

THE EUGENE WEEKLY GUARD

AN INDEPENDENT PAPER
GUARD PRINTING CO., INC.
Publishers
Published every Thursday, Eugene, Or.

Subscription price, \$1.50 per year if paid in advance; \$2.00 at end of year.
Entered at the Eugene, Oregon, postoffice as second-class matter.

Agents for The Guard.
The following are authorized to take and receipt for subscriptions or to transact other business for The Daily and Weekly Guard:
Cottage Grove—W. C. Conner.
Creswell—J. L. Clark.
Coburg—Geo. A. Drury.

THURSDAY, JANUARY 17

OUR PREMIUM OFFERS

Notwithstanding that the Guard has been enlarged and the cost of publication materially increased, the Guard Printing Co. makes a special offer to every new or old subscriber. All who will pay one year in advance for the Weekly Guard at only \$1.50 a year will be given their choice of the Twice-a-week St. Louis Republic or the "Oregon Agriculturist," absolutely free for one year.

The Republic is one of the largest and best family papers in America and the "Oregon Agriculturist" is one of the best and most practical farm, fruit and stock papers in the West.

Subscribers, old or new, may take their choice of either paper as a premium. Those who failed to get the promised premium magazines will be given their choice of either of these papers in place of the magazines without further cost by sending their names and addresses to this office. So far we have been unable to compel the Eastern publishers to keep their agreement in regard to the magazines, and feel the disappointment as keenly as our subscribers.

The Weekly Guard is still clubbed with the Semi-Weekly Oregon Journal, at \$2.25 a year for both papers. Mail all remittances and communications to
GUARD PRINTING CO.,
Eugene, Oregon.

HELP THE WATERWAYS

The Salem Capital Journal is harping on the right chord in the following editorial:
The state of Oregon should awaken to the necessity of doing a great deal of work for the development of its waterways.

Just now there is quite a tendency to roast the railroads when a great deal more can be accomplished boosting the waterways.

The railroads deserve some roasting. They will get some legislation. But we are liable to go too far on these lines.

We cannot go too far in the direction of helping ourselves by doing something to improve the waterways. Portland has set an example in creating the Port of Portland commission and heroically tackling the harbor problem.

Cosco Bay is doing the same kind of work. Astoria and other harbor cities could to great advantage follow in the same lines.

The cities and the counties on the Willamette river could well undertake to do something to render this river navigable.

A tax for the purpose is a tax to help the producer and the merchant find easier access to the great markets of the world.

As John Sharp Williams said at the Rivers and Harbors congress, such appropriations are investments and not expenditures.

They bring an immediate return in lower freight rates, and are the best and most effective regulation of railroad rates.

Merely roasting the railroads and creating a further paralysis with stringent legislation will not help us much. We must help ourselves a little.

Washington is 3,000 miles away, and relying entirely on what congress will do for our rivers and harbors is a slow and uncertain process.

The Capital Journal believes that the whole Willamette valley basin should exert itself and tax itself to open this river and make the locks and canal free.

It would not cost one-half as much per year tax as the producers and shippers are now paying in tolls on the canal. It will be twenty years

before congress can perform that task.

Indeed, it is very doubtful if congress will do it at all. The \$400,000 spent on the locks and canal of the Yamhill river will be cited against us.

OREGON AND WISCONSIN

Taxes are unusually high in every county in Oregon this year. The property has been listed by the assessors at practically actual value, while the rate has not been cut down to correspond with the increased valuation.

The Oregon plan differs from that of Wisconsin, where state taxes have been entirely wiped out by a system of legislation fathered by Governor LaFollette, now United States senator. The state is now building a new state capitol, to cost from \$4,000,000 to \$6,000,000; expenses of maintaining its government are heavy, and yet its people are not to be called upon to pay one penny of state tax this year.

Under the law a school tax of one mill must be levied, annually, yet so plethoric is Wisconsin's pocketbook that half the amount required for the schools will be paid out of the state treasury, leaving half a mill tax as the only state burden imposed upon property owners.

