on the sidewalk, shielded only by a light lattice. One Russian restaurant serves "a regular dinner for 65 cents," while a three-piece string orchestra renders music of the highest quality. Boys and girls stroll along singing new ditties to the accompaniment of ukulele and mandolin.

At Tenth street, in front of the historic St. Marks-on-the-Bowwerie, a hobo is beguiling the tenement dwellers with tales of the woods and the open road and thus inducing them to buy his poem for a dime. In five minutes I heard him quote Rabelais.

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Mr. Garrett Opposes Crossings Closing

Thinks Railroad's Application Should be Denied

EUGENE, Ore., May 23.—(To the Editor)—The Southern Pacific company has applied for permission to close several streets in the Fairmount section of Eugene and abolish crossings on these streets over the Southern Pacific track. It is not entirely clear to the residents of that section just which streets are selected for closing. The attorney representing the railroad company, in his presentation of the case to a meeting of the Eugene Improvement association a few evenings ago, said the company desired to close four streets. If this number of streets is closed it will take practically all the open streets to the University east to the boulevard.

This presents a very serious situation. Every modern town faces the traffic problem in a virulent form. It is becoming increasingly more difficult to route traffic so that it will move with safety the expedition. Eugene has a particularly difficult problem in this respect, and of all parts of Eugene the section east of Willamette street extending past the University grounds is in the worst condition. Traffic must move through either on Franklin boulevard, East Eleventh, or East Thirteenth, or else go clear out Alder street to Nineteenth before there is an outlet to the east. The University grounds, the Southern Pacific tracks and the Odd Fellow's cemetery block the way, leaving only a few outlets.

The argument of the Southern Pacific company that the cause of safety will be served by abolishing these crossings does not seem a sound one. The effect will be to crowd more traffic into Thirteenth street which is already so congested at some hours of the day that it is not safe and past the Patterson school where one fatal accident has already occurred. During the Canoe Fete Friday evening East Eleventh was closed to traffic for some time. Consequently the streets across the track which the Southern Pacific company proposes to close were necessarily used as outlets for automobiles. It does not appear what route would have been used by the cars if these streets had been closed.

The people of the Fairmount section are the ones most directly affected, but it is in the interest of the whole city that no more streets should be closed. The council has been busy during the last year or so opening streets at considerable expense and trouble. If these streets are closed it will be almost impossible ever to reopen them. The saturation point in the manufacture and sale of automobiles can not be predicted. The next few years will see a large increase in traffic. The East Eugene Improvement association has expressed itself as being opposed to the closing of the streets. It may or may not be significant that the Southern Pacific company officials were not impressed by the dangers existing at these crossings until paying operations started in the Fairmount section. One who is inclined to question the philanthropic motives of this great corporation might feel that the impelling reason for closing the streets is a desire to avoid paying paving charges rather than any desire to do a public wrong.

It is the opinion of the writer, who represents a good many others of like opinion, that these streets should not be closed. They should be paved through to Franklin boulevard and if the crossings are danger-

ous the public service commission has the power to require adequate safety devices to protect the public. This is not a question of a few days or a few weeks, but for once the city of Eugene should have vision enough to provide for the future.

T. H. GARRETT, Chairman of committee of East Eugene Improvement Assn.

MODERN DANCE DEcriED EUGENE, May 23.—(To the Editor)—Wherever a people undertake to chase a preacher out of their midst because he condemns our modern dance, then it is time for serious minded people to become alarmed, about the welfare of our country. The modern jazz craze seems to be so popular these days, that a modern

hotel seems incomplete without a dancing pavilion. I venture to say that one-half the immorality of our day is caused directly or indirectly by the modern dance. I contend that the dance is one of our worst evils and it is time some people protest against it, lest we all do as the Romans did, and consequently must go the way of the Romans.

I am sure also that the dance is to blame for more divorces, for more would like to see his wife run with another man, unless he wants to get out of her. It is about time that the serious minded people give vent to their indignation, and thereby do something to make it easier to do right and harder to do wrong for the generation yet unborn. E. W. PETERSMYER.

Longfellow, Chaucer, Plato and Darwin. At Houston street there is a double theater. In one classics are given in Yiddish. In the other is presented the vilest burlesque in this country, with the oddest and ugliest chorus ever assembled.

When these theaters let out taxicabs cause a greater congestion at that corner than that of the theater hour in Times Square. The drivers bargain with patrons, giving excursion rates to parties going to distant sections of the city.

Night life as it is on Second avenue is one of the five most interesting sights for visitors to see, I believe.

On First avenue an old man with eight dogs passed. I was told that he works as porter in a butcher shop in return for the bones and scrap meat and the rent of a room in the rear of the store. In this room he keeps 6 dogs which he at various times has found on the streets. Each night he takes them out for a walk through Stuyvesant Park.

Exchangeable Benefits (Boston Globe) Mrs. Blake—If I engage you, Lena, I want to tell you beforehand that you must stay at home when I wish to go out. Lena—I shall do that, Miss Blake, if you will promise me the same.

Efficiency (Boston Transcript) "Time never drags with me; I tackle the job nearest at hand and am always busy." "I see. To make the hours go fast you use the spur of the moment."

Add Definitions (Cincinnati Enquirer) An optimist is a man who'll use the rent money to pay the first installment on a car.

