

THE EUGENE WEEKLY GUARD

AN INDEPENDENT PAPER

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Agents for The Guard.

The following are authorized to
take and receipt for subscriptions or
transact other business for The Daily
and Weekly Guard:

Cottage Grove—W. C. Conner.
Creswell—J. L. Clark.
Coburg—Geo. A. Drury.

THURSDAY, MARCH 14

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 pre-
mium.

Those who failed to get the prom-
ised premium magazines will be given
their choice of either of these pa-
pers in place of the magazines with-
out further cost by sending their
names and addresses to this office.
So far we have been unable to com-
pel the Eastern publishers to keep
their agreement in regard to the
magazines, and feel the disappoint-
ment 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 communi-
cations to

GUARD PRINTING CO.,
Eugene, Oregon.

IDAHO AND OREGON

Those who think \$125,000 a year
is lavish support for Oregon's uni-
versity, this sum to include new
buildings that are necessary, should
look into the support given similar
institutions in other states. Califor-
nia and Washington are known to
be very liberal in this regard, far ex-
ceeding the present Oregon approp-
riation, and the educational ap-
propriations of Idaho, with not over
half Oregon's wealth and population,
are by way of comparison exceedingly
interesting.

From the Boise Morning States-
man of March 5 we take the follow-
ing figures from the general legisla-
tive appropriation bill:

State university main-
tenance \$27,100
Traveling expenses, regents. 1,200
(To this sum is added the
estimated income from
interest on university land
endowment fund,
amounting to \$54,370 ad-
ditional.)

Lewiston Normal, main-
tenance 51,400
Traveling expenses, trustees. 500
(To this sum is added the
estimated income from
interest on normal land
endowment fund,
amounting to \$15,580.)

Albion Normal, maintenance. 35,000
Traveling expenses, trustees. 500
(To this sum is added the
estimated income from
interest on normal land
endowment fund,
amounting to \$20,000.)

Academy of Idaho, main-
tenance 47,500
Traveling expenses, trustees. 500
(To this sum is added the
estimated income from
interest on academy land
endowment fund,
amounting to \$20,000.)

It will be noted from these figures
that the maintenance fund of the
Idaho university aggregates over
\$83,000, which includes nothing for
building operations. This for a
young and sparsely settled state is in
sharp contrast to the support given
the Oregon institution, which has in
the past never had a maintenance
fund, including revenues from all
sources, of more than \$60,000.
Should the referendum be invoked
against the appropriation of the late
legislature, the revenues of the state

university would be reduced to \$47,-
500, a sum totally inadequate to
meet present necessary expenditures,
and putting a stop to all improve-
ments made necessary by a growing
enrollment.

It would seem as if the people of
Oregon would not allow their highest
educational institution crippled by
any movement inspired by ill-advised
economy, to put it in the most char-
itable light. The Portland Oregon-
ian makes the issue clean-cut and
decisive when it says that if we are
to have a state university at all it
should be amply supported—and the
proposed \$125,000, which is to cover
new buildings and additional
grounds, is a very reasonable appor-
portion.

RAISE RAILROAD ASSESSMENT

Taxes will be unusually high in
Lane county this year. This is due to
a combination of circumstances, "in-
creasing public expenses" being a
comprehensive term that probably of-
fers the most lucid explanation. State
appropriations are growing larger
constantly and state taxes corre-
spondingly higher. This condition
of affairs emphasizes the need for
discovering, if possible, a remedy for
the increasing burdens of govern-
ment, and especially at this time,
when a new assessment is being
made.

In Wisconsin relief has been
found by shifting a heavier load up-
on the railroad corporations which
now pay nearly all the expenses of
state government. Oregon has al-
ways pursued the opposite plan of ex-
empting the railroads and allied cor-
porations as nearly as possible and
piling up the burden on the farmers
and owners of city real estate. This
policy has been carried out until real
property is being assessed at its ac-
tual value, while here in Lane county
the railroad valuation for assessment
purposes is \$17,000 a mile, probably
one-third of the amount for which it
is considered good security for bond-
ing purposes. The assessor raised
the valuation from \$7000 to \$17,000,
probably not wishing to make too
radical a change at one step, but this
year it should not be placed lower
than \$35,000 a mile in order to make
it equalize with other property val-
ues.

