

# EUGENE CITY GUARD.

L. A. CAMPBELL, Proprietor.

## EUGENE CITY, OREGON.

### SCHOOL AND CHURCH.

—There are in the Church of England one hundred clergymen, converts from Judaism, and over three thousand communicants.

—Do little helpful things and speak helpful words whenever you can. They are better than pearls or diamonds to strew along the roadside of life.

—Colonel William C. Morrill, secretary and treasurer of the Western & Atlantic railroad, formerly of Maine, left \$25,000 for Atlanta University and \$20,000 for the Y. M. C. A. of the same city.

—Levi Prosser, of Hartford, Conn., has presented the City Mission of that city with a 208-acre farm, to be used as an industrial school for homeless children. The monetary value of the gift is a little short of \$65,000.

—Princeton College has decided to break up hazing. Already a number of students who have interfered with freshmen have been sent home. Hazing is a relic of barbarism that should not be tolerated a single day, and it only thrives in colleges where discipline is lax.—*Central Christian Advocate.*

—It was in 1810 that the American Board, the first foreign missionary society in this country, was formed; since then it has received from the church for its world-wide mission work over \$18,000,000. During this period the contributions to all the foreign mission societies of the country have amounted to over \$57,000,000.

—Writing from Cape Palmas, Liberia, Bishop William Taylor says: "The king and chiefs bind themselves by written agreement to give us all the land we need for our mission and industrial school purposes, to clear land and first crop, to build good kitchen and school-house, and all free of charge. We hope (D. V.) to build seventeen houses between this and Christmas, and to occupy them by thirty new missionary men and women by January, 1888."

—If I am asked what is the remedy for the deeper sorrows of the human heart—what a man should chiefly look to in his progress through life, as the power that is to sustain him under trials and enable him manfully to confront his afflictions, I must point him to something which, in a well-known hymn, is called "the old, old story," told of in an old, old book; and taught with an old, old teaching, which is the greatest and best gift ever given to mankind.—*Gladstone.*

—The piety that Christ smiles upon is piety that will stand a pinch and face a storm; that would rather eat an honest crust than face sumptuously on unholiness; that gladly gives up its couch of ease to sally off on its mission among the outcasts; that sets its Puritan face like a flint against fashionable sins. We talk glibly about "taking up a cross" but a cross is intended for somebody's crucifixion. On Calvary's cross we know full well who bled away his precious life. On our cross self is to be the victim.—*Dr. Cuyler.*

### SCULPTOR ST. GAUDENS.

Facts Concerning the Designer of the New Lincoln Statue in Chicago.

As the first step in the resuscitation of sculpture was the abandonment of the stilted imitation or third-rate Roman antiquities, and the study of the works of the Italian Renaissance, it was a happy coincidence that Augustus St. Gaudens should have had much such an apprenticeship as a Florentine sculptor of the fifteenth century might have had. St. Gaudens' father was of Southern France; his mother was Irish. He himself is a New-Yorker, well-nigh from birth—having been brought to this city from Dublin, his birth-place, while yet an infant. He was early apprenticed to a New York cameo-cutter, and faithfully served his time, and even during the period of his study in Paris he devoted half of his working hours to bread-winning in the exercise of his trade. He attributes much of his success to the habit of faithful labor acquired at this time, and speaks of his apprenticeship as "one of the most fortunate things that ever happened to him." Perhaps one may attribute to it, also, part of that mystery of low-relief which is such a noticeable element in his artistic equipment. In 1868 he went to Paris to begin the serious study of his art, and after working for some time in the *Petite Ecole*, entered the studio of Joffroy in the *Ecole des Beaux Arts*.

This was the year of the Universal Exposition, and in that exposition he saw the "Florentine Singer" of Paul Dubois, which had received the medal of honor two years before the Salon. This statue, in which the very spirit of Renaissance breathed again, must have marked an epoch for him, as it did for modern sculptors.

