

EUGENE WEEKLY GUARD.

CAMPBELL BROS. Proprietors.

EUGENE, OREGON.

One of the first locks in the Nicaragua canal seems to be a deadlock.

The Queen's life was insured by her subjects for about \$2,000,000. Who will say that she was not worth it?

A personification of perseverance is that man who has married the same woman three times, having been divorced from her twice.

David said all men were liars, and Washington asserted he could not tell a falsehood. Here's a question for the debating societies to settle.

Mrs. Woolley wants to know the difference between playing euchre for a prize or gambling for money, and she hasn't found any person who is bold enough to draw the line.

The Sultan's ambassador to Spain has resigned because he cannot get his salary. If he had asked, the United States could have told him a thing or two about the way Abdul forgets to pay his debts.

Paris has caught the annexation fever and proposes to extend her limits to include a number of her suburbs, thereby increasing her population. "Greater" Chicago and "Greater" New York will doubtless regard this as imitation.

Demos is a funny bird! The people of Serbia detested him when he was King and would like to have seen him lynched. They resented his brutal treatment of Queen Natalie and hated him for what he was—a ruler, a card sharp and a general all-around black guard. Yet when his son, King Alexander, displays coolness about his death and has him buried outside of the kingdom he has disgraced the same populace becomes highly indignant at such unflinching conduct and storms the palace, with intent to do injury to the undutiful child. The vagaries of the mob almost equal those of the petit jury.

The South African war has overshadowed for a time that great project of Cecil Rhodes, the Cape-to-Cairo telegraph. That work has gone steadily on. Forests, streams, natives and wild animals have been conquered. Three thousand miles of poles, stretching northward from the Cape, have been erected, and but one thousand three hundred miles yet remain to be conquered. Rhodes has also undertaken that greatest project the world has ever seen—the Cape-to-Cairo Railway—which will soon be pushed to Victoria Falls. When these great enterprises are completed a long step will have been taken for the civilization of Africa. War is a great force, but history can't compare with modern science—that which is inevitably conquering the dark regions and the habitations of cruelty.

Are angels men? asks E. B. Prescott in Temple Magazine, and he points out that all the angels one ever reads of are men. To this the London Academy replies that while in literature angels are men, in art, they are women—the reason for the difference seeming to be literary and artistic demands. Neither of these journals, however, states the fact that all the angels one meets in daily life are women, nor does either note the passing fancy that all the ministering angels in current literature are women. Wings on angels seem to have been the result of an evolutionary process, for the earliest angels of whom we have any knowledge are not described as having wings. Evidently those who appeared to Abraham and to Lot were without wings, and, while in the new testament the seraphim and cherubim are described as winged angels proper, these who communicated God's message to man were wingless. The poet Nonnus, who lived in Egypt in the fifth century, is the first on record to speak of angel's wings. Since then what splendor of color, what variegated beauty and delicacy of that has been found in these heavenly beings, whom Dante was pleased to call "birds of God." As the word angel signifies messenger, it was natural that this order of beings should take on wings, which indicate speed. Hermes, the Greek messenger of the gods, with winged feet, is shown also with wings on his golden sandals, on his broad-brimmed hat and on his caduceus, or staff. He does not take on a birdlike form, with wings on his back. The modern idea of an angel is associated with kindness, sympathy and healing devotion. Hence the modern angel has no wings. She does not fly. She stays by, ready to assist. Perhaps the real type of the modern angel is best seen in the trained nurse, who ministers to the sick with patience and intelligence, and who fulfills her mission without flutter or rustle.

The retirement of President Charles E. Perkins, of the "Burlington," and the advancement of George B. Harris to the presidency of the largest independent railway system in this or any other country are events of more than ordinary interest to the business world.