The Southern Pacific company de-
serves no favors or consideration at
the hands of the people of the Wil-
lamette valley, from whom it has lev-
ied tribute for so many years. It
brazenly advertises its increasing di-
vidends in order to boom the stock
market, and boosts freight rates
steadily in order to extort more earn-
ings from sections of the state com-
pletely in its grasp, as is Western Or-
egon. It even refuses to make de-
cent improvements along its lines,
maintaining an antiquated woodshed
for a depot in the university city of
the state as an object lesson to every
stranger of its strangle hold up-
on the people.

As to freight rates. The Guard a
few weeks ago shipped a carload of
paper from the mills at Watertown,
New York, virtually across the con-
tinent, paying \$347.08 freight upon
it. Of this amount \$106 was paid
the Southern Pacific for hauling the
car from Portland to Eugene, a dis-
tance of about 120 miles. If this is
not an instance of highway robbery
nothing could be—and it is a sam-
ple of what is being done to every
merchant, millman and farmer of
Western Oregon on every car of
freight they ship in or out of this
section. It answers the standing
question, "What is the matter with
the Willamette valley?"

But we have a partial remedy in
our hands if the public officials have
the nerve to use it. We can compel
this corporation to pay back in taxes
some of the money it is squeezing out
of the people in unjust freights and
fares.

An assessment of from \$35,000 to
\$50,000 a mile on the Southern Pacific
roadbed in Western Oregon might
reduce somewhat the dividends on
Harriman's millions of watered
stock, but it would also materially
lighten the burden of taxation upon
the farmers and business men.

The "swan song" of Senator Pat-
terson was for government owner-

ship of railroads. He charged the
railroad magnates with being equally
ready to use the "clinch fist and
the seductive bribe" to control or
affect state and national legislation.
Wonder which was used the very day
he spoke to get a hearing for rail-
road lawyers before the conference
committee—an extraordinary and
unprecedented thing—on the hours
of service bill?

One report says Stephens jumped
his canal job because he couldn't
throw the contract for digging it to
his friends. Another that he pined
for art and literature, not obtain-
able on the isthmus, and still another
that his resignation was a bluff for
more money and authority, which
he was astonished to have promptly
called by Teddy. One guess is about
as good as another in the absence of
authentic information.

Spoozer, of Wisconsin, resigned
the senatorship because of the finan-
cial sacrifice it entails. Aldrich and
Bailey and several others are
holding onto the job like grim death
because of the opportunities offered
for accumulating millions.

ASKS FOR DIVORCE ON CRUELTY GROUNDS

Mrs. Nannie Davis has instituted
suit in the circuit court against Mon-
roe Davis for divorce and the custo-
dy of their two children, Cleo, aged
six years, and Rosalie, four years.
She alleges in her complaint, filed
this morning, that they were married
in Douglas county on August 22,
1900. Cruel and inhuman treatment
is the ground upon which she seeks
to be legally separated from her hus-
band, alleging that he has called her
vile names, applied obscene epithets
to her, struck her and kicked her and
falsely accused her of having intima-
te relations with other men. She
asks the court to allow her to keep
and care for the two children. Co-
show & Rice, of Roseburg, are her at-
torneys in the case.

JAS. H. BECKLEY MARRIED IN PORTLAND WEDNESDAY

Mr. and Mrs. Jas. H. Beckley ar-
rived last night on the local from
Portland on their wedding tour.
They are bound for Southern Califor-
nia and stopped off here to visit
friends. They were married at the
Portland Hotel Wednesday night.
The bride was Miss Christine Barth,
a society leader of Astoria, and the
groom is a well-known stock dealer,
formerly of Eugene. His many
friends here tender congratulations.