Civil war claims to the amount of over \$1,000,000 have been collected, together with back taxes from the railroads. But Wisconsin's financial prosperity is due principally to the laws requiring corporations to bear a greater share of the general burden than they have done in the past.

With a generous balance in the treasury at the beginning of the year and a revenue expected from corporations more than equal to meeting the running expenses of government, why not relieve the people of a state tax?

Were it not for the building of a new capitol the entire school tax would have been paid from the treasury, and the people would now be enjoying the unique distinction of remaining absolutely untaxed for state purposes.

No wonder his colleagues in the United States senate hate LaFollette; he does not serve the railroads, corporations and trusts as they do—and moreover, he wears no collar, but thinks and acts for himself.

The country needs more LaFollettes.

INDIAN IN THE SENATE

Kansas can't be kept off the front page of the yellow journals for long at a time. Her latest bid for notoriety is the election of a full-blooded Indian to the United States senate.

Charles Curtis, who has just been nominated by the Republican legislative caucus for that office, is an aboriginal American. He is one of the few remaining of the Kaw tribe which is fast fading away. Both Mr. Curtis and his children received allotments when the Indians' lands were parcelled out by the government.

Mr. Curtis is a strictly self-made man. In his youth he was in turn a newsboy, so the press dispatches state, selling newspapers on the streets of Topeka, a peanut butcher, a horse jockey and a cab driver. He gained a smattering of law by hard studying while driving a hack, and was admitted to the bar. He was soon elected county attorney and later sent to congress, mainly through the votes of those who had been his patrons in his youthful business ventures. He will begin a full six-year term on March 4, which marks the expiration of the brief services of Senator Benson, who was appointed by the governor of Kansas to fill Burton's unexpired term. He has been a member of the house of representatives for fourteen successive years.

A dispatch from Honolulu says the Japanese of Hawaii have secreted enough rice to feed the entire population of the islands for seven months. There are fully \$900 more Japanese men in Honolulu than there were a year ago, and a vast majority of the Japanese who have returned to their homes during the last year have been women and children. The significance of these facts has caused the

situation here to be regarded with much gravity. The strategic importance of having a large food supply in Hawaii in the event of hostilities is apparent. The return of the women and children to Japan, which the authorities report, is also noteworthy, especially in view of the recent arrival of Japanese troops in the guise of coolies.

Tuesday, January 15, a meeting of the Pure Breed Livestock Raisers' Association will be held in the council chamber of the city hall, Salem, for the purpose of effecting permanent organization and transacting such other business pertinent to the objects for which the organization is formed, the promotion of interest in the breeding standard, high-bred livestock by Oregon breeders, and the securing of such legal protection of the industry that is consistent without undue discrimination.

WALTERTVILLE NEWS OF LOCAL INTEREST

(Special Correspondence.)
Walterville, Jan. 8.—Quite a number of loggers have resumed work since the holidays and the recent storm.

Mrs. Frank Sues, who has been confined to her room for several days with a severe cold, is much improved.

L. E. Meyers has rented Mr. Dutton's vacant house and is moving his family in today.

Saturday morning Mr. Devor and Fay Brownson took their guns and strolled up on the hillside in search of game, when they came across a coon track. They having no dog with them, Fay determined to act as "Fido," and accordingly tracked Mr. Coon as best he could, the snow being in patches, when finally he came upon him and chased him up a tree, where two shots put an end to the coon's life. He was a nice fat fellow, weighing about 35 pounds, but did not make very good steak.

Charles Brewbaker, of Portland, who visited his parents and friends in this place during the holidays, has returned home.

Lester Williams is around and at work again, after several days' illness.

Our ferryboat is still stranded on a gravel bar, the effects of the recent high water.

Matt Emmerick, who had the misfortune to get his leg broken some time ago, is able to be about on his crutches.

Mr. and Mrs. Fred Easton have returned from Mohawk, where they visited relatives and friends.

