

THE EUGENE GUARD

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THURSDAY, JUNE 25

Let's Have Lots of Counties.

THE COTTAGE GROVE SENTINEL, which, we hasten to say at the outset, is the very best semi-weekly newspaper published in Lane county, has discovered that there is at present a loud and insistent demand for division of this county into three, with a county seat at Cottage Grove, of course, and another somewhere in what is now western Lane.

"For the first time in years," declaims the Sentinel, "Nesmith county, with Cottage Grove as the county seat, has been seriously considered." And, "It could be said with equal force that if the western end of the county wishes to be set aside in a new county, now is the time for the effort."

May the suggestion be permitted that the Sentinel's suggestion does not go far enough, and that it is rather discriminatory? Junction City is a live, virile town nowadays. There ought to be a new county created out of northern Lane, with Junction City as the county seat. And how about the Oakridge section? There is no more bustling town in all Oregon than Oakridge. It ought by all means to be made a county seat, with a county carved around it to suit.

By all means let's divide up this county, but let's make the partition complete and impartial. Let's have, not three counties as the Sentinel suggests, but five, or maybe six. Let's divide our lands, our towns, our solidarity—everything, except our money. Let's cut up our county jail and send a section of it to each of the new county seats. "United we stand; divided we fall" is all out of date, in the Sentinel view. Let's do something about it. If we can make six counties blossom where one blossom now there ought to be county offices enough to go around, so that each and every one of us could hold office and we could all stop working so hard.

"There need be no hard feelings on the part of Eugene in case a county division movement should be started," says the Sentinel. We should say not. Eugene has as keen a sense of humor as any community in Lane county.

Newspaper Comics And Health.

CURE for neurasthenia: Read the newspaper comic sections. The prescription is that of Dr. Frederick W. Seward, neurologist, of Goshen, N. Y. "I advise neurasthenics to look for the funny side of life," said Dr. Seward, in an address before a convention of doctors. "The liberal sprinkling of our newspapers with comic strips is a decidedly beneficial thing from a health standpoint."

So there you have it. There is vindication for Mutt and Jeff. There is a complete reason for the existence of Andy Gump and Jerry on the Job. There is an alibi for Jiggs and an excuse for Happy Hooligan. We need all of these gentle characters for the benefit of our national health.

Intellectuals may scoff and esthetes may sniff and purists may gesture despairingly, in contemplation of what they all think we are coming to, as evidenced by the general public taste in newspaper comics. They may call us crude and lowbrow. But highest authority is with the daily student of those same comics for what he does. That student is keeping himself from becoming a neurasthenic when he guffaws at Mutt giving Jeff a black eye. He is safeguarding his health when he shrieks his mirth at Hans dropping a cannon cracker explosively under der Captain's chair. He is just taking the doctor's prescription according to directions, and can tell anybody so openly, instead of pretending, as formerly, that he merely reads the comic strip to amuse the neighbor's little boy.

A Los Angeles cafe proprietor installed as a mural decoration in his place of business a painting of a torador in the act of throwing the bull by the tail. Beneath this gem of art the inscription was painted: "The spirit of Los Angeles." Could effrontery have gone further? The cafe man painted out the inscription after the chamber of commerce committee had finished with him. "Subtle art isn't appreciated when it hurts," he said sadly. He didn't know in time that the Los Angeles bull is in reality a sacred cow.

Vancouver, originally in the Oregon country but now in the state of Washington, is preparing to celebrate the one hundredth anniversary of the founding of its fort, with a celebration and pageant during the week August 17-23. One hundred years is a span of existence to be proud of. And Vancouver is fuller of the vim of youth now than ever before.

Oakridge road may have a few sharp turns in it, as the county commissioners point out, but that fact isn't going to spoil Oakridge's big Fourth of July celebration plans, nor keep the crowds from going there. The road has been made entirely passable, with careful driving. Besides, Oakridge is on the railroad. That makes it easy of access.

COMMENT OF THE PRESS

(Salem Capital Journal) WHY is it that Salem growers receive less for their fruit than growers of other sections? Why is it, with shippers paying as high as 8 to 17 cents in other districts for black cherries, Salem growers sign contracts (which only bind the grower) for two and a half cents a pound on delivery, plus whatever the shipper wants to hand out at the close of the season? Why was it that last year the grower sold black cherries for five cents and the shipper netted from ten

to fifteen cents, with all expenses paid, in eastern markets? Salem's cherries are as fine as grown anywhere, finer than most. Properly sprayed, they are worth as much as cherries from other localities, yet the grower barely gets expenses. The fault lies with the grower. The shippers and speculators cannot be blamed. They buy as low as they can and sell as high. They pay no more than they are forced to pay, and if they can force the grower to hold the sack, they will do so. The grower is at fault for failure to

The Newest National Sport



PLAN IS TO CUT MID-COSTS

Better Prices for Producer; Lower Ones for Consumer, Aim of Ashburn

By CHARLES P. STEWART (NEA Service Writer) WASHINGTON, June 25.—To reduce the spread in prices between what the American producer gets and the ultimate consumer has to pay—to give the former more for his product and the latter his living at lower cost—let's get back to our old-time utilization of the country's inland waterways.

