

# THE EUGENE WEEKLY GUARD.

ESTABLISHED FOR THE DISSEMINATION OF DEMOCRATIC PRINCIPLES, AND TO EARN AN HONORABLE LIVING BY THE SWEAT OF OUR BROW

VOL 33

EUGENE, OREGON, SATURDAY, JULY 7, 1900.

NO 50

SPECIAL SALE THIS WEEK ON

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## THE OREGON SAFE

### Foreign Legation At Peking Are Besieged-- Demand Made

MISSISSIPPI DAM BURST

Special to the Guard.

WASHINGTON, July 2.—Admiral Kempff reports to the war department that the legations at Peking are besieged. The cable gives the information that the American and Italian legations have been burned. The situation is very desperate, especially as it has been known for several days that the foreign ambassadors have given up their individual quarters and are now banded together for protection, ready to fight for their lives if it need be.

Fighting continues at Tien Tsin, but no details have been received.

MISSISSIPPI DAM BURST.

Special to the GUARD.

GRAND RAPIDS, Miss, July 2.—The dam of the large reservoir of the city water works burst today, creating untold damage. The reservoir had a capacity of one hundred million gallons of water, and the flood created by the bursting of the dam literally swept everything before it. It will not be known for several days the extent of the damage and loss entailed.

ALABAMA STRIKE.

Special to the Guard.

BIRMINGHAM, Alabama, July 2.—Ten thousand union miners in this vicinity suspended work today, pending the settlement of differences.

NORMAL SCHOOL REGENTS.

Special to the Guard.

SALEM, July 2.—O F Paxton and A Noltner, of Portland and Benj Schofield, of Cornelius, have been reappointed by Governor Geer as regents of the Monmouth Normal school for the term of three years each.

THE OREGON SAFE.

Special to the Guard.

CHEN Foo, July 2.—The Oregon is not in a dangerous condition and will be relieved unless something unforeseen occurs. Three vessels have been dispatched to her assistance.

CARTER AND BICKERS RE-ELECTED.

Special to the Guard.

SALEM, Oregon, July 2.—Superintendent Carter of the blind school and Superintendent Bickers of the State Reform School were re-elected today.

SOMETHING TERRIBLE.

Special to the Guard.

TIENTSIN, July 2.—All the consular bodies demand the destruction and annihilation of the graves of all ancestors of the Chinese imperial family if the foreigners at Peking are harmed in the least. Great Britain accedes to the demand. This has alarmed the Chinese greatly as they look upon the graves of the ancestral family with great respect.

Wheat Still Tumbling.

Special to the GUARD.

CHICAGO, July 2.—Wheat closed today at 78 1/2 cents.

MURDERERS SENTENCED.

The Indians Who Slew the Hortons, of Eugene.

SEATTLE, July 1.—The Indians convicted of the murder of Mr and Mrs Horton, of Eugene, Or, at Lynn Canal, Oct. 27, were sentenced at Skagway, June 27, Hanson who killed Horton, will hang. Williams, who cut Mrs Horton's throat, under threats of Hanson, was sentenced to 50 years. Kibitoo also gets 50 years. Another is given 30 and two others 20 years each.

Junction City Goddess.

JUNCTION CITY, Or., July 1.—The contest for Goddess of Liberty closed today at 10 o'clock. Miss Lorena Cook was elected for Goddess, receiving 452 votes. Miss Helen Chandler was second, receiving 338.

EUGENE SHOULD RESTLE.—Special Agent Ormsby, of the postal department, will be in Oregon in August to lay out new routes for rural delivery. Eugene should secure some of them. It requires a petition of at least seventy-five names. With restle we might secure several routes from this city. Push it along.

HOMESTEAD FILING.—The ladies of the First Christian church, have made a filing on the vacant ground between the GUARD office and Watkins & Miller's meat market, good for the Fourth of July only. It is presumed they will conduct a refreshment or lunch counter there.

Died.

George Sovereign, one of Oregon's early pioneers passed away at his home in this city yesterday. He was a true man and the people acquainted with him mourn his sudden death. Mr. Sovereign had been ailing a little for a week, but was down town Saturday attending to business. Yesterday morning at 5 o'clock he was taken sick and the family physician was immediately called. He was found to be suffering with neuralgia of the heart and at 11 o'clock had hemorrhage of the lungs. He grew worse continually until 5 o'clock in the afternoon, when he passed away, from heart failure, at the age of 73 years.