Harry Russell, of Thurston, is in our village today.

LEGISLATORS WILL RECEIVE COURTESIES

Railroad "courtesies" will not be withheld from members of the legislature this year, says the Portland Telegram. The heart-rending story that went forth a short time ago that all "courtesies" would be recalled January 1 was the invention of some perverted imagination, without regard to the feelings of those who wanted to give and those who wanted to receive "courtesy."

"Courtesies"—they were once called by the hard-sounding and unsympathetic name of "passes" before the more refined cognomen came to the defense of an odious idea—will be accorded members of the legislature this year, just the same as of yore, according to an eminent railroad official who knows of no reason why such should not be the case.

True it is that all "courtesies" now in the keeping and possession of the 90 senators have expired, as far as the technical date is concerned, but these will be extended, "Courtesy" will not be withheld, although the blank "annuals" have not arrived from the far East. And so those in use will be validated and allowed to pursue their "courteous" course, just as though nothing had happened.

Wherefore there will be nothing in the cards to prevent any conscientious lawmaker from traveling free, as then they have always done, "time whereof the memory of man runneth not to the contrary." But there's nothing wrong about it all.

GREENLEAF ITEMS

(Special Correspondence.)
Greenleaf, Jan. 7.—We have had the highest water for six or seven years, causing a delay of mail and other travel.

A telephone meeting is being held at the Greenleaf postoffice today to elect new officers and sum up matters in general.

G. S. Woolridge has gone to Junction City to visit his mother.

F. R. Peplot and wife visited at Mr. Wolcott's Sunday.

Louie Hunzicker has returned from Eugene, where he had been transacting business.

Mrs. Chloe Bryant, of Blachley, is visiting her mother, Mrs. Pope, at Deadwood.

Herman Steinhauer went to Eugene last week and has not returned yet.

COTTAGE GROVE ITEMS.

Our readers will be pleased to know that Marshall Underwood is much better and his doctor tells us that he will soon be seen on the streets again.

A. S. Powell purchased the interest of his partner, Mr. Potts, in the Fashion stables of this place. Mr. Powell will run the business in the same business-like way it has been conducted in the past.—Leader.

LOCOMOTIVE AND MAIL CAR BURNS AT JUNCTION

(Thursday's Daily.)

The locomotive and mail car of the southbound overland train, due here at 12:32 o'clock this morning, were practically destroyed by fire at Junction City last night and the entire town narrowly escaped destruction.

The fire originated in the locomotive. A lighted lantern caused coal gas in the tender to explode, and in an instant the locomotive was ablaze. An exploding oil tank sent the flames in every direction and soon the mail car and the small oil tank alongside the track were burning. The volunteer fire department responded to the alarm and the big reserve oil tank was prevented from burning, but the mail car, together with most of the mail, was consumed and the engine was damaged beyond repair.

Had the flames reached the big tank it would have exploded and the burning oil would have been thrown all over the town, entailing a big loss.

Another engine was sent for and the train arrived in Eugene at 5:20 this morning.

The Eugene correspondent of the Guard tells of the fire as follows:
The engine and mail car on train No. 15, southbound, were completely destroyed by fire at the oil tank here last night. The cause of the fire was as follows:

There being no electric light at the depot yards, it is the custom of the men to use their lanterns to see when they are taking oil, and it is also the rule not to have the lantern nearer than six feet from the mouth of the funnel of the oil tank. In this particular case the lantern was fully ten feet away from the mouth of the funnel, but there was a strong wind blowing from the north and the oil in the engine tank being very warm, when the fresh oil was turned in on it it caused a large volume of gas to escape, and the wind blew this over the lantern, lighting it, causing an explosion. The fire at once enveloped the entire engine and mail car, and they were completely destroyed.

The engine is twisted all out of shape the heat being so great that it was red hot all over, even to the car wheels. The fire company was out promptly and turned the water on to the mail car, but it was too late to save anything but scraps of mail.

