

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 AUGUST 4, 1900.

NO 54

CLOSING OUT SALE

COMMENCING JULY 16

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Must be Closed Out by August 15

IN ORDER TO MAKE ROOM FOR OUR

Immense Fall Lines

Will give you excellent values in SUMMER GOODS.

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WILL MOVE ON PEKIN.

British Forces Ordered to Make an Immediate Advance.

SIXTY EUROPEANS KILLED.

WASHINGTON, July 31.—Admiral Remy reports to the state department that the attacks on the foreign legations at Peking ceased July 17.

Sixty Europeans were killed during the siege.

ON TO PEKIN.

LONDON, July 31.—The foreign office has tired of Chinese duplicity and procrastination and the British forces have been ordered to make an immediate advance on Peking.

General Chaffee, commanding the American forces at Tien Tsin, will join the British forces with his command of 500 troops.

LONDON, July 31.—The latest official report to the war department is that 93 foreigners are killed, dead or wounded in Peking as a result of the beleaguered condition of the city. Of these seven are Americans. During the same time 2,000 Chinese have been killed. This shows conclusively that the foreigners have had to make a most bitter fight for their lives.

FIGHT RESUMED IN AFRICA.

LONDON, July 31.—Lord Roberts in a report reaching the war department today states that only 1,000 Boers surrendered with the taking of Prinsloo by the British. Roberts has ordered hostilities resumed at once, and will commence anew an active and aggressive campaign.

WILL OPPOSE McKINLEY.

Senator Wellington, Republican, Declares His Dread of Imperialism.

CUMBERLAND, Md., July 30.—U. S. Senator George L. Wellington has definitely announced his determination to oppose the re-election of President McKinley, but has not made up his mind in what manner he will do it. In discussing his position, Senator Wellington said today: "I am unalterably and forever opposed to imperialism, which I shall fight with all my power. I am opposed to President McKinley because he has deceived us in National affairs, and I shall oppose his re-election. I am not now prepared to state what part I shall take in the campaign, but I will attend if possible the coming Liberty Congress at Indianapolis. I do not know whether I will support Bryan or not. There are some things about him that I do not approve."

Daily Guard July 31. HELD UP A HAYSTACK.—Johnny Hampton who arrived home yesterday from Eastern Oregon, tells of a peculiar accident at the home of his brother, Frank Hampton. A haystack fell over on one of Frank's horses, completely burying it. They dug the hay away expecting to see the horse down and smothered, if not crushed. It was something of a surprise to find the horse standing and not in the least injured. He was strong enough to hold up the entire stack. Incidentally Mr. Hampton states that everyone across the mountains is interested in the improvement of the McKenzie road, and would join a "good roads" club at any time. He further says that the men working on the upper road, sent up by the county, are doing good work, from the upper bridge to the county line.

Daily Guard, July 31. FORCE AT WORK.—On the Kelly Booth Lumber Co's head office, in this city, a force of persons commenced work today. The present quarters are only temporary, but they are roomy enough for the occupants. The GUARD welcomes the company in this city, as we think it means considerable to Eugene in its upbuilding.

A MISTAKE.—Albany Democrat: "L. S. Rowland, for several years city editor of the Eugene GUARD, a bright newspaper man has accepted a position on the Salem Statesman." A mistake. L. S. Rowland is a printer. The city editor of the GUARD is H. W. Rowland.

A MINE OWNER.—C. F. Fitchard, the New York hop man, is the owner of several mines in the Bohemia district. He purchased another one yesterday that assayed \$1.57 to the ton. It is a splendid prospect and he intends developing it.

McKENZIE WAGON ROAD.

A Statement of Work Needed and Benefits Expected.

The McKenzie wagon road cuts the Cascade range of mountains on the shortest line and easiest grades of any of the several across-the-mountain wagon roads. The McKenzie road runs on almost a direct east and west line, while the Santiam and Military roads bear southeasterly, making the distance of mountain travel much farther. For sixty miles from Eugene the road follows the McKenzie river, a stream that carries a much larger volume of water than either the Santiam or Willamette. The unusual force exerted by the river has been responsible for the formation of a valley that is naturally fitted for a wagon road. The stream has been impatient of impediments, and during the centuries has swept them away and left natural water grades the length of the valley.