Many of the brilliant sculptors of today were educated in the studio of Joffroy; Falguiere and St. Marceau had left it shortly before St. Gaudens entered it; Merci was his fellow-student there, and he thus became a part of the young and vigorous movement of contemporary sculpture. He afterwards went to Rome, and finally, returning to this country, was given in a happy hour the commission for the Farragut statue in Madison Square. From the time that statue was exhibited in the plaster, at the Salon of 1880, his talent was recognized and his position assured.—*Century.*

### THE MATCH-MAKER.

A Woman Who Would Be Unhappy in a Place Where People Do Not Marry.

Mrs. Hartmixon, before her marriage, had been very like other young women, so far as one could see from general observation, but she was married hardly six months before the early symptoms of the match-making disease discovered themselves. A month later her ailment had developed itself completely and with unwonted violence. From that time to the day of her death she never was free from it.

Whether Mrs. Hartmixon's mania for bringing susceptible persons of different sex into propinquity was born of a desire to make others as happy as she had been during the budding period of her own and John Hartmixon's loves, or whether it was intended as a tribute to the happiness of the marital state, of whose blessings she unreservedly recommended all humanity to partake, is not positively known; but it could hardly have been the latter, for it inevitably happened that no sooner did she succeed in getting two young persons mutually interested than she changed her manner and did all that she could to separate them. It would seem, therefore, that she considered courtship rather than matrimony the climax of earthly bliss, and that, consequently, she endeavored to prevent marriage whenever she was able, not only because it was something she could not conscientiously recommend, but also because the fewer the weddings the more hearts would she continue to have at her disposal for the pursuit of her favorite amusement.

It was the misfortune of George Ready to be Mrs. Hartmixon's brother—her only brother. Had Providence seen fit to bless Mrs. Hartmixon's parents with several sons instead of limiting its benefactions in that line to a single gift, it would have been a great relief to George. As it was, he was the only available material in the family given Mrs. Hartmixon to work with, and it followed naturally that she worked George for all he was worth.

No young woman could come within the purview of Mrs. Hartmixon but that lady incontinently discovered that the young woman was the very one of all her sex whom she would choose for a sister-in-law, and the only woman on the footstool who could make brother George happy. Immediately, therefore, Mrs. Hartmixon set about bringing the two young people together. The young woman who for the time being happened to be in the ascendant was invited to tea, to card parties, to meetings, to anything, in short, which gave opportunity for getting the young woman and the young man into each other's company, and it usually happened, and apparently by merest accident, that the young folk found themselves alone before the occasion terminated. Even when it was not convenient to have her brother at hand, Mrs. Hartmixon would in nowise relax her attentions to the party of the other part, but would have her near as often as she could and always keep her as long as possible, in order to sound in her ears the praises of brother George. On the other hand, when George was present and the young woman not by, Mrs. Hartmixon could talk of nothing but the young woman in question. He had her for breakfast, for dinner and for supper; he was forced to eat her with his food and drink her with his drink. Her name was in his ears as he went to bed, that haply he might dream of her through the night.

But let it appear that the young people were beginning to care for one another, presto! Mrs. Hartmixon would have none of it. The young woman was out of her books instantly. She knew her no more forever, and all her failings, real or supposititious, were paraded before George's eyes, that he might avoid that young woman as he would a pestilence. This might seem unkindness in Mrs. Hartmixon. It would have been, perhaps, were she not always ready to make amends by bringing forward some other young woman who, if not all things to all men, was all things to brother George, until in her turn she became fond of George and he fond of her, or which amounted to the same thing, some other young woman happened along; for it was invariably the last comer who received countenance of Mrs. Hartmixon, who was the pearl of great price with which she would ornament her George's bosom.

And so with all eligible young men and young women. It was her sole pleasure in life to promote love. She paired couples as nonchalantly as she pared her nails, and a great deal of her time, and though, as has already been said, she did not press a couple out to matrimony, whole droves of couples got there nevertheless—for it was not possible for Mrs. Hartmixon to oversee all her work—and the clergy of her town were indebted to her greatly for the aid she rendered them in eking out a living from slender stipends.

Mrs. Hartmixon has passed away. There is no reason why I should not wish her well; therefore I can not hope that she has gone to that place where they neither marry nor are given in marriage; for I know she could never be happy there.—*Boston Transcript.*

### The Family Supplied.

"You love my daughter?" said the old man.