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KELLY MAY RUN UNDER 'VARSITY COLORS

While at Baker City, his home, Dan Kelly, who holds the world's amateur record for the 100-yard dash, stated that he would run under the colors of the Multnomah Club of Portland on the Northwest team, which will go to the Jamestown Exposition next summer. That statement has caused a great deal of talk here, for to some it does not look right to receive training under the 'varsity' lemon and then go to a club when the honors are to be won. On account of this everything is being done by Kelly's associates and Hayward, the trainer, to get the sprinter to reconsider his decision, and from the pressure which is being brought to bear upon the swift-footed youth, he will probably consent within a few days to sign a statement as to what action he shall take next summer.

Kelly is well liked here, and if he promises to represent the university and go with the rest of the men who will undoubtedly make the team his popularity will be even more enhanced. For this reason and because it seems to be no more than right, little difficulty is expected in bringing the lightly-shod Baker City lad around.

S. P. CO. WILL INSTALL BLOCK SIGNALS

Recommendations made by General Manager J. P. O'Brien for the installation of additional block signals on the main line of the O. R. & N. and Southern Pacific have been authorized, and during 1907 the O. R. & N. system will be completed and a large part of the Southern Pacific protected, particularly between Eugene and Ashland.

The O. R. & N. system is in operation from Pendleton to Huntington and from Portland to Troutdale. The main gap to be finished covers 171.2 miles of track, and the work has already been started. On the Southern Pacific the first continuous part of the system to be installed is from Portland to Hubbard, a distance of 32 miles. Then the track from Eugene to Goshen, six miles, will be protected, and 13 miles covered from Divide to Drain. In addition protection will be installed at 13 stations and curves, or 26.4 miles of the system.

ADJOURNED TERM OF COURT JANUARY 23

Attorney A. C. Woodcock this morning received a letter from Judge J. W. Hamilton at Roseburg, stating that he will be here on January 23 to hold an adjourned term of circuit court. He was to have been here today, but was unable to come on account of other business which required his attention. The court will convene at 3 p. m. on that day, and the attorneys are all requested to be on hand at that time.

ESTRAY NOTICE.

One Jersey calf came to my place at Mabel about November 15, 1906, marked with an underbit in each ear. Owner can have the same by paying for this advertisement and for keeping of the calf. Cal Hileman, Mabel, Ore.

FINED \$40 FOR BEING DRUNK AND DISORDERLY

William Fay, a butcher of Coburg, was fined \$40 by Police Judge Dorris this morning for being drunk and disorderly. This is the heaviest fine imposed in the Eugene municipal court for such an offense in many years.

Fay came to town yesterday and proceeded to fill up on "soft drinks." When he went to Bernard & West's stable last night about 12 o'clock to get his horse and go home he became very abusive to the stablemen and created a big disturbance. He was placed under arrest by Officers Croner and Purdy and taken to the city jail where he deposited \$40 with the officers to insure his appearance in court.

When he was released and allowed to go home, L. L. Walker appeared for him this morning and entered a plea of guilty and the judge placed the fine at \$40, remarking that it would have been \$50 had the deposit been that much.

He sent word to Fay that if he is found in town again he will be arrested upon the charge of resisting an officer.

WOOLEN MILL STOCKHOLDERS HOLD ANNUAL MEETING

Plant is Now On a Paying Basis and Doing a Good Business—New Building to Be Erected.

A meeting of the stockholders of the Eugene Woollen Mill Co. was held yesterday afternoon, Hon. T. B. Kay, of Salem, the heaviest stockholder, being present. The present officers of the company were re-elected and reported of the business of the past year heard. The plant is now on a paying basis, the output at present being \$9000 a month, with a payroll of over \$2000 a month. A new wool house will be built in the spring and a complete sprinkling system will be installed. E. Koppe will continue as superintendent of the mill and Arthur Ford, an expert, has been installed as head buyer and grader.