ANOTHER GROCERY STORE SOLD TO NEWCOMERS

James H. Hamilton and Frank
VanOrdstrand, recent arrivals here,
have purchased W. W. Chessman's
grocery store at the corner of East
Ninth and Oak streets, the deal hav-
ing been closed last evening and the
new proprietors taking charge today.
The store will be enlarged and the
place conducted along the same first-
class lines than it has been under
Mr. Chessman's management. The
new proprietors of the store are from
Eastern Oregon, Mr. Van Ordstrand
having formerly been in the drug
business at Antelope and Mr. Ham-
ilton being in other business in that
vicinity. Mr. Chessman will con-
tinue as a resident of Eugene, but
has not yet decided what business
he will follow in the future.

IMPROVEMENTS AT LONDON SPRINGS

Manager Geer Will Put in Mud and
Steam Baths and a Cooling Room.
Expects Big Crowds This Year.

(From Thursday's Guard.)
Levi Geer, manager of the London
Springs, which are located twelve
miles southwest of Cottage Grove,
was in the city yesterday on business.
He informed the Guard that he ex-
pects a big business at his resort
during the coming summer and is
already making preparations to han-
dle the crowds. He will have a num-
ber of improvements made before the
season opens, in the way of putting
in mud and steam baths and a cool-
ing room, besides making extensive
repairs to the buildings already there
and fixing up the grounds.

Petaluma incubators are easy to
operate and sure hatching. We have
them in stock.

CHAMBERS HARDWARE.
Subscribe for the Weekly Guard.

LIST OF CLAIMS ALLOWED Money Expended in Payment of Lane County Current Expense Account

Road Account.	
Booth-Kelly Lumber Co., lum- ber.....	\$ 29.08
M. L. Wallace, lumber.....	23.00
Fred C. Montgomery, road work.....	4.50
Frank Stafford, road work....	11.25
William Byerlin, road work....	9.00
C. M. Parker, work on creek Bonney Bros., nails.....	4.75 .80
W. E. Noland, road work.....	25.00
J. J. Hammond, land for road purposes.....	92.65
R. D. Hawley, road work....	12.50
Ed Mabe, road work.....	10.50
J. Q. Doud, road work.....	4.85
John McKitric, road work....	7.87
Louis Flint, road work.....	1.50
Benj. F. Minney, road work....	12.00
Wm. Driskill, services.....	1.25
F. S. Warner, road work.....	3.00
A. C. McClane, road work....	12.00
Christian Larsen, road work..	4.00
Wm. James, work on road and creek.....	6.38
Geo. P. Stonefield, road work..	30.00
Ira Bray, road work.....	21.00
W. H. Shumate, shovels.....	2.25
M. B. Stone, lumber.....	9.12
C. D. McBea, road work.....	1.75
Jim Leaver, road work.....	8.75
C. E. Carille, road work.....	38.62
J. M. Carille, road work.....	7.50
Ludwig Miller, hauling and bridge work.....	6.00
A. M. Bristow, road work....	8.25
Adolph Pillette, road work....	3.00
A. Grace, road work.....	7.00
Roy Kirby, road work.....	7.00
Cecil Kirby, road work.....	7.00
Booth-Kelly Lumber Co., lumber.....	6.91
Miller & Mays, nails.....	2.00
C. E. Gibson, hauling lumber	8.00
W. J. Gardner, road gravel....	3.00
Mohawk Lumber Co., lumber	10.56
N. A. Phelps, timber.....	2.50
Chambers Hdw. Co., hdw.....	8.85
Chas. S. Pogue, road work....	9.00
Ira A. Fenlow, road work....	3.75
Jacob Gates, road work.....	1.50
Andy King, road cleaning....	12.00
Anderson Warner Bros, road work.....	9.00
Elmer Kirk, road work.....	7.00
R. O. Whitbeck, road work....	2.00
Griffin Hdw. Co., supplies....	17.10
George A. McCornack, ser- vices.....	2.50
J. E. Earnest, road work....	1.50
W. B. Andrews, lumber.....	10.15
Walter B. Goodman, road work.....	5.25
G. M. Fenlow, road work....	3.75
M. J. Purkerson, road work..	3.00
Edward Bailey, road work....	4.50
and lumber.....	1.50
J. A. Woolridge, road work....	1.50
Albert Haynes, road work....	5.25
Wake Haynes, road work....	4.90
G. M. Kirk, road work.....	5.25
E. E. Carille, road work.....	10.25
Barnard Sorenson, road work..	2.75
Ernest Mabe, road work.....	5.25
H. S. Preindel, road work....	4.50
S. S. Prindal, road work.....	4.50
Ed Bundy, road work.....	15.00
J. W. Holland, road work....	7.00
M. P. Mabe, road work.....	9.62
Thaddeus Cook, road work....	1.75
A. J. Wood, bridge work.....	3.00
Millhorn Bros., lumber.....	14.74
P. L. Tucker, road work.....	1.00
R. M. Trout, fixing road tools.....	3.00
J. C. Zumwalt, road work....	12.25
S. D. Taylor, road work.....	3.50
Jesse Wallace, road work and timber.....	10.00
William Harter, road work....	6.75
J. D. Cook, road work.....	2.20
H. H. Cooper, road work....	1.12
E. Prindel, road work.....	4.12
Wm. Abbott, road work.....	8.00
E. I. Judkins, road work....	10.50
Charles Marsh, road work....	9.00
Geo. Simmons, road work....	3.00
Earl Gates, road work.....	1.50
G. B. Camp, road work.....	6.00
Jack Camp, road work.....	6.30
A. W. Camp, road work.....	7.50
Fred J. Wells, road work....	1.80
G. L. Prindel, road work....	1.50
A. P. Walker, road work and repairing.....	25.15
W. J. Davis, road work.....	5.25
J. E. Ellis, road work.....	1.25
E. Silkwood, road work.....	2.25
John Meade, road work.....	3.00
P. E. Asburg, road work....	4.00
Truman Robinet, road work..	3.00
G. L. Lochner, road work....	6.00
George Midgley, lumber.....	6.75
Griffin Hdw. Co., mdse.....	5.10
Joel McCornack, road work..	2.50
I. E. Earnest, road work....	3.00
Wince Hileman, road work....	6.50
Harry Petzold, road work....	2.00
G. W. Jordan, gravel.....	1.35
G. W. Jordan, gravel.....	6.15
Wm. Neely, repairing road..	3.50
F. M. Hodges, road work....	19.00