"Love her?" he exclaimed passionately, "why, sir, I would die for her! For one soft glance from those sweet eyes I would hurt myself from yonder cliff and perish, a bleeding, bruised mass, upon the rocks two hundred feet below!"

The old man shook his head.

"I'm something of a liar myself," he said, "and one is enough for a small family like mine."—*N. Y. Sun.*

### ANIMAL FRIENDSHIPS.

Disinterested Devotion Displayed by Elephants and Other Creatures.

That the lower animals have their special friends, or show preferences as to their companions, no observer can doubt. In some cases, the friendship is between two of the same tribe; again, we find what are generally considered the most antagonistic forms united in bonds of good-fellowship, and we see acts of devotion and self-sacrifice that are almost identical with those that characterize the friendship of human beings. It is needless to say that the impulses are much the same in all; some professing an interest that is actuated entirely by greed, or for personal ends; while in others it is unselfish.

Any one who has visited the herd of elephants owned by Mr. Barnum must have noticed the large dog that stood by the side of one of the huge pachyderms. To the visitor this might have seemed accidental; but the dog was always at its post by this particular animal. If the dog wandered off, the elephant showed its distress immediately by attempting to follow; straining at the chain confined to its ponderous feet, or throwing aloft its trunk and uttering the shrill whistle indicative of alarm, and only resuming the monotonous swing of the head when its companion returned. The elephant was often observed caressing the dog, and, though the latter always slept in the straw, sometimes beneath its huge friend, it was never stepped upon nor crushed. When the elephant was led out to go through its task in the ring, the dog would begin to bark and endeavor to join the throng of performers; so that it was perfectly evident that the friendship was mutual.

In many of the works of old writers are found instances of such attachments between man and beast: Elian records a friendship between a little girl, who sold flowers in the streets of Antioch, and an elephant whom she was in the habit of feeding. One of the elephants in the Barnum herd exhibited great interest in a little daughter of one of the attendants, holding her upon its trunk, and in many ways showing its affection.

In India the elephants are so trusted that they are sometimes employed as nurses, and have been seen tending their charges, lifting them gently back when they were disposed to stray away. The natives state that these great animals have been known to die of a broken heart when deprived of a certain keeper, and Lieutenant Shipp, an English officer of extensive experience in the East, gives a minute account of an elephant that died in what was considered a fit of remorse after having killed its keeper.

While attachment between animals is everywhere to be seen, it is not often that we witness such acts of disinterested devotion as we expect among human beings. Mother-birds protect their young in the face of every danger; but it must be confessed that few observers have seen animals go to the rescue of others without maternal or paternal incentive; but such cases are rare.

Some years ago a Scotch naturalist wishing to obtain a gull fired at a flock, breaking the wing of one which came fluttering down, falling into the ocean. At first the flock were demoralized, and flew wildly about, uttering harsh cries, but a moment later they seemed to be recalled to a sense of duty by the struggles of their wounded comrade, and two birds darted down, seized it by the tips of its wings, then rose and bore it away in triumph; for, as may be supposed, the naturalist did not fire, but permitted the rescue. Here was friendship indeed; heroism, in fact, as the other birds alarmed by the fire faced the same danger.—*Wide Awake.*

### An Old Miser's Wealth.

J. O. Maloney, an old recluse, living near Morris, Conn., died recently, and a close search was ineffectual in disclosing the whereabouts of a large sum of money he was known to possess. A few days ago two men wounded a gray squirrel near Maloney's house, and it crawled into an old box that was placed between two branches of a tree. One of the men with considerable difficulty reached the box. When it was opened he found the squirrel stretched on dead on a pile of chewed-up bank notes. Not a bill had been left intact by the squirrels, and it was impossible to tell the denomination of a single one. Persons who have examined the mutilated bills are of the opinion that there could not have been less than \$5,000 in the box.—*N. Y. Post.*

### The Use of Slang.

Clergyman—Nothing better illustrates the degeneracy of the age than the extent to which slang is now used.

"I should remark."

"People who claim refinement interlard their sentences with slang words."

"You bet."