After the road leaves the river opposite Belknap Springs it follows the Lost Creek canyon to the summit in grades that may be considered easy for the crossing of a high mountain range. The summit crossing has an advantage over other roads in that the grade is regular and without excessive short grades or pitches to surmount. It is a natural pass for a mountain road.

The writer has recently passed over the valley portion of the road and has knowledge of what is needed in the way of improvements to accommodate the across-the-mountain and Blue River mines traffic. Without exception the grades and bridges are safe, and need no work apart from blowing out occasional rocks from the former. The worst road is found for about a mile through the timber above Watterville, and for probably one-third of a mile between Maple Camp and Finn's Hole. Both these stretches of road have dirt beds and are badly dug out, reminding the traveler, especially near the Finn place, of the waves of the sea. It is down into a dugout hole and over a ridge into another hole in continuous succession for several hundred yards. Gravel is convenient for the rebuilding of both these pieces of road, while the dirt may be easily worked where necessary. The repair of these sections of the road is an absolute necessity for spring and winter travel. It is bad enough in summer when there is no mud. The only wonder of the traveler is how loads could have been hauled over such dugout roads during spring and winter months. At the Finn place of road there is but one track. Near Watterville the road scatters through the timber, and the traveler has his choice of the mudhole into which he must plunge. Not much consolation, though, when it is considered that the mudholes are like rotten eggs, all bad.

This road must be repaired, and Eugene business men must take the initiative. They cannot afford to allow the trade that will follow good roads to escape them. Lane county is building a bridge across the McKenzie at the Hedricks Ferry, and will assist in repairing the road if subscriptions are forthcoming. The settlers are poor, few and far between, and can do but little. Eugene business men must put their shoulders to the wheel and accomplish this work before the rains of another winter fall.

Little Tels. The Stratton registration law in California has been declared unconstitutional on the grounds that the legislature had no jurisdiction to eliminate parties casting less than 3 per cent of the total vote, and that it cannot interfere with the internal regulation of parties. Ex-speaker Reed has not yet answered Mark Hanna's invitation to take part in the campaign. Apache Chief Geronimo is not dead, but living with his squaw on Ft. Hill reservation. All the organizations of railway operatives will fight the new watch inspection and physical examination orders to go into effect on the Union Pacific August 1st. The middle road populist state convention failed at Columbus, Ohio, Saturday, only six delegates being present. A tornado at North Dakota, and a hail storm at Janestown Saturday damaged crops and killed one person. Prices on corn and roast beef advanced Saturday from \$1.25 to \$1.50 per dozen for one pound cans. This is the largest advance ever made by Chicago and western packers at a jump. The cause of the advance is the large demand by the government.

ADJUSTED.—The loss of O. C. Zeigler, by fire on furniture, has been adjusted at \$17.50.

TEACHERS INSTITUTE

The Second Day Witnesses Increased Attendance.

SUPT ACKERMAN LECTURES TONIGHT

Daily Guard, July 31. The Lane County Teachers Annual Institute is in session for the second day, and the attendance is large nearly one hundred being enrolled. The routine work is being carried forward under the direction of the instructors, who have their classes arranged for rapid and effective work. This promises to be one of the best sessions of the institute in recent years. State School Superintendent Ackerman arrived up at 2 o'clock this afternoon and at 3 o'clock addressed the teachers on the new registration book for schools which has just been issued from the state press. Mr. Ackerman had been listed for an address tomorrow night, but as he cannot remain the address will be made tonight instead of the one to have been made by Professor Durfee, who will lecture tomorrow night. Good music will be provided and the evening will be pleasant and instructive. The general public is invited to be present, and in fact to all the lectures during the institute.

DANISH COLONY.

Rev. Hansen Says It Is Certain of Success.

Daily Guard, July 31. Rev. P. L. C. Hansen and E. L. Thompson, of Portland, promoters of the forthcoming Danish colony, arrived in Eugene last evening. The gentlemen to our knowledge paid up for one tract of land they had contracted for. While here they also expect to contract for other lands. Rev. Hansen says the Danes are taking hold of the colony plan in large numbers.

