

EUGENE CITY GUARD.

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EUGENE CITY, OREGON.

PUBLIC ROADS BILL.

Provisions of That Enacted by Tigard of Washington County.

SALEM, February 1.—The bill introduced by Tigard is designed to provide a fund for improving the condition of the public roads, and provides that to provide a fund for the permanent improvement of public highways a tax of 5 mills on the dollar of the assessed valuation of all the property, real and personal, in the State be levied, collected and set apart annually as a special road-building fund, in addition to that heretofore provided for State, county and school purposes, the road tax to be assessed and collected in the same manner as the law directs for the annual assessment and collection of other necessary taxes and be deposited with the County Treasurer, and each county is to retain for use within itself the funds so collected. The County Court and Board of Commissioners are to have jurisdiction over the fund, and it is made their duty to apportion the improvements to be made by the fund to the various road districts in their county in proportion to their assessed valuation. It is made the duty of each County Board to locate the place and direct the manner in which the work shall be done; to advertise the work and sell it by auction or sealed bids to the lowest responsible bidder. The annual labor to be performed on roads shall be one day for each and every \$500 of the taxpayers' valuation on both real and personal property, and two days as a poll or regular road tax. It is made the duty of each person between the age of 21 and 60 years, residing in any road district, on receiving six days' notice from the duly-appointed supervisor thereof to meet at the appointed place at 8 o'clock a. m., of the day set and to honestly perform eight hours' labor for each day as directed by the supervisor, either in person or by substitute, to be by him employed, and to furnish such necessary tools as are to be used in the performance of said labor or in lieu of work to pay to the supervisor \$2 for each day due. The District supervisor must receive all moneys tendered in lieu of labor and duly receipt for it.

A BOARD OF PARDONS. House bill No. 110, introduced by Mr. Boothby, creates a Board of Pardons for the State of Oregon and a clerk therefor. The Secretary of State, state treasurer and Attorney-General constitute said board, and the private secretary of the governor is to be the clerk. The board is required to hold its meetings at the Capitol of the State and in the office of the Attorney-General on the first Monday in March, the first Monday in June, the first Monday in September and the first Monday in December of each year, and not otherwise, and shall continue in session not less than two nor more than five days at one meeting. No pardon shall be granted, nor sentence commuted except upon the recommendation in writing of the Secretary of State, State Treasurer and Attorney-General, or any two of them, after full hearing upon due public notice and in open session, and such recommendation with the reason therefor at length shall be recorded by the clerk of the board in a book kept by him for that purpose and filed in the office of the Secretary of State. Each member of the board shall receive for his services while thus employed \$5 per day. The clerk of the board shall receive a like amount, and in addition thereto the sum of 20 cents for each and every folio recorded by him. The board shall make suitable rules and regulations governing all applications and hearings before them, and cause the same to be printed and two or more copies thereof to be furnished to each County Judge and County Clerk within the State, who shall keep the same in his office for the inspection of the public.

OTHER MEMBERS. Union county's application for reimbursement of mortgage taxes mentions \$9,694.33. A bill introduced by Representative Hope creates a ninth judicial district, to be composed of the counties of Grant, Malheur and Harney. Senator Vanderburg's maximum passenger rate bill fixes rate not to exceed 2 1/2 cents a mile and prohibits the issuance of passes to other employees. Mr. Vanderburg says railroad men tell him the companies would make more under his act than as now charging more but passing so many free.

CALIFORNIA'S LEXOW.