The suggestion is Brig. Gen. T. Q. Ashburn's. Ashburn is chairman of the Inland Waterways Corporation, created by Congress a year ago—a government enterprise, but intended to be run governmentally only with a view to demonstrating "the feasibility and economic value of water transportation."

It is then to encourage "the re-establishment of private corporations upon our navigable streams and canals, operating common carriers which will be of mutual benefit to the public and themselves."

America, General Ashburn remarks in a pamphlet he has just issued through the government, has experienced two stages of transportation and is entering a third.

The first was the wagon and water stage; the second, rail; today we need every available transportation means—rail, the automobile, air—we already are using or beginning to use all these—and water.

This latter method was abandoned during the period of our great railroad development but ought to be getting back to, for the handling of bulk freight, because "it's the cheapest means of transportation known."

To show how very much cheaper water is than anything else the general cites figures gathered in connection with his operation of the government's experimental Mississippi, Warrior River and Louisiana and Alabama coastal lines. The following is typical:

"When I tell you that a large manufacturing concern of Alabama, which uses a certain kind of ore in its manufacture, and owns its own mines of this ore in the state of Alabama, can yet get this same ore from Sweden, transport it by sea to Mobile, thence by our Warrior line to Tuscaloosa, Ala., and deliver it at its plant cheaper than it can produce its own ore at

Rowell's Comment

By CHESTER H. ROWELL THE California church that put on a three-days' relay stunt of reading the whole bible through in continuous session should have checked the flow of words for a moment's thought at the text, "Use not vain repetitions, as they shall be heard for their much speaking."

What is the bible that its mere words should thus be made a fetish of? There are Tibetan lamazras that intrude day and night their version of the Buddhist scriptures, in a language which the celebrants themselves do not understand.

There are Mohammedan schools whose entire instruction consists of singing the Koran, in an ancient dialect. The Vedic hymns and the Sanskrit epics were handed down for ages by the same process. To these peoples, the text itself, irrespective of meaning, has a magical value.

If the bible is that sort of a book, that is the way to treat it. Evidently, there are those who think so. The Wild Bleachers. (Penn Punch Bowl) ... Reporter—What shall I say about the two peroxide blonds who made such a fuss at the game? Editor—Why, just say the bleachers went wild.

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Both Routes Good On Florence Highway

Strong Inducements For Eastern Tourists Pointed Out

EUGENE, June 25.—(To the Editor)—I have read with much interest the articles recently published regarding the location and completion of the highway to the coast section of Lane county. I do not wish to enter into the controversy as to which route should be followed from Rainrock to Florence. There are desirable features in both routes. The route down the north bank of the Siuslaw, if built into standard highway, will be a wonderfully beautiful and scenic road, and can, with the expenditure of enough money, be free from danger and on easy grades. It will benefit a considerable number of people along the river and afford a road out for the whole coast region. The road up Thompson Creek and down the North fork may be more easily built and would accommodate the people in the rich Indian creek valley and the people in the North fork valley and afford a way out for the coast section. In addition with a little more road building a road could be constructed from this highway in the upper part of the North fork valley over the ridge and directly down to the Roosevelt beaches. Such a road would avoid all the sand that makes the route from Eugene, but in highway building the Eugene people have allowed the road into this section from this point to lag, while to the north and south of us good highways have been built to the coasts.

When people of the upper Willamette valley wish to go to the coast either on pleasure or business, they must either drive north to Newport or other beaches farther away or go south eight miles north to Roseburg and thence to Bandon and the Coos bay section. The writer had occasion recently to go to the mouth of Coos bay. He had to drive eight miles south to Roseburg, thence west over an excellent highway to Myrtle Point, thence north some thirty miles to North Bend. In other words the route is at least sixty miles farther than a road would be from Eugene west to the coast, thence south to the Coos bay region.

The Coos Bay region is rich and important. A considerable population live there. Many people have occasion to go back and forth from this region to Eugene, Salem or Portland. If we had a highway by the Florence route, most of that traffic would come this way. As Mr. George Miller points out, that with the completion of the McKenzie highway, Eugene can become the gateway for vast throngs of people who wish to visit the Pacific ocean for pleasure or profit, to come directly from eastern points even as far away as New York or Chicago.

In these not ample reasons why eastern people might be interested in coming over the Lincoln-McKenzie highway to Eugene, thence to one of the most beautiful coast sections to be found? I believe that Mr. Miller is right, and I wish more people of Eugene had the vision he has of the great possibilities we have as the gateway to the Pacific.

J. G. SWAN.

In Lighter Vein

(Boston Transcript.) HUB—Of the two places we have dinner invitations for I should much prefer going to the Lesters. I don't see why you've chosen the Burtons' whom we detest. Wife—It's perfectly plain, my dear. Mrs. Lester has already seen this gown and Mrs. Burton hasn't.

Just the Thing (Kansas City Star.) "I could relate instances that would arouse your righteous wrath," declared the Hon. Thomas Rott in the midst of his address. "I could tell you things that would make you blush."