He was born in Coshocton county, Ohio, December 4, 1828, and was the son of Jesse and Eliza Bailey Sovereigns. When he was five years old he was taken by his parents to Wabash county, Indiana, and five years later, he accompanied them to Tazewell county, Illinois, where he remained until 1852. In the month of February of that year, with his father, mother, two brothers and two sisters, or subject and his wife and child set out from their home with ox-teams to cross the plains to Oregon. And now commenced a series of disasters under which the stoutest heart might have quailed. When a short distance to the west of Fort Hall Mr. Sovereign lost his child, and two weeks later, when fifteen miles west of Fort Boise, the mother followed the infant son; they both found lonely graves amid a deep solitude, far from kindly attention and with no one near to drop a loving tear upon the new-made mounds. But these misfortunes ended not here. On their journey down the Blue mountains Mr. Sovereign's mother, in jumping from her wagon, suffered the fracture of a limb, which, two weeks after arrival in Portland, caused her death. Thus in the journey to Oregon did this one family lose their loving relatives, and one, a wife, son and mother. On arrival in the state Mr. Sovereign, senior, took up a donation claim, situated three miles north from where Junction City now stands, at present the property of Mr. Orton, and there settled; while, in 1857, our subject purchased a homestead, near Junction City, and comprising four hundred and twelve acres. He is also owner of four hundred and eighty acres situated on the Coast Fork of the Willamette river. In 1879 Mr. Sovereign practically abandoned agricultural pursuits and leasing his two estates took up his residence in Eugene when he purchased the dwelling situated at the corner of Fifth and Olive streets. He married, firstly, in Tazewell county, Illinois, February 20, 1850, Miss Fannie Holton, whose death and that of her infant boy we have already noticed; and secondly, in Lane county, Oregon, May 28, 1856, Mrs. Elizabeth Tyler, a native of Ohio, who, with her husband started for Oregon in the spring of 1854, but for some reason changed their minds and went to California. But she too, was doomed to misfortune, disease and death. Her husband, Hiram Tyler after a brief sickness of only three days, died on Truckee river, Nevada. She reached the Sacramento valley in October of that year, and as soon as circumstances would permit, made her way from San Francisco by water, to Oregon, where she married as above stated, and has three children, viz: Jesse Hulda (later Mrs. Thomas Cheshire, who died July 29, 1883), Fannie E. (now Mrs. A. L. Jackson), and a step-daughter Adella J. Tyler, (now Mrs. B. S. Hyland.)

Funeral services will be held at his late residence, corner of Fifth and Olive streets, Eugene, Wednesday afternoon, July 4th, at 2:30 o'clock, interment in I. O. O. F. cemetery. Friends of the family respectfully invited to attend.

Florence Items.

West June 29. The schooner Berwick arrived from San Francisco Friday evening. She sailed in over the bar and up the river to Florence, Saturday afternoon as the tug was absent the schooner spread her sails to the breeze and proceeded down the river to Spruce Point mill to take a cargo of lumber.

We are informed that Miss Eva Condon was slightly wounded by a shot from a gun a few days ago. She was out with her father when they saw a bear and each took a shot at it. As Mr Condon was about to fire again his daughter stepped in front of him and the bullet passed through her side making a slight flesh wound.

The repairs on the steamer Maggie are progressing rapidly and will be finished before long. The machinery is being thoroughly cleaned and the vessels put in good condition. Mr Anderson informs us that the rudder were here he could have the craft ready for launching in a few days more, but as it has not arrived he is planning to launch the vessel July 8. She will probably be taken to Portland in tow of the Roberts, leaving here about July 10.

Judge O N Denny died suddenly at Long Beach, near Astoria, last Saturday, aged 62 years.

## CELEBRATED ENGINE

### Took Two Years to Make a Journey of 320 Miles, From The Dalles to Silver Lake.

CHRISMAN WOULDN'T GIVE UP.

SILVER LAKE, Or., June 27.—Standing by a blacksmith shop at this place is a huge piece of machinery, patched and wrapped and mended until scarcely a bolt or rod is intact as originally completed. It is called a traction or road engine, and is a huge one at that. Securing freight in this country is the object of every merchant's life. To The Dalles, a distance of 320 miles, over rough mountain roads and desert sands, is the nearest point to the railroad or water navigation. It takes a long time to make this trip with an ordinary freight wagon and team, so long that many goods that are fresh on starting out become stale before they reach their destination.