Bridge Account.	
N. S. Marshall & Bros., bridge work.....	9.75
Thomas Walker, bridge work..	3.50
T. H. William, lumber.....	8.00
C. H. Mathews, bridge log....	4.20
C. B. Johnson, bridge work..	2.25
Anton Patzner, log for bridge	1.25
B. E. Roseberry, bridge work	2.25
Roy Calloway, bridge work..	2.25
M. L. Wallace, lumber.....	2.85

Gimple Bros., work on bridge	8.00
H. Carson, log for bridge....	1.00
J. W. Horn, bridge work....	1.00
E. K. Chapman, bridge work..	2.00
O. M. Jetmonson, bridge work..	2.25
H. M. Parvin, bridge work....	4.00
W. M. Crayan, bridge work....	4.00
T. Crayan, bridge work.....	4.00
W. M. James, bridge work....	5.25
A. J. Higgins, bridge work....	3.00
G. W. Kimball, bridge work....	12.00
H. G. Gilbert, bridge work....	1.50
D. C. Cole, bridge work.....	3.75
L. N. Roney, bridge work....	201.11
Chas. Filch, bridge work.....	6.00
Ole Halderson, bridge work....	10.50
John Lasso, bridge work.....	7.50
C. H. McClue, bridge work....	6.00
Geo. Webb, bridge work.....	3.00