"Tell us! Tell us!" cried several eager voices from the crowd.

His Guess (Kansas City Star.) "What kind of a store is that fellow over at Toad Rock running?" asked a motorist.

"Well, he has Ford parts for sale," replied the attendant in the filling station at Ten Degrees, "buys butter, eggs and poultry, deals in real estate, paints houses, marries folks in his capacity as justice of the peace, runs the post office, sells stamps, hams, molasses, &c., and takes boarders upstairs. I reckon you'd call it a drug store."

Too Absent-Minded (Pittsburgh Chronicle-Telegraph.) They were discussing the absent-mindedness of an acquaintance who had just passed. "That habit nearly cost him his life when he was on his holiday," remarked one.

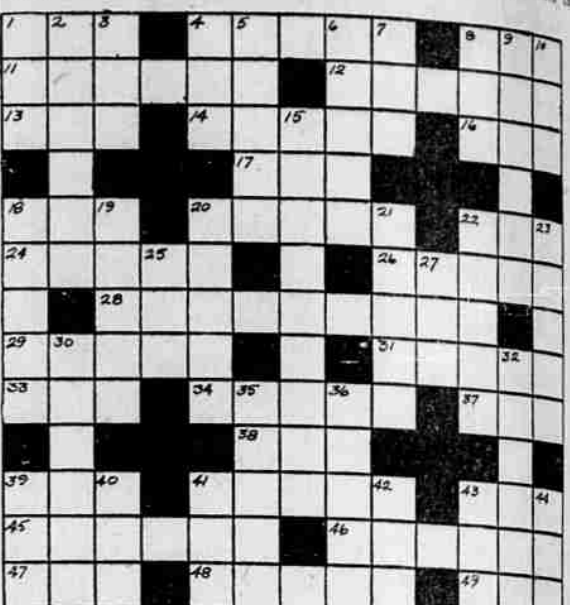
"How was that?" "He fell overboard and forgot that he knew how to swim."

A Thought He that loveth not knoweth not God: for God is love.—John 1, 4, 8.

To love is everything: love is God.—Leon Gozian.

Today's Cross-Word Puzzle

Besides being a cross word puzzle, this is a puzzling one. Look at the number of unkeyed letters in it, which make it so much harder to solve.



- HORIZONTAL 1. To recede. 2. Large machine for recutting. 3. Constellation. 4. Smelled (from fumes). 5. Swifter. 6. Epoch. 7. Colors. 8. Night. 9. Golf term. 10. Organ of hearing. 11. Emperors. 12. Every. 13. Thorny bush (variant). 14. To flavor. 15. Pans for priming in flintlocks. 16. Famous. 17. Thoughts. 18. Affirmative. 19. Mistake. 20. To perch. 21. To total. 22. Moor. 23. Buffalo. 24. Plant sesame. 25. Astonishes. 26. To purify. 27. Any fat fish. 28. To torment. 29. Product of a hen. VERTICAL 1. Age. 2. One who asks for aims. 3. Honey bringing insect. 4. To rot by exposure. 5. Prepare for publication. 6. Later in time. 7. Existed. 8. Devoured. 9. Insurrection.

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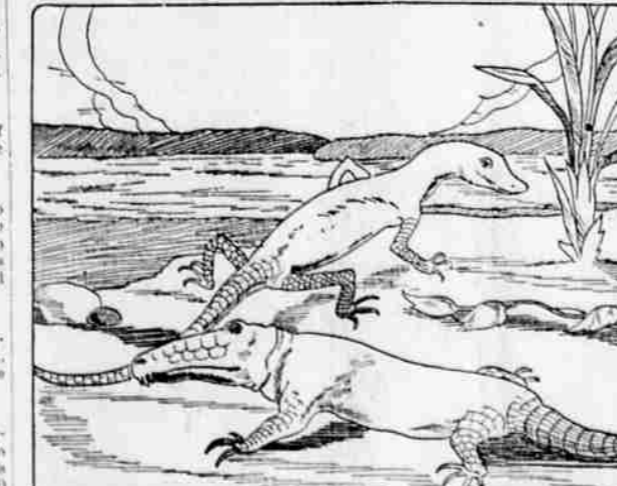
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EVOLUTION ON THE DRY LAND

By Percy W. Cobb, B. S., M. D.



AS the amphibians of old found the land more inhabitable, they gradually drew away from the water until the Permian age, some 19 or 20 million years ago, found the most highly developed form of these land and water animals keeping entirely to the land. The ancestor of these first land animals, from which the long line of reptiles evolved, was most likely a small, lizard-like creature, still cold-blooded, laying eggs for hatching its young, moving about on four short legs and steering itself with a long powerful tail. It abandoned air, or water, breathing altogether, and adapted itself to lung, or air, breathing. Its nervous system became more adapted to land living. And as some of its descendants in the branch of reptiles moved farther into the land, their legs became slender and faster, while their skulls, claws and teeth became more powerful and more adaptable to the severe struggle for survival. The snake, today, is only a degenerate form of the high class of reptiles that existed 10 or 12 million years ago.