Provisions of the Bill Authorizing the Investigation. SACRAMENTO, February 1.—The bill calling for the investigation is ready. Attorney-General Fitzgerald has been hard at work revising it and putting on the finishing touches, and it will be submitted to the Legislature forthwith. It calls for the appointment by the Governor of a non-partisan commission of three, the selections to be approved by the Senate. The board is empowered to inquire into all alleged misconducts of officers in the various departments of State or county governments. It is to sit during the session and subsequently, and it is to report to the Governor from time to time and to the next Legislature. Each member of the board is to receive \$5 a day and the necessary traveling expenses. The board is authorized to employ a bailiff and a stenographer, each of whom is also to receive \$5 per diem. The sheriff of all counties are directed to furnish all the assistants necessary, and subpoenas, etc., are to be served without more than the actual expense. The Attorney-General is to act as prosecutor for the board, but outside parties may be employed if subscriptions are furnished. The Lexow commission, it is reported, was backed by \$40,000 raised as a popular fund. The bill further appropriates all the money needed to meet the expenses of the work and directs that in selecting members of the board they shall come from different political parties. The Republican members of the Legislature are anxious to have two of their party and one Democrat. A caucus will be held on this proposition. Just how hard the Democrats will oppose this is at present hard to fathom, for it is possible that a storm cloud will spring up when they learn that they are in the minority. The Governor is instructed to appoint the commission within ten days of the passage of the bill. The board is itself to have no authority, but it can sit before a superior court in the same manner as a grand jury. The local juries in its investigation are extra.

MEMBERS OF HOUSE.

Life-Like Pictures of Thirty Oregon Representatives.

THEY RECEIVED YOUR VOTES

And the Field is Now Clear for These Legislators to Meet the Wants of the People Who Elected Them to Office.—C. J. Curtis.

C. J. Curtis, Representative from Clatsop county, was born in Michigan in 1852. He moved to California in 1877, to Oregon in 1879 and finally located at Astoria in 1883, and was admitted to practice law the same year.

Portland in 1891, where he succeeded F. A. Scope & Co. in the printing business. The office was destroyed by fire in 1894. Mr. Beach has been active in politics since the age of 19, but never a candidate until the last election, when he received as a Republican the highest vote on the legislative ticket. HENRY GRANT SMITH. H. G. Smith, Representative from Yamhill and Tillamook counties, was born in Illinois in 1859. In early life Mr. Smith pursued the vocation of a printer in Iowa. He came to Oregon in 1873, and since his arrival here has been one of the best-known newspaper men in the State. He has published successively the Grant County Times, the Hillsboro Independent and the Silverton Appeal. Mr. Smith is now editor and proprietor of the Sheridan Star. He comes of sturdy Scotch-English stock, and is well equipped by training and education for newspaper work. Mr. Smith is a Republican. J. T. GOWDY. J. T. Gowdy, Representative from

course at the Gem City Business College of Quincy, Ill., where he graduated in 1885. After leaving school he engaged in the hardware business with his brother in Norton, Kan., where he remained until 1889, when he removed to Milton, Umatilla county, Or., where he has since resided. He was married to Laura M. Jones in 1887, and has two children. Mr. Davis is secretary and Manager of the Milton Foundry and Machine Company, comes of a Republican family and has always been a staunch Republican. J. E. DAVID. J. E. David, Representative from Gilliam county, was born in Pennsylvania in 1845. Mr. David spent years in teaching school at various points, and finally moved to Gilliam county, where he has since resided, devoting his attention to farming and stock-raising. Mr. David holds to the doctrine of the Republican party. R. P. CARDELL. R. P. Cardwell, Representative from Multnomah county, was born in Illinois

1877, where he has since resided. Mr. Moore has held many positions of trust of a public and private character, and has been a frequent contributor to the columns of the press. He is a Republican, and bears the reputation of being self-reliant and independent and not subject to the control of a faction opposed to the wishes of the masses. J. T. BRIDGES. J. T. Bridges, Representative from Douglas county, was born in California in 1867. In 1870 his parents moved to Oregon and settled in Douglas county, where Mr. Bridges has since made his home. Since 1887 he has been engaged in the mercantile business at Drain, and is now classed among the prominent merchants of Southern Oregon. By political affiliation Mr. Bridges is a Republican. GEORGE W. DUNN. George W. Dunn, Representative from Jackson county, was born in 1864. He is a native son and life-long resident of Jackson county, and, therefore, eminently adapted to representing it in the Leg-