"Even the ladies can't talk without slinging in a lot of sewer language."

"Yes, they get there just as well as the men."

"It makes me tired to think of it."

"Here too."—*Lincoln Journal.*

"I am afraid," said the doctor, "that you are overtaxing your strength some way. Where do you live?" "I am boarding in the country just now."

"I see; how far is the house from the station?" "Three minutes." "I see; and you walk to and from the train. Well, you're not strong, and nine miles a day is too much. You must come back to town and get rested."—*Durdette.*

### A FAMOUS EXPLORER.

The Career, Achievements and Death of Vitus Behring.

It is now just twenty years since our Government bought of Russia all her possessions on this continent. Since that purchase Alaska has been made familiar to us in the reports of officials, of scientific explorers, of traders and of tourists. The earlier history of the Territory is full of interest, for it is marked by undertakings of the most intrepid daring and of heroic adventure. That was a bold plan that directed from St. Petersburg an expedition across the north of Asia, the building of vessels on the Eastern coast, and the discovery of a separate continent on the opposite side of the Pacific. That plan was formed in the mind of Peter the Great, and it was marked by the execution by Behring, whose name has since been connected with the sea and the strait which lie between the continents.

Vitus Behring (Berin?) was a Dane. He was born at the village of Horsens, Jutland, in 1680. As a young man, he sailed in Danish vessels to the East and West Indies. In 1706 he entered the service of Peter the Great, and was assigned to the navy which had just been built at Cronstadt. The appointment of Behring to the command of a scientific expedition in the Sea of Kamtschatka was made January 29, 1725. On the 5th of February Behring started from St. Petersburg, and three days later his imperial master died. So difficult was the journey overland that it was not until the summer of the following year that Behring, with the advance detachment, reached the Sea of Ochotsk. Behring then built a boat to carry the party over the sea. He had brought men from Russia for this purpose. The craft was christened the *Fortuna*. The last of June, 1727, it carried over to Kamtschatka the shipbuilders who were to build the vessel intended for the great voyage.

Their ship-yard was established at the mouth of the Kamtschatka river. The next winter was spent in preparing timbers for the vessel, and on the 20th of July, 1728, it was ready for the voyage. Three years and a half had gone by since Behring and his party had set out from St. Petersburg. The *Gabriel*—for that was the name of the ship—sailed northeast along the coast of Asia. On the 10th of August the Island of St. Lawrence was discovered. Five days later they rounded a cape in latitude 67 deg. 18 min. north. Here the coast line turned suddenly to the west. Behring had proved that the continents were separate. The party returned to the shipyard and wintered there. On the 5th of June, 1729, they left again on a voyage of exploration, but were unsuccessful, and Behring returned overland to St. Petersburg.

It was not until 1732 that proposals were made for another expedition. Anna was now Empress, and she was ambitious to extend the boundaries of Russia. She directed that special attention be given to the possibilities of a northeast passage along the American coast. Behring's plan was to push across to the coast of America, and trace it northward to the strait he had discovered. The plan gave Behring her possessions in America. The party left St. Petersburg early in 1733. They built two vessels on the Sea of Ochotsk. Seven years had been spent when, in the St. Peter and the St. Paul, they sailed over to Kamtschatka and wintered there. On the 4th of June, 1741, Behring started on his last voyage. He was in command of the St. Peter. July 18 the American coast was sighted in latitude 53 deg. 28 min. north. They followed the dangerous coast to the west, meeting head-winds all the time. Senrvy broke out, and Behring was confined to his cabin. A council was held, and it was resolved to return to Kamtschatka. The St. Paul was lost. On the 4th of November an island was sighted—the last discovery Behring was to make. It was named for him. Here they landed for winter quarters. The commander was carried on shore November 9, and he died December 19. The survivors of that winter built a boat from the wreck of the St. Peter, and they reached Kamtschatka on the 27th of August, 1742.—*Youth's Companion.*

The first young girl to be cremated in America was nine-year-old Alida Weissleder, the daughter of the superintendent of the Brush Electric Light Company in Cincinnati. Her body was burned in the crematory in that city. The corpse, wrapped in white alum linen, with white and yellow roses on the breast, was slid in the retort by two attendants, who at once retired, and in the stillness that followed the mourners could hear the puff and sizzle of the gases of the body as the heat devoured it. After an hour the blue flames stopped circling about the body and a long white streak was seen where it had been. These ashes when gathered up weighed less than a pound. They were returned to the parents and will be preserved in an urn. It was the ninth incineration at the crematory.