F M Chrisman, a leading general merchant of Silver Lake, was persuaded that a traction engine was the thing, and he invested in one and determined to revolutionize the freight business between The Dalles and Silver Lake. More than two years ago he started out from The Dalles with his big traction engine, with a train of wagons loaded with freight attached. The roads, at the start, were favorable, and the engine worked like a charm. Up and down the long grades leading out from The Dalles the train moved with the ease of a railroad train, if not with the rapidity of one. In fact, the start was so propitious that Mr Chrisman on the very start wagered \$100 that he would be in Silver Lake in 30 days, taking at the time that he would make the trip in half the time. But in an hour afterwards the trouble began. A rod broke and he had to send back to The Dalles for repairs. In another hundred yards another break occurred and the blacksmith at The Dalles had to be employed. Then water gave out and the ranchers' wells were drawn upon. Wood became an object through the barren county and the ranchers' wood-piles were bought at their own price. As they progressed, sometimes a mile in a day, some days a hundred yards, and some days not a foot, the fuel consumed all the wood and water for miles in every direction. But Chrisman was undaunted. He said that he would land the thing in Silver Lake. He established moveable blacksmith shops, carpenter shops and shanties for the men to shelter under, and the traction engine and its train of wagons and the shops and shanties were an odd sight as they moved along the mountain and desert roads.

A big crowd accompanied the train most of the time, as the ranchers of every particular neighborhood and their families came to see the novel sight and followed along, when it moved, for hours. As they reached the more sparsely settled communities fame was left in their wake. Wood, water and fuel were completely exhausted. The combined efforts of the ranchers could not keep the thing in wood, as in many places fuel had to be hauled for many miles. In a few weeks' time some of the goods in the wagons began to get stale, and these wagons were detached and taken on to Silver Lake by means of the old-time power-horses. Then hills were reached where the engine could not ascend, and all the horses for miles around were employed to pull the machine and the train to the top. From morning to night the shouts to the horses, the swearing workmen, the axes of the woodchoppers and the hammers in the blacksmith and carpenter shops kept up a din.

But this was pastime compared with what was to follow. Out in the desert water and wood had to be hauled for 30 and 40 miles. Days were spent without moving an inch. Privations and suffering were endured. The wagons were all out loose and taken to Silver Lake, drawn by horses, but Chrisman said that the traction engine had to go through. It finally came to the point where wells had to be dug along the route for water and temporary watering stations had to be established, but the engine moved along one way and another, day by day, or every other day, or week, with snail-like progress. The whole line of road still shows the traces of this remarkable trip—the camping places, the fragments of broken iron, and the deep holes in the sands that were once wells to furnish water for the boiler. Any rancher will look sad when you speak of the trip of the Chrisman traction engine when he thinks of the wood and water famine that lay in its wake.

But perseverance won, as it always does. A little more than two years from the date of leaving The Dalles Chrisman pulled into Silver Lake with his road engine. There was not a wagon attached to it and it was the mass of patches and mendings it now is. He stopped it near the blacksmith shop, where it still stands and will probably stand forever. No one has ever ascertained what it cost to land it there and probably never will, but Chrisman is still in business.

RUNAWAY ACCIDENT.—Yesterday forenoon, about 10 o'clock, a runaway accident occurred at the old Lewis Belshaw place, about five miles north of this city. Mrs Josephine Hochelstein, aged 83 years, and Ralph Marx, and son of Lewis Belshaw, each about 14 years of age, were thrown out of a buggy and the horse ran away demolishing the vehicle. The boys escaped with a few scratches, but the old lady was not so fortunate and for a time it was thought she had received fatal internal injuries. No bones were broken. Later she was taken to her daughter's (Mrs O Marx's) residence by F D Linton, Dr Prentice, the attending physician today informed us that the old lady would probably recover quickly.

ANOTHER CLEAN UP.—F C Sharksey and wife arrived here from the Blue River mines this forenoon. Mr Sharksey brought down one of the regular fifteen days' clean-up of the Lucky Boy mine. The amount is not stated but it was a good sized one and perfectly satisfactory to the owners of the mine.

## SHOES

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## F. I. DUNN