Supervisors' Account.	
W. L. Mead, supervisor work	12.50
Clyde Mead, supervisor work	3.50
J. A. Jeans, supervisor work	2.50
N. L. Rossen, supervisor work.....	5.00
John A. Lawrence, supervi- sor work.....	15.00
J. B. Young, supervisor work.....	12.25
Martin Nofsinger, supervisor work.....	23.75
Geo. Smith, supervisor work	7.50
F. A. Post, supervisor work	50.00
Geo. Smith, Supervisor work	12.50
G. W. Kimball, supervisor work.....	25.00
W. F. Potterf, supervisor work.....	43.00
S. W. Kimball, supervisor work	21.00
S. G. Spice, supervisor work	40.00
J. E. Carlie, supervisor work	17.50
D. B. Proctor, supervisor work	4.00
Michael Hogan, supervisor work.....	57.50
W. F. Boring, supervisor work	1.50
J. K. Kinzey, supervisor work	5.00
Joel McCornack, supervisor work.....	75.00
H. W. Jones, supervisor work	4.50
W. B. Goodman, supervisor work.....	7.50
W. G. Judkins, supervisor work.....	10.00
T. E. Silkwood, supervisor work.....	5.00
J. F. Smith, supervisor work	1.37
R. D. Hawley, supervisor work.....	8.37
W. W. Darnelle, supervisor work.....	7.50
Geo. Smith, supervisor work	12.50
R. D. Smith, supervisor work	11.25
R. D. Smith, supervisor work	15.00

Pauper Account.	
John Powell, pauper allow- ance.....	8.00
E. U. Casteel, pauper Cuppy Winzenried & Bangs, buggy hire.....	7.75 2.00
Mrs. John Deadwood, board and lodging.....	10.00
D. J. Sintzer, mdse.....	5.00
Nicklin & Neal, groceries....	10.00
Dave Fisher, nursing.....	18.00
Wm. M. Sherman, fare and dinner.....	.65
Frank Ladin, nursing.....	34.00
S. H. Lyons, care of pauper.	7.50
Mrs. Geo. Lea, care of pau- per.....	16.80
Williams & Parvin, mdse....	4.00
Wm. Sherman, ticket to Al- bany.....	1.33
M. E. Russell, care of pau- pers.....	221.00

Printing Account.	
S. L. Moorhead, publishing assess. notice.....	1.95
W. C. Yoran, printing.....	11.00
Wm. G. Martin, envelopes....	2.00
S. L. Moorhead, printing....	10.00
Wm. G. Martin, printing....	10.75
Oregon State Journal, print- ing.....	17.80
Guard Printing Co., printing	48.00
Register Pub. Co., printing...	49.30

Justice of the Peace Account.	
T. V. Jenkins, justice fees..	11.25
J. A. Fountain, jury list....	3.00
John C. Horn, assisting....	2.00
Caley D. Maxwell, assisting.	2.00
Wm. Landers, making jury list.....	2.00
R. S. Bryson, justice fees....	11.85
Lloyd Freeman, making jury list.....	3.00
D. M. Bowers, making jury list.....	2.00
R. O. Whitbeck, making jury list.....	2.00
Lee W. Clark, making jury list.....	3.00
N. J. Moffitt, making jury list	2.00
J. A. Boone, assisting mak- ing jury list.....	2.00
J. L. Clark, assisting making jury list.....	3.00
H. A. Cox, assisting making jury list.....	2.00
S. A. McKay, assisting mak- ing jury list.....	2.00
J. O. Bettis, assisting mak- ing jury list.....	3.00
Lea Jarnagin, assisting mak- ing jury list.....	2.00
W. T. Bettis, assisting mak- ing jury list.....	2.00
E. P. Williams, assisting mak- ing jury list.....	3.00
W. A. McBee, assisting on jury list.....	2.00
M. A. Veach, assisting on jury list.....	2.00
J. H. Kissinger, assisting on jury list.....	3.00
W. F. McBee, assisting on jury list.....	2.00

John Kissinger, Sr., assisting on jury list.....	2.00
Marion Wallace, assisting on jury list.....	2.00
Jesse H. Smith, assisting on jury list.....	2.00
James W. Smith, assisting on jury list.....	3.00
J. E. Young, assisting on jury list.....	3.00
W. J. Benninger, assisting on jury list.....	3.00
Ross Myers, assisting on jury list.....	2.00
I. Slayter, assisting on jury list.....	2.00
Ansel Hemenway, making jury list.....	3.00
R. C. Roney, making jury list.....	2.00
G. Schnell, making jury list..	2.00
H. McFarland, making jury list.....	2.00

Constable Fees.	
John McCullough, constable fees.....	26.65
F. T. Plank, constable fees....	6.20
George Croner, constable fees	.70