The celebrated marble arch, one of London's most notable landmarks, is shortly to be demolished, though the reason for such an act has not yet been published. This interesting object was built by George IV. at a cost of \$400,000 as an entrance to Buckingham palace, where it did duty in that capacity for many years. But as the gateway to the palace the arch was a failure. It had the effect of dwarfing the royal residence, and visitors who went to view the royal house from the exterior saw "a great gate," to quote an old description, "and very little palace." Accordingly, in 1850, it was removed to its present position in Hyde Park. It is not a solid structure, but contains several rooms.

enced relatives or favorites of influential stockholders can be advanced to responsible managerial positions in the great railway systems. Promotion in all the big systems is now based upon absolute demonstrated knowledge of every important detail of the transportation business. Mr. Harris, the new President, and General Manager William C. Brown are splendid types of the twentieth century railroad man. Each worked his way up from the bottom. There is no detail in the entire range of railroad management from track building to motive power and equipment with which they are not familiar. The railway career of the new President of the "Burlington" began at the age of 16 as office boy for the Hannibal and St. Joseph Road, now a part of the "Burlington." From this he gradually climbed to the top through successive promotions embracing nearly every branch of the operating department.

Students of social conditions in England are tending toward the conclusion that the humane sentiment of modern society is productive of having in some of its phases. The Spectator recently showed that the comfortable housing of paupers in London, with all its great benefits, has had a bad effect in increasing pauperism. During the Boer war and the prosperity of the last year it was impossible to get enough in London to do all the work offered, yet the almshouse population showed no falling off. There were thousands of new occupants. In the same way the too lenient treatment of habitual criminals seems to be having a bad effect, as shown by Robert Anderson, Assistant Commissioner of Police in London, in an article in the Nineteenth Century. Mr. Anderson shows by official statistics that crimes by professional offenders have steadily increased in London since the transportation of such criminals was abolished in 1867. While the total number of felonies has shown a gratifying decrease, the number of offenses by professional criminals has grown each year. Within the last half century the burglaries in London have increased fifteen-fold, and professional offenses of other kinds have shown a similar increase. Mr. Anderson believes this is due to the milder punishments which the general decrease of crime has made possible. Men who deliberately choose a life of crime are taking advantage of the humane sentiment which permits them to escape with short terms. They should be treated more stringently than the ordinary law breaker. The point Mr. Anderson makes is valid. He says the practice of sentencing a habitual criminal merely for his latest offense is unjust to the community. Such a criminal, after serving his sentence, at once returns to his "profession." To set such a public enemy at liberty, says Mr. Anderson, is as stupid and wicked as to allow a smallpox patient to go at large in the community. He urges life imprisonment for such cases. When a man is seen to belong irrevocably to the class of incorrigibles he should no longer be released to prey upon the public. If all the well-known criminals of this kind were so treated, says Sir James Stephen, an eminent English jurist, "the really bad offenders might in a few years be made as rare as wolves."

KURD AND THE CAMERA.
How Munford, with Aid of Seyid, Got Some Photographs.
The seyid-backman and nothing more—exacted the deference due to him, all along the road. Once beside a deep, sluggish stream we came upon an encampment of nomads, who had come down out of the mountains to wash and shear their animals, says Harper's Weekly. They were hard at work, the boys holding down the sheep and goats, while the elders removed the fleeces. The women, to whom health lent a luxuriant kind of beauty, and who, after the manner of mountain women, were lax about the exposure of their faces, went about among the flocks, drawing milk into earthen vessels. As I leaped across the stream, camera in hand, a great cry of protest went up, and the chief of the outfit, a bronzed, bearded and rangy gentleman, who missed his proper place in the world by not being where he could play right guard on a Princeton eleven, came running with half a dozen of his retainers and dogs to do him up. He was shouting and waving his arms in mandate to me to get back to the other bank, and reaching for a sort of bush hook that he carried to make the argument good. In the wildest plunge of his onslaught he caught sight of the seyid's green belt. He stopped as if some thoughtful person had pulled an airbrake on him, and began to kowtow.

With wrath and reverence struggling in him he asked the seyid what sort of being I was and what I was going to do to his people with that "box which had the evil eye in the end of it." It was explained to him. He looked doubtfully at the camera, then whispered to the seyid, "Is it a sin?" "No," said the lawyer.

The chief relaxed his hold of his snickersnee, and put his entire company, men, boys, sheep, goats and rosy-cheeked women, through their paces, while the evil eye winked knowingly and often.

Marble Arch to Be Demolished.
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Germany's Leather Exports.
As compared with the first nine months of 1909, Germany's exports of leather and leather goods for the corresponding period this year showed a decrease of \$4,000,000.

GREAT RAIL RECORDS MADE. Fast Runs on the Steel Highway, Here and Abroad, but America Is in the Lead.