Real Confidence (London Tit-Bits) "Do you think, young man, that you could give my daughter all she asks for?" "I think so," murmured the heir bashfully. "She says she wants only me."

New Upright He Is (Dorchester, Berlin) Prison Director—What? You here

WELL, IT WAS (London Tit-Bits)

With the object of becoming a citizen of the United States, one Jacob Provinsky filled in a naturalization form. Three of the questions he answered thus: Name: Jacob Provinsky. Born: Yes. Business: Rotten.

The Wealthy One (Fleigende Blätter, Munich)

"Six of my sons are studying to be artists and writers, the seventh is learning to be a bricklayer." "Aren't you rather optimistic, thinking that he can support the six of them?"

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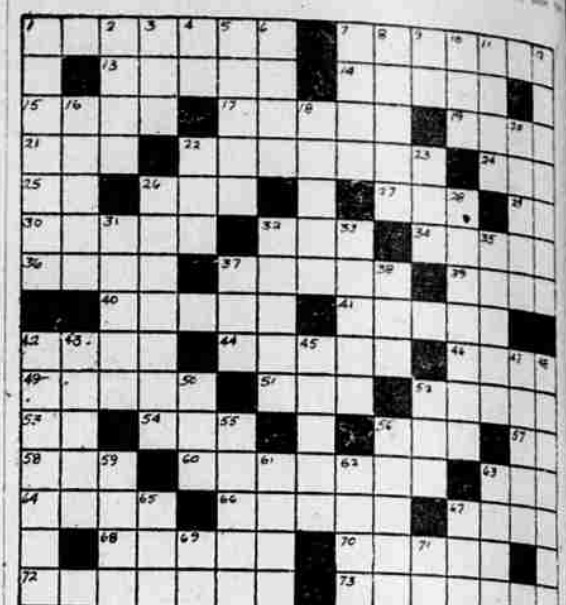
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Today's Cross-Word Puzzle

It would be rather unfair to give you a hard start on a crossword puzzle. So the unkeyed letter in the second horizontal word is determined by you. The rest being keyed with vertical words, you ought to be able to get it.



- HORIZONTAL**
- To free from filth.
 - Landing stages or wharves (unkeyed letter is h).
 - Place of public contest.
 - To scorch.
 - Kiln of dry hops.
 - Mistake.
 - Long slippery fish (pl.)
 - To employ.
 - College council.
 - Adverbial negative.
 - Seraphic musical note.
 - Something to gossip to.
 - To apply one's self.
 - Point of compass.
 - Proclamation.
 - Modern enthusiasm.
 - To fluctuate.
 - Slight depression.
 - To warble.
 - Sailors.
 - A blow on the nose.
 - Homes of birds.
 - Place.
 - To make reparation.
 - Not as much.
 - A very gay foreign city.
 - Sneaky.
 - An amber-like substance.
 - Dai of either.
 - To assist.
 - Fish pole.
 - Toward.
 - Anger.
 - Practice of religious controversy.
 - Constellation.
 - Instrument similar to harp.
 - Ciphers.
 - A small bunch of straw.
 - Violent seizures.
 - Treadle.
 - Far away.
 - Made a noise as high spirited horses do.
- VERTICAL**
- Struck (slang).
 - To relieve.
 - Skill.
 - Point of compass.
 - To jeer.
 - To merit.
 - To discolor or stain.
 - Weights of containers.
 - Measure of area.
 - What Eskimo homes are made of.
 - At that time.
 - Females of the same parentage.
 - Agouti.
 - Valued.
 - The unhappy party at a card game.
 - Seated.
 - To hem.
 - Morbid displacement of the heart.
 - Gossiped.
 - Interior.
 - Harbors.
 - A cent.
 - Flower containers.
 - Fanciful way of saying yes.
 - Sheltered.
 - What's wrong with other baby children.
 - To loiter.
 - Greater age.
 - Local positions.
 - Priest (in others' affairs).
 - To drink delicately.
 - Legendary bird.
 - Twelve.
 - Get up.
 - Sins.
 - For fear that.
 - Impurities for washing floors.
 - Rhythmical swing.
 - To supply your stomach with work.
 - Fight among nations.
 - The family bread winner.
 - To accomplish.

Answer to yesterday's crossword puzzle:

PLAINT, AID, ATTIC, ORCHID, STRATION, NO BELLS, WEAR, A, O, S, R, A, G, B, M, T, E, D, G, O, A, I, L, A, C, E, T, O, U, R, P, E, N, I, N, K, S, L, U, D, O, S, S, O, L, D, S, E, A, D, I, G, E, T, S, T, O, N, E, S, M, E, L, S, O, W, A, I, S, E, H, E, R, E, L, P, R, E, P, O, N, D, E, R, A, T, E, D, P, L, E, A, S, E, D, O, N, M, E, N, S.

Lives Unselfishly Offered

The few humble words that we can offer in praise of those who so selfishly gave the very greatest of all gifts, and gave for a mere principle in which they had faith, are so meagre in comparison with their magnanimity that we hesitate to write them. Yet this humble praise, if it but slightly heartens those who felt the loss, is offered with wholehearted earnestness:

Let the place in eternity of those who died for the cause of their country be higher than ours, for they died that we might prosper happily.

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The Bank of Service
EUGENE LOAN & SAVINGS BANK
The Bank for Savings

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