SPENCER BUTTE COAL COMPANY'S MEETING

The first annual meeting of the Spencer Butte Coal and Petroleum Company was held today in Frank's hall, with about thirty stockholders in attendance. After hearing reports from the superintendent of the mine and transacting business of minor importance the following directors were elected: S. E. Stevens, Geo. L. Jennings, W. J. Williams, Geo. Midgeley and J. W. Zimmerman.

The report of Superintendent Mitchell showed that much work had been done since operations began at the mine, and four men are steadily employed at present. Martin Mattson, one of the Portland stockholders, was present and reported that he had shown samples of the rock taken from the mine to coal experts in the metropolis and they were pronounced equal to the best taken out of the Alaska and Washington mines.

MAN KILLED IN WRECK NOT A HOBO

Dr. E. J. Thompson returned this noon from Turner, where yesterday he preached the funeral sermon over the body of John M. Forest, who was killed in the wreck at Comstock, says Monday's Albany Democrat.

Forest was mentioned in the papers as a hobo, but he was no hobo. He was riding on a ticket as a passenger, and being an old acquaintance of Eugene Welding, got on the engine with him for a visit, being with him when the accident occurred. His home was in Salem, though he had formerly resided at Turner.

LEASE BRICK BLOCK FOR LONG TERM

Ell Bangs has leased his brick block on the corner of Eighth and Olive streets for the period of six years to Campbell & Fellman, who recently purchased the large furniture business of H. Gordon, the housefurnisher. Under the terms of the lease the incoming firm, which takes charge of the new business on March 1, in addition to the large salesroom occupied by Mr. Gordon, will have the entire second story of the building and the space giving nearly 25,000 square feet of floor space, not counting balcony space in the building.

NOTES AND NEWS

A cold wave is sweeping over the Philippine Islands. The temperature is down to 55, the lowest in history. Natives have no clothing for such weather and are suffering.

An effort is being made in the Missouri legislature to have two mules put on the seal of the state in place of two bears.

The new constitution of the state of Oklahoma provides for a commission to buy up all the coal and asphalt lands, to be owned by the state.

Wheat farmers in Eastern Oregon rejoice over an immense fall of snow. One steamer landed 700 Japanese laborers at Honolulu one day this week.

The First Methodist church at North Yakima is being used for a high school since the school building burned.

George Andres, of Oregon City, was fatally shot while resting on the steps of the West Oregon City school building. The gun was accidentally discharged.

In an interview at Spokane yesterday Wm. J. Bryan asserted his belief that the president did right in discharging the colored troops because of the Brownsville riot.

UNABLE TO AGREE ON COUNTY LINE LOCATION

No agreement was effected by the Linn-Lane boundary commission which met in the Alca Club rooms in this city last evening and from present indications the dispute will be threshed out in the legislature.

The Lane county men proposed that Linn county give them a slice of land near Harrisburg, the line to run along the west line of Mabel precinct. This proposal was flatly refused by Linn's commissioners as being out of all proportion to the amount of land which Linn county would gain as a result, if it should be accepted. In substance Lane county asks that Linn county give up a greater and more valuable portion of territory than Lane would give in return. It was supposed by the Linn county commissioners that a compromise proposition would be presented by the Lane county men, and when such was not done all negotiations were called off. While the result of the conference is deplored by Linn county folk, it is felt that Lane is seeking to gain an advantage over Linn in the proposed adjustment of territory which would not be fair to this county, if accepted.

RANKIN DEEDS FOR TIMBER LAND BEING RECORDED

Portland Capitalist Who Is Buying Big Tracts in Western Lane County Filing Instruments.