TOO TRUE.—Oregonian: "Were Bohemia district in Colorado or Washington, or anywhere except in Oregon, it would not suffer long for lack of railroad service. Here we have a mineralized region as rich as Cripple Creek, but many times greater in extent, dependent for access to the world upon a long trail from Oakland and a tortuous mountain road from Cottage Grove, neither of which is adequate for large traffic."

THE BOHEMIA ROAD.—Eugene Review: "Oakland's people are determined to go ahead and complete their wagon road to Bohemia. G. J. Stearns, E. H. Pinkston and John Freyer have returned from a trip of inspection over the route, and as the Owl remarks, are 'well pleased with the trip and loud in praise of the rich mineral belt. After a careful inspection of the unfinished portion of the Bohemia wagon road they recommend that it be completed at once.'"

SUPREME COURT.—The following minor orders were also entered of record: G. G. Warner, et al, appellants, vs. Chase Ironsides et al, respondents; ordered that respondents' time to serve and file brief be extended to September 15th.

BLUE RIVER MINES.

The Lucky Boy Short of Water—The New Saw Mill.

Daily Guard, July 31. George Fisher is home from the Blue River mines again, having arrived last evening. He says prospectors are coming into the mines daily, and much work is being done in developing the different claims.

The Lucky Boy is now short of water and therefore is unable to run only five stamps about one-half the time. They are putting in a water pipe that will tap a small stream and a large spring. This will give them water to run their ten stamps continuously. They also have a force of men building their new saw mill. The boiler was to be started to the location this morning from Spark's place.

One of the miners had a few thousand feet of lumber hauled to his claim. It cost him \$60 per 1000 feet. Dr. Candiani's 5-stamp mill will soon start up. It is on the White ledge, which is a very rich one. Everybody is in favor of the proposed road improvement.

Florence Items.

West July 27. Rev. I. G. Kotts departed Tuesday afternoon for his new field of labor as Sabbath school missionary in southern Oregon. His family will remain in Eugene for a time.

Captain Gruggel, of the schooner Sacramento, informs us that A. W. Beadle & Co's new steamer, which they are building for the Siuslaw trade will be called the Acme and that the craft will carry 400,000 feet of lumber.

Capt. W. A. Cox and Mr. Sanborn went out over the bar yesterday morning in a sail boat. They report finding 12 feet of water at low tide. While out they passed very close to a large whale that was spouting in the water.

Harry Boyle commenced driving piles Tuesday for the Siuslaw Boom Co. below Point Terrace. Their boom is to be extended out into the river sixty feet from the bank to give more room for storing logs. Some work is also to be done at the Island boom, so we are informed.

FINEST ORCHARD.—Covallis Times: Nell Newhouse arrived Wednesday from Eugene, where he has been refitting the dryer in the prune orchard of Norris Humphrey. The model adopted in the new arrangement of the dryer is the same as is in use at the big prune orchard, which is understood to be a complete success in curing fruit. In Mr. Humphrey's orchard the Italian prunes are practically a total failure. Of Pettes there will be a yield of 2500 bushels. The orchard comprises 35 acres, half Italian and half Pette trees, and is one of the finest in the state.

Daily Guard July 31. THOROUGHLY PROGRESSIVE.—J. W. Shumate, the Watterville merchant, one of the most enterprising and progressive business men in Lane county, is one of those who will put money back of his interest in the McKenzie road improvement. He informed Messrs. Young and Griffin last evening that he would be one of those heading the list with \$100 subscriptions. Now for a few more, and a good road.

LIGHT YIELD.—James Yates threshed 90 acres of finely summer fall. It yielded wheat Friday and Saturday. It turned out machine measure, 461 bushels. It ought to have yielded easily over 2,000 bushels.

Odd Lace Curtains

See window. All odd Lace Curtains will be sold regardless of cost. Call early. We will not have them long.

THE REED SHOE

\$2.50
\$3.00
\$3.50

Our Summer Dress Goods...

Less than cost; moving rapidly; small ends are slaughtered. WRAPPERS Do not fail to see them. SUMMER UNDERWEAR A full line. STRAW HATS A nice assortment. GENTS' LINEN SUITS.

Here we come. Shirt Waists. Read below carefully.

\$1.50 now	\$1.00
1.25 now	.95
1.00 now	.70
.75 now	.55
.50 now	.40
1.75 now	1.35
2.50 now	1.75

F E Dunn