1882, when he moved to Hood River, where he has since devoted his time to fruit-growing. Mr. Coon is now President of the Hood River Fruit-growers' Union. As a member of the House of Representatives in 1883 he was active in securing legislation in agricultural and horticultural matters. Mr. Coon is a Republican. C. D. HUFFMAN. C. D. Huffman, Representative from Union county, was born in Portland in 1852. After many early vicissitudes, at the age of 16 he went to Monmouth for an education, which he was compelled to work for. Later Mr. Huffman taught school, and has been engaged at intervals at this profession since completing his education. Mr. Huffman was elected to the legislative assembly as a Populist from Marion county, where he has been engaged in farming since 1890. E. HOFFER. E. Hofer, Representative from Marion county, is editor of the Salem Capital Journal. Mr. Hofer's early life was full of struggles, and his education has been

DAVID CRAIG. David Craig, Representative from Marion county, was born in Toronto, Ont., in 1852. In 1876 Mr. Craig moved to Oregon, and has since lived in the Wadsworth Hills near Malheur, where he is engaged in diversified farming and the raising of blooded stock. Mr. Craig says of himself that he has been a Republican since reading "Uncle Tom's Cabin" and hearing of the assassination of Abraham Lincoln when a boy. J. L. CALVERT. J. L. Calvert, Representative from Marion county, was born in the adjoining county of Clarkamas in 1856. Mr. Calvert's early life was chiefly spent on a farm, and his education was derived from the public schools. He has been engaged in the drug business at Hood River for the past fifteen years, and was postmaster at that town for five years preceding 1891. VIRGIL COON. Virgil Coon, Representative from Union county, came to Oregon with his family at the age of 7, settling first in Douglas county. His early education was acquired at the Willamette University, and has resided in Oregon over forty years. On graduating he abandoned the study of law, and has engaged in mercantile pursuits since 1865. Mr. Coon, removed to Paisley, Lake county, in 1882. He has always been a Republican, and was elected Representative against Bernard Daly, a member of the last House, in a Democratic district. THOMAS BUCKMAN. Thomas Buckman, Representative from Coos county, was born in Ohio in 1835. His parents moved to Indiana while he was a child, and there he grew to manhood. At the age of 25 Mr. Buckman came to Oregon, and after tempting fortune in Idaho and residing at several points in Oregon moved to Coos Bay in 1860, and now lives near Marshfield. Mr. Buckman, formerly a Republican, now affiliates with the Populists. His life has always been that of a farmer. J. W. HOPE. J. W. Hope, Representative from Malheur county, was born in Wisconsin in 1861. He has been self-supporting from the age of 14. After temporary residence in several Western States Mr. Hope settled in the Malheur Valley in 1885, where he and his brother are now engaged in the merchandise business and also interested in farming and stock-raising. This is Mr. Hope's initiation to public life. By political faith he is a Republican. CLARENCE COLE. Clarence Cole, one of the members from Multnomah county, was born in Oswego, N. Y., June 24, 1858. His parents moved to Michigan the same year and settled on a farm, where he was brought up. He was educated at the public schools in Charlotte, Mich., and at the Normal School in Valparaiso, Ind. He read law three years at Grand Rapids, and was admitted to the bar in 1880, and began practice in Portland, Mich. He continued a successful and lucrative practice there five years until stopped by ill health. Mr. Cole came to Oregon in 1888, and settled in Portland in 1889. Soon after he was appointed by T. W. Pittenger Deputy Police Judge of the then city of Albina. He served two years as Deputy District Attorney under Thomas A. Stephens and two years in the same position under W. T. Hume. Mr. Cole has never been anything but a Republican. He has a nice home in Albina and a wife and two children. He is an Odd Fellow and Woodman. Mr. Cole is unopposedly for free bridges for Portland and free silver for Americans.



THIRTY MEMBERS OF THE OREGON HOUSE OF REPRESENTATIVES.