SINCE the invention of the railway locomotive, since the day when the first train went shrieking over the iron rails to the intense consternation of the natives there has always existed the greatest popular interest in fast runs. Time and again records have been made only to be smashed until it would be difficult to pick out a run and make the unconditional statement that it was the greatest run ever made by a railroad train. A disagreement sometimes arises even as to what is a railroad train, for some great examples of speed are credited to locomotives to which were attached single coaches, and some authorities do not admit that such combinations are trains. Americans and Englishmen have always been and probably always will be the leaders of the world in all matters pertaining to railways and the speed of trains. Between the two countries there has always existed more or less rivalry over the speed accomplishments of their respective locomotives, and the rivalry will likely continue as long as it is possible to make improvements of any character. Perhaps Americans as a whole give the subject greater attention than do the British, for we seem to be interested in all things of the superlative degree much more deeply than our cousins. Every now and then friendly rivalry—sometimes, however, it is not extremely friendly—breaks out between the various great railways of the country, and every time there is a contest one great record or more is completely smashed.

One of the greatest, if not the greatest,

Northwestern roads over their routes between Chicago and Omaha. The distance between the two cities is 500 miles in round numbers. The Northwestern route is 489.9 miles long, while the Burlington is 500.2 miles. The Northwestern train was due to leave Chicago at 10 o'clock at night and to arrive in Omaha the next morning at 8:15. The Burlington left at 9:30 in the morning and arrived in the Nebraska city at 7:55 the next morning. Thus the two trains ran practically the same rate of speed.

Very Close Competition.
The Burlington train had a little over ten miles more than the Northwestern to run, and she used ten minutes more than the latter to make Omaha, so it would be splitting hairs to say which road operated the fastest train. In the contests which took place the trains of both roads did such remarkable work that the government mail contract, for which they were contending, was divided between the two lines. It is said that no trains on earth ever made such remarkable runs daily and kept up the pace as these trains. These runs of about fifty miles an hour are made without making any allowance whatever for stoppages, slow down and delays of any kind. This means that the trains necessarily attain a speed in some parts of the routes of eighty or ninety, or perhaps even a hundred miles an hour. Some have made the claim that the trains occasionally reached a speed of 120 miles per hour. Less than three years ago another great run was made which attracted

turn of the train had hurled the wheel down the track as if it were a buggy wheel. For some time the wheel had remained on edge like a bay's hoop. It hopped over to a side track and then gradually veered to the outer edge, where it crossed the outside rail and ran off into a field, where it soon went down in the soft earth. This accident, of course, caused a most serious delay. The railroad officials telegraphed to Rock Island for another engine, but it did not arrive for over an hour. Finally, however, the relief locomotive came and the train was a few seconds afterward speeding on its way. Nearly all of the rest of the way to Denver the train was pushed to record-breaking time. It arrived at the Denver station the next afternoon, after starting at 1:32, exactly twenty-four hours and two minutes after it left Chicago, breaking the record for a full train going from this city to the Rocky Mountain city.

Dash for Mail Connection.
In November, 1897, a very remarkable run was made between Cheyenne and Omaha, over the Union Pacific railroad. It is still maintained by many that this was the fastest long-distance run ever made, for the running time was not properly reduced to the correct figure by deducting time for stops. The distance between the two cities is 519 miles and the mail train on Nov. 29 made the distance in 520 minutes, including stops as was stated. This run was not made in any vainglorious desire to smash records, but for the purpose of avoiding a heavy government fine which would have been imposed if the train had missed connections for the East at Omaha. When the discovery was made at Cheyenne that unless an extraordinary run was made the mail connection would be missed the two mail cars were cut loose from the rest of the train and started with the engine and tender alone on the fast trip. Six stops of from three to five minutes were made for coal and water, and the train had to be slowed down for ten minutes in passing through South Omaha and the yards of Omaha. So there can be no doubt that this was one of the swiftest runs ever made on rails. In April, 1899, a remarkable run was made by a train on the Burlington road between Creston, Iowa, and Omaha. When the train arrived at the former town it was an hour and six minutes late. When the flyer arrived at Omaha it was only 29 minutes late, having covered the intervening distance of 104 miles in 113 minutes, or, deducting stops, in the actual running time of 103 minutes. The Burlington considers this section between these two cities its poorest division for making fast time, on account of hills and curves, so all things considered, the burst of speed made on April 5, 1899, was most remarkable.