The Guard has previously mentioned the sale of large tracts of timber land in the Western end of Lane county to M. B. Rankin, a Portland capitalist, through H. C. Mahon, of this city. The deeds for the lands are now beginning to be filed for record in the county clerk's office, the first coming in yesterday afternoon. Among these were the following:

Rachel E. Creel, 160 acres in sec. 15, tp. 15, s. r. 3 w.; \$3200.
Grace E. and Edgar DeCoul, 160 acres in sec. 18, tp. 19, s. r. 6 w.; \$2000.
Jacob Oefinger, 138 acres in sec. 2, tp. 15, s. r. 7 w.; \$2333.
Christ Oefinger, 151 acres in sec. 4, tp. 15, s. r. 7 w.; \$2592.
Winifred E. Parsons, 80 acres in sec. 24, tp. 19, s. r. 7 w.; \$1600.
Lewis W. Hunzicker, certain land in sec. 25, tp. 16, s. r. 7 w.; \$2500.
Will and Julia Johnson, 160 acres in sec. 30, tp. 19, s. r. 6 w.; \$3200.

OFFICERS OF ORDER OF WASHINGTON INSTALLED

Eugene Union Holds Interesting Meeting Last Night—Elmira Union Present, and Also Installed.

The meeting of the local union of the Order of Washington last night was a gala occasion. The officers recently elected were installed and the Elmira union was well represented at the meeting, their officers being also installed. Supreme Secretary J. L. Mitchell was present at the meeting and acted as installing officer. After the work of the meeting had been completed an elaborate banquet was served. The officers of the Eugene union as installed, are as follows:

President, Mrs. Edith B. Linton; vice president, Mrs. Cassie Moore; secretary, Mrs. N. K. Belshaw; treasurer, Mrs. Lizzie Simon; chaplain, Mrs. Josie Cummins; musician, Mrs. Minnie Russell; sentinel, Mrs. Mary Cartwright; guard, Mrs. Ellen Tallafero; escort, Clydes Elinaker; assistant escort, Miss Violet Parson; trustee, J. J. Moore.

REPORT OF CAMAS SWALE PUBLIC SCHOOL

Following is the report of Camas Swale public school, district No. 63:

Number of days taught, 58.
Number of holidays, 2.
Number of pupils enrolled, 19.
Number of pupils dropped, 3.
Number of visitors, 18.

Those averaging over 90 per cent in the examination are: Seventh grade—Nellie Harper, Willard Cowgill, Wilbur and Carl Reetz. Fifth grade—Harry Bush, George Napper, Loella Moxley, Blanche Cowgill.

Third grade—Alfred Bush, Gracia Reetz. Those neither absent nor late during term—Curtis, Lee and Blanche Cowgill, Harry and Alfred Bush, Loella Moxley. A prize will be given at the close of the term for perfect deportment and regular attendance.

WALNUT INDUSTRY GROWING IN OREGON

Counting the walnut trees to be set out during the coming spring there will be 600 acres of commercial orchards of walnuts in Yamhill county. Prince, of Dundee, the pioneer walnut grower of Oregon, has 100 acres. Drs. Galbreath and Goucher are to plant 90 acres. Judge Galloway expects to set out 25 or 30 acres this winter, and later bring the orchard up to 100 acres. It will be as large as any walnut orchard in the state. Many similar tracts in the county have already been planted and many five and ten-acre tracts are to be planted this season. The acreage of walnut orchards in all parts of the Willamette valley is increasing and from present indications that industry may become an important one in this state.—McMinnville Reporter.

IT'S A GOOD OLD WORLD, AFTER ALL.

If you have no friends of money in the river you can fall;
Marriages are quite common and more people there will be,
Provided you take Rocky Mountain Tea.

Linn Drug Co.

COUNTY ROAD SUPERVISORS APPOINTED

The county commissioners' court, now in session, has just completed the work of appointing the Lane county road supervisors for the year 1907. In the list printed below two or three blanks appear, the supervisors for these districts not yet being decided upon and the appointments will be made later. Following are the appointments made, with number of district and postoffice address:

1—George Leach, Coburg.
2—L. P. Sharp, Blue River.
3—Curtis Hayden, Springfield R. F. D.
4—E. L. Cady, Mabel.
5—E. M. Durvey, Springfield R. F. D.
6—G. D. Coryell, Panther.
7—Elmer E. McBoe, Springfield.
8—John Price, Thurston.
9—P. S. Hills, Jasper.
10—Pleasant Hill.
11—W. P. Lower, Creswell.
12—D. C. Mathews, Zion.
13—Charles H. Sharon, Saginaw.
14—W. S. Chrisman, Dorena.
15—A. L. Woodward, Cottage Grove.
16—H. C. Combs, London.
17—D. E. Slagle, Wickwood.
18—Andy King, McKenzie.
19—B. F. Herbert, Hazel Dell.
20—W. B. Goodman, Lowell.
21—A. W. Schwering, Creswell.
22—George Hawley, Creswell.
23—Ernest Nelson, Lowell.
24—E. K. Chapman, Lorane.
25—Joe Gates, Crow.
26—Goshen.
27—John Ingham, Eugene.
28—C. O. Eichler, Minerva.
29—Michael Hogan, Minnie.
30—Sidney Porter, Walton.
31—W. F. Potter, Mapleton.
32—S. L. Taylor, Reed.
33—Scott Lyons, Walton.
34—T. Fisk, Hale.
35—James Johnson, Deadwood.
36—J. A. Wellborn, Irving.
37—W. M. Summers, Box.
38—Henry Kompp, Eugene.
39—Ross Myers, Blachley.
40—A. L. Morgan, Junction City.
41—W. W. Darnell, Junction.
42—M. E. Smith, Junction City.
43—B. P. Inman, Elmira.
44—John Jeans, Elmira.
45—John A. Lawrence, Junction City.

46—George Smith, Eugene.
47—E. A. Morrill, Eugene.
48—S. A. Gorman, Walker.
49—George Barnes, Walterville.
50—R. E. Walker, Walker.
51—N. L. Rossman, Eugene.
52—W. G. Judkins, Eugene.
53—Fall Creek.
54—W. H. Larimer, Lowell.
55—W. S. Maiben, Vida.
56—William Dodd, Springfield.
57—W. B. Hawley, Lorane.
58—Joel McCormack, Marcola.
59—Arthur Austin, Junction.
60—Joe Damewood, Wildwood.
61—H. L. Bown, Junction City.
62—Y. D. Hensill, Eugene.
63—Wm. Barger, Eugene.
64—L. E. Ward, Lorane.
65—Otto Petzold, Eugene.
66—Morris Johnson, Mound.
67—John Jenkins, Crow.
68—J. W. Veatch, Cottage Grove.
69—Curtis Veatch, Cottage Grove.
70—Marla.
71—J. E. Chille, Hale.
72—L. A. Chastain, Iviston.
73—Martin Norfinger, Florence.
74—Charles Swaggart, Eugene.
75—William R. Kelley, Lorane.

POSSIBLY A STEAMER ON UPPER RIVER

Two Steamboat Men Make Trip From Eugene to Corvallis in a Small Boat

Johnnie Zumwalt and Charley Spencer spent Sunday night in Corvallis on their way down the river in a row boat. They came from Eugene and hunted ducks and geese on the down trip. Mr. Zumwalt was pilot on the steamer Albany when that boat raced with the Ruth between Corvallis and Portland. Mr. Spencer is a son of Captain Spencer, who handled steamers on the upper Willamette river very many years ago. He is young, but has already become a very successful steamboat man. It is claimed that during the past year he has cleared a large amount from operating the Chas. R. Spencer, a steamboat which makes the round trip daily between Portland and The Dalles. Mr. Zumwalt is the pilot of this boat. Although Messrs. Spencer and Zumwalt claim that their journey down the Willamette was for pleasure alone, it is suspected that the trip may have been made with the view of placing an independent or opposition boat on the upper Willamette.—Corvallis Times.

LAND OFFICE REINSTATES NEELY'S CONTEST

The Guard a few days ago printed an item concerning a notice filed with the county clerk by W. D. Neely that the contest against the homestead entry made by Mabel C. Barbour on 160 acres of land in section 32, township 17, south of range 8 west, was still pending and warned those who had been dealing for the purchase of the land that it would be subject to the results of the contest.

L.