The Commissioner of Patents in a preliminary report to the Secretary of the Interior, shows that the number of applications for patents of all kinds for the fiscal year 1886 and 1887 was 38,408 against 40,678 for the previous year. Number of applications for patents, 35,434; for designs, 797; reissues, 150; registration of trade marks, 1,270; of labels, 757; caveats, 2,616. Total, 40,024. Number of patents granted, including number reissues and designs, 21,732; trade marks registered, 1,101; labels registered, 384. Total, 23,217.—*Public Opinion.*

### TRAIN TELEGRAPHY.

The Modified System of Sending Messages From Moving Railroad Cars.

At the invitation of the Consolidated Railway Telegraph Company a large party of electricians and others made a trip upon the Lehigh Valley railroad to inspect the operation of the system of train telegraphy in use upon fifty-four miles of the road.

The system, due to Edison, Phelps, Gilliland, Smith and others, is well-known in its main features to our readers, but certain modifications have been introduced which have greatly improved its efficiency, so that as it now stands all the difficulties heretofore encountered may be said to be entirely overcome.

In the first equipment on the Lehigh Valley railroad the inductive receiver on the car consisted of a coil of many turns of wire wound around the car, and the line conductor was an insulated wire laid along the track. While this system left little to be desired, it involved some expense which is avoided by the method used at present. This consists in the employment of the roof of the car, where such is available, as a static receiver, and the line is an ordinary wire strung upon poles near the track.

With the present system the roof of the car is, in most cases, available, and a car can be equipped ready for work in a remarkably short time. All that is necessary is the attachment of a wire to the roof, another to the swivel plate of a car truck for a ground, and the insertion of the instruments in the circuit thus formed. Such was the arrangement of the director's car, which was attached to the special train on the excursion, and the whole equipment did not occupy ten minutes.

The system as it exists to-day, briefly stated, consists mainly in the use of the "short pole" telegraph line extending along the side of the railroad track at about a distance of eight or ten feet from the line, the poles being much smaller than ordinary telegraph poles, and from ten to sixteen feet high. At their top is placed an ordinary glass or porcelain insulator, strung upon which is a single galvanized steel (or iron) telegraph wire, about No. 12, American gauge. As remarked before, wherever practicable, the metal roof of the car is employed as the inductive receiver of the car, but where no metal roof exists an iron or brass rod or tube half an inch in diameter is employed, placed under the eaves of the car. From the roof the wire passes to the instruments, and then to the wheels of the car.

The operator's equipment is quite simple, and consists merely of a small tablet to which the key, the coil and the buzzer are attached and with just sufficient top surface to hold a telegraph blank conveniently. The battery employed is enclosed in a box, and can be placed beside the operator, or can be stowed away in one of the closets of the car. The operator seats himself in a chair with his instrument and clip for holding the messages he is to send both on a little board which rests in his lap. A battery of twelve small cells is employed in circuit with the primary of the induction coil, although it is stated that communication can be kept up with two cells.

The arrangement at the terminal station, so far as the indication circuits and instruments are concerned is identical with that on the car; but in addition there is supplied a Morse arrangement by means of which the line can be used for the transmission of ordinary Morse business. The cost of equipping a railroad with this system depends somewhat on the character of the roadway, nearness to telegraph poles, markets, etc.; but it is said to approximate about \$50 per mile for line equipment, i. e., poles, wire, etc., and the labor of putting up. The cost of car fitting is about \$15.

On the occasion of the recent trip a large number of messages were sent and received from the train without the slightest delay of any kind, the arrangement being under the charge of Mr. S. K. Dingle, assistant superintendent of the company. One of the most striking demonstrations of the wide application of the system was the sending of a dispatch from the rapidly moving train to Mr. John Pender, of London, England, via the Atlantic cable.—*Electrical World.*

### PANICS IN THEATERS.

A Protest Against the Slip-Shod Construction of Public Buildings.