Mr. Curtis is the editor of the Astoria Herald, a popular paper, and has held several positions of trust. THOMAS H. COOPER. Thomas H. Cooper, Representative from Benton county, was born in Missouri in 1851. His parents removed to Oregon in 1852. Mr. Cooper has lived continuously in Benton county since that date, devoting his time entirely to farming. He is a Republican in politics. J. S. GORDAY. J. S. Gorday, Representative from Umatilla county, was born at sea while his parents were making a voyage. He came to America from Scotland, and was early left an orphan. At the age of 13 Mr. Gorday returned to the sea, truly his native element, and for twenty years followed the life of a sailor. He served for five years in the American navy, and went through part of the Mexican war. Mr. Gorday resided in the army in 1861, and served through the war of the rebellion. In 1882 he moved to Umatilla county, Oregon, where he has since been engaged in farming and stock raising. E. J. DAVID. E. J. David, Representative from Umatilla county, was born in Vernon county, Wisconsin, September 26, 1862. He removed to Northwestern Kansas with his parents in 1880. He received a high school education, after which he attended Drake University at Des Moines, Ia., and later took the full

in 1882, and came to Oregon with his family as a pioneer in Lowell, Mass. He settled with his family in Marysville (now Corvallis), where he resided for several years. Mr. Cardwell later removed to Portland and engaged in the photography business with Joseph Buechel. During Lincoln's administration he was appointed a Deputy Collector of Internal Revenue, and held that position continuously for twenty-one years. In politics Mr. Cardwell is a Republican. C. R. MOORES. C. R. Moores, Representative from Marion county, elected Speaker of the present House of Representatives, comes from a family prominent in the legislative annals of Oregon. His grandfather, Colonel E. R. Moores, Sr., who died in 1881, represented Lin county in the Territorial Legislature, and was a member of the Oregon constitutional convention. An uncle, Colonel J. R. Moores, Jr., was Speaker of the House in 1865, and his father, Hon. John H. Moores, represented Marion county in the State Senate for a number of years. C. R. Moores was born in Missouri in 1849, and the family removed to Oregon in 1852, settling in Salem a year later. Mr. Moores was educated at the Willamette University, and upon graduation accepted a position as draughtsman in the land department of the Oregon and California railroad. In 1874 he went East, and after studying law in several prominent law schools returned to Oregon in

1882, where he has since resided. Mr. Moore has held many positions of trust of a public and private character, and has been a frequent contributor to the columns of the press. He is a Republican, and bears the reputation of being self-reliant and independent and not subject to the control of a faction opposed to the wishes of the masses. J. T. BRIDGES. J. T. Bridges, Representative from Douglas county, was born in California in 1867. In 1870 his parents moved to Oregon and settled in Douglas county, where Mr. Bridges has since made his home. Since 1887 he has been engaged in the mercantile business at Drain, and is now classed among the prominent merchants of Southern Oregon. By political affiliation Mr. Bridges is a Republican. GEORGE W. DUNN. George W. Dunn, Representative from Jackson county, was born in 1864. He is a native son and life-long resident of Jackson county, and, therefore, eminently adapted to representing it in the Leg-

islature. In politics Mr. Dunn is a Republican. R. V. GATES. R. V. Gates of Washington county was born in Lowell, Mass., in 1848. At an early age he studied civil engineering, and was in the railway service twenty years. He served three years with the Sixth Iowa Cavalry in the late war. He came to Oregon in 1881, and for several years resided at Hillsboro, where he is largely interested in electric light and water plants in other cities. He promises to be a useful member. T. J. CLETON. T. J. Clerton, Representative from Columbia county, was born in Missouri in 1861. His early life was full of struggles for an education, and at the age of 18 he was able to teach school. After holding several public offices of a scholastic character in Missouri and Kansas Mr. Clerton came to Oregon in 1891. Here he has continued his profession of teaching until elected to the present Legislature. T. H. COON. T. H. Coon, Representative from Sherman and Wasco counties, was born in the Wadsworth Hills near Salem, in 1854. After receiving an education from the public schools and Willamette University he taught school in a number of places in Washington and Oregon until