Was Too Literal by Far.
Colonel Pew tells a story of the Tenth regular infantry that is pretty good. One night in Cuba one of the sentries was a raw recruit from the green isle and the officer of the day, on his rounds, was challenged by him. "Who goes there?" "Honorific now. Doesn't that surprise you?" "It does and it doesn't." "Heard he was going there, eh?" "No, I didn't know he was in Honolulu, but I knew he was 'way off even when he was here."—Philadelphia Record.

They Improve with Age.
Belle—I have a violin that I played on when I was a little girl.
Nell—Gracious! It must be a fine one.

A Married Man.
Jaspar—Why do you consider Bon-dicks so especially lucky?
Jumpup—Why, all his friends had gone back on him before he had succeeded, and he was able to begin life with a clean slate.—Life.

Wet-Merited.
"I understand Miss Goodie took piano lessons at the conservatory."
"Oh, yes. She's got a gold medal."
"Yes, I was paying a visit at her house last night and she positively refused to play; said she had decided to give it up."
"Yes, that's what she got the gold medal for. The neighbors gave it to her."—Philadelphia Press.

Charity Needed.
Kind Lady—You say you have such a hard time supporting your three daughters. What do they do?
Hank Brown—Two is havin' der voices cultivated and de odder is in Europe studyin' art.

MILLION DOLLARS FOR A NORTH POLE SEARCH.

ward the middle of June as the date when the expedition will leave New York. Four portable houses, two steam launches, a photographic outfit, and fifty tons of dog food are among the latest list of supplies for which Baldwin is negotiating. This expedition, which will have practically unlimited financial backing by Wm. Ziegler, will probably go into the Arctic regions better prepared to accomplish its object than any similar expedition since the quest for the pole began. Ziegler has announced that he is prepared to spend a million dollars.

Baldwin went with the Peary expedition of 1895 as meteorologist and in 1897 went to Spitzbergen to join Andrew in the latter's balloon expedition, but was prevented by lack of room in the balloon car. His plans for the coming attempt to reach the pole were formed after five years' close study. Baldwin will have the most extensive transport train ever carried on such a voyage.



An Interloper.
Old Gentleman—Here, sir, how is it I catch you kissing my daughter?
The Lover—By sneaking in on us, sir.
—Philadelphia Press.



He Couldn't Lose.
Jones—Do you object to your boy playing football?
Smith—No, indeed; the policy is made out in my favor.

AGAIN THE UNLUCKY THIRTEEN.



Sykes (counting the Judge and jury)—I allus said as 'ow thirteen was an unlucky number.

His Customary State.
"Your friend Tackey is 'way off in Honolulu now. Doesn't that surprise you?"
"It does and it doesn't."
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Foxy Youth.
Elderly—I saw you with the charming Miss Henderson to-day. I know her parents very well.
Youngman—Do you? I wish you'd be in a bad word for me with them.
Elderly—You mean a "good" word, of course.
Youngman—No, I don't. If I can get her parents to oppose me I'll have the girl sure.—Philadelphia Press.

He Knew Better.
"Oh, John," she cried, "baby's teeth."
"Aw, go 'way!" broke in little Willie who was playing on the floor. "You can't cut a tooth! You may break it, but you can't cut it."—Chicago Post.

The Other Side.
"I suppose your experience is that good many tenants find it cheaper to keep moving than to pay rent?" remarked the inquisitive man.
"No doubt," replied the candid real estate agent, "and we frequently let it cheaper to keep them moving than to make the repairs they require."—Philadelphia Press.

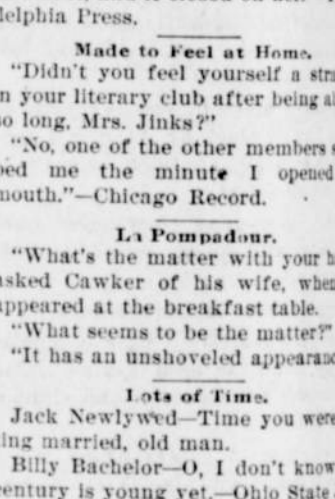
Just Wiggled.
"How did Eleazar announce her engagement?"
"She wiggled the finger that was the diamond ring."—Puck.

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