There have been of late numerous panics in theaters caused from some foolish person raising the cry of fire, and the result has been the loss of human life. Ever since the great theater fire in Paris a short time ago, followed by the one in Berlin, at which so many people were killed, the least commotion in a crowded house of amusement is liable to cause a panic. Such panics were witnessed at the Casino in New York, a theater in Chicago, and a theater in Philadelphia during the centennial celebration. Loss of life was only prevented by the presence of mind of the actors and the coolness of the attaches. The people who were injured were all hurt while trying to escape from the galleries or through narrow exits. The galleries in the theaters are nearly all dangerous to life, and in many instances there is only one exit from the body of the house. Those who are delegated by law to look after buildings being constructed in the different cities should see to it that places of amusement are so built that there will be proper escapes in time of fire or a panic. Special attention should be paid to the galleries, which are to-day rotting better than death-traps.—*Democrat's Monthly.*

### PERSONAL AND IMPERSONAL.

—Miss Winslow, of Boston, who has an international reputation as a "ty," is having her portrait painted by Munzig, a young Boston artist, represented in a ball dress with gold and silver trimmings.

—At Lexington, Ga., in his prayer at a colored school extension that all "de small boys will grow be useful and educated men, like becca and Elizabeth in de Bible."

—Mrs. Claiassa Cox, of Willsboro, Mass., who has rounded out one hundred years of life in this vale of tears, was asked the secret of her longevity. "Hard work," said she; "hard work has always been food for me, and I always had plenty of it to do."

—Dr. Mary Putnam Jacobi was the first woman to obtain admission to the *Ecole de Medecine*, of Paris, to practice independently. Each year Dr. Mary is a descendant of the Putnam, of Revolutionary fame, is a small woman and dresses simply.

—James Russell Lowell has bought a house in Ashfield, which is described as a little old-fashioned farm-house lying on the slope of one of the highest hills in the region. The low front door opens nearly to the eaves, and there is for only one small window on each side of the house.

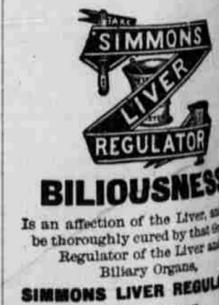
—King Humbert, of Italy, causes annoyance and embarrassment by taking fancy to any little girl which he may see in the hands of his courtiers. No matter what—a cane of rare wood, a jewel of some curious way, or a fantastic—his Majesty will show such a tender desire to possess it that the object is offered him and is always replaced by a present of double or triple its value.

—Some young Bostonians are at their club-house the other evening play poker and one of their members suggested that the winnings be given to a man who recently had been arrested in the North End for carrying cabbages for his starving family. was agreed to, and at the close of the game the winners took a cabbaged hunt to the cabbage thief's, and made his family happy with a respectable sum of money.

—Mr. F. H. Richardson, the editor of the *Macon Telegraph*, of the brightest young men in the State. He graduated at Emory College in 1873, and has been since the *Constitution* ever since. For years he represented that paper in Washington, and his letters among the best from the S. S. State. He is thoroughly equipped his new field of labor. He has a courtesy, sense and application *gusta* (Ga.) *Chronicle.*

—A French Lieutenant of the left the army to marry a girl who was too poor to bring him the dowry woman has to have to marry the officer. He went to work for three months; his wife fell into debt, and finally could not pay body to trust him for milk, which the only thing that would keep her alive. So he stole some milk caught at it, and although he was punished the magistrate let him go. His wife was just dying when he got to her bedside. He waited for her to sigh, and then lay down by her side and blew out his brains.

—The new Florida law requiring railway companies to provide coaches for colored people is burdensome to some of the roads. Louisville & Nashville represent the Railroad Commissioners that required to comply with it the company will be compelled to haul a load very frequently without passengers else assign one of the two colored passengers and the white, which will necessitate bid smoking upon the train; therefore requested that they be run a partitioned coach, one which will be exclusively for passengers.



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