largely acquired in the school of experience. He was born in Iowa in 1854. His life since 1876 has been devoted to journalism, and although admitted to the bar, he has never practiced law. Before coming to Oregon in 1889 Mr. Hofer was Secretary of the Iowa Senate for two terms. He favors economy and simplicity in public affairs and a strict surveillance of the relations between the government and corporations. W. E. BURKE. W. E. Burke, Representative from Multnomah county, was born in Clarke county, Wash., in 1860, and removed to East Portland with his parents in 1869. His education was received at the Willamette University in Salem. Mr. Burke is a firm believer in the future of this State, which he has proved by investing in land in several counties. In politics Mr. Burke is a Republican. J. A. BURLING. J. A. Burling, Representative from Wallowa county, was born in West Virginia in 1860. He came to Oregon in 1888, and has since resided in Wallowa county. After teaching school for several years Mr. Burling commenced the publication of The Astorian, a Populist paper, in 1892, of which he is still editor and manager. He was formerly a Republican, but became a Populist in 1891, and has since affiliated with that party.

A HORROR OF THE SEA.

The North German Lloyd's Steamer Elbe Sank by Collision.

LOSAN, February 1.—The North German Lloyd's steamship Elbe bound from Bremen for New York sank at 5 o'clock this morning after colliding with a small steamer in the North Sea, fifty miles off Lowestoft. She carried 240 passengers and 160 officers and seamen. Twenty-two survivors of the wreck have been landed, and a few others may still be afloat in a lifeboat. All the others were lost. Captain von Goessel went down with his ship. The twenty-two survivors were landed at Lowestoft at 6:40 o'clock this evening by the fishing smack Wildflower.

All of those saved were in a pitiable condition. The passengers were but half clothed. Their few garments were frozen stiff, their hair was coated with ice, and anxiety and efforts had exhausted them so completely that they had to be helped ashore. The officers and sailors were fully dressed, but their clothes had been drenched and frozen and they had been almost paralyzed with cold and fatigue. They had been ashore three hours before they recovered sufficiently to tell the story of the wreck. Their accounts agreed upon the following points:

The Elbe left Bremen Tuesday afternoon. The few hours of the voyage before the disaster were uneventful. At 4 a. m. the wind was blowing very hard and a tremendous sea was running. The morning was unusually dark. Numerous lights were seen in all directions, showing that numerous vessels were near by. The captain ordered, therefore, that rockets should be sent up at regular intervals to warn other craft to keep out of the Elbe's course. It was near 6 o'clock and the Elbe was about fifty miles off Lowestoft, coast of Suffolk, when the lookout sighted a steamer of 1,500 tons approaching. He gave the word, and as a matter of precaution the number of rockets was doubled, and they were sent up at short intervals. The warning was without effect. The steamer came on with unchecked speed, and before the Elbe could change her course or reduce her speed a collision there was a terrific crash. The Elbe was hit abaft her engine room. When the smaller steamer wrenched away an enormous hole was struck through the hull. The water poured through and into the engine-room in a deluge. The room was filled almost instantly. The engines were stifled and the big bulk began to settle. The passengers were in bed. The bitter cold and rough sea had prevented any early rising, and some except the officers and crew on duty were on deck when the ship was struck.

Freight Rates in the Cut.

SAN FRANCISCO, February 1.—The Pacific Coast Steamship Company is determined to crash out opposition on the Puget Sound route. The company is now talking of cutting freight rates. The manager says that they will go the way of the Farallon "one better" steamer. They make a cut, and that the company will make the cut. The Pacific Coast Company says they will put freight rates so low that the Farallon will have to retire. Meyer & Ackerman are preparing for a siege, and say that the new steamer will stand by them. The Pacific Coast Company still has under consideration plans for the construction of a new steamer.