SECRETARY OF STATE REFUSES TO FILE ILLEGAL PETITIONS AGAINST OREGON UNIVERSITY

To the Guard:
Salem, Or., June 4.—In an opinion from Attorney-General the Secretary of State refuses to file the university referendum petition. Suit will be instituted immediately by the petitioners.
I. H. VAN WINKLE,
Asst. Atty. General.

If the money appropriated by the legislature is not further held up by litigation it will be available at once. The board of regents of the university will hold a meeting soon and finally determine in what manner it will be expended, although the plans are pretty well defined already. President Campbell is out of the city today, but it is learned from other sources that a part of the money will be used in the purchase of the Kincaid twenty-acre tract adjoining the university grounds for more campus room, a building for the mechanical department and probably an additional girls' dormitory will be erected, and much additional equipment for the several departments will be purchased. It is also expected to add to the faculty in order to keep pace with the growth of the enrollment.

FORD FILES BRIEF FOR U. O. PETITIONERS

Salem, Or., June 3.—Tilmon Ford, counsel for the petitioners for the referendum of the state university appropriation act, the sufficiency of which is held in doubt on account of the title of the original bill having been printed on the petitions instead of the "full and complete title of the measure," as required by law, has submitted his brief to Attorney-General Crawford. The brief is designed to induce Mr. Crawford to alter his written opinion that the petitions are invalid and should be rejected by the secretary of state.

Attorney Ford contends that it is not necessary to place the whole title of the referendum act in referendum petitons, as he admits would be necessary for petitions for the initia, tive, but that it is sufficient to put the essence or abstract of the title in the petition. As another reason that the intention of the makers of the act was not that the use of the full title of a measure should be mandatory, he cites the provisions of another section of the initiative and referendum act which requires that the petition sheets shall be seven inches wide by ten inchs in length, and he argues that the full title of many of the acts of the legislature, citing house bills 57 and 324 as examples, could not be printed in this size of petition and leave room for twenty signatures. The word measure, he argues, is generally used when speaking of a proposed law before it finally goes into effect as a law. "The title of an act is no part a law but the name or designation given it by the makers."

ROOSEVELT ASSISTS IN UNVEILING MONUMENT

Indianapolis, May 30.—President Roosevelt and party, accompanied by Vice President Fairbanks, arrived today at 10:48 a. m. from attending the funeral of Mrs. McKinley at Canton, to attend the ceremonies incident to the unveiling a monument to Major General Lawton, at which time the president has consented to make the principal address. The president and vice president were met at the depot by a large reception committe in carriages, at the head of which were Senators Beveridge and Hemenway and Representative Overstreet. They were at once driven to Vice President Fairbanks' home, where luncheon was served.

At the monument place, University Square and St. Clair Park, nearly 20,000 school children were massed to greet the president. All business was suspended in the city. The weather was cloudy but pleasant.

Seated with the president and vice president at luncheon were forty guests, including Governor Hanley and other notables.

Following the luncheon began the march to the courthouse grounds for the unveiling ceremonies. Solid banks of people gave the president an enthusiastic reception. Acting as escort to the president were three battalions of infantry, and one battery of artillery of the regular army, and the parade included the National Guard ad veterans of the G. A. R.

At the courthouse grounds arrangements were made to seat several thousand people, including veterans of the G. A. R.

The program began with an invocation by Rev. Dr. Lucas; address by governor Hanley; music by the Seventh Regiment Band; reading of the poem of dedication to General Lawton, by James Whitcomb Riley; introduction of the president by Governor Hanly and President Roosevent's address.

President's Address.

For more than one reason I am peculiarly glad that this year I speak on Memorial Day in the state of Indiana. There is no other class of citizens to whom we owe so much as to the veterans of the great war. To them it was given to perform the one feat with which no other feat can be compared, for to them it was given to preserve the Union. Moreover, you men who wore the blue, blessed beyond the victors in any other war of recent times, have left to your countrymen more than the results of the triumph, more even than the achieving the triumph itself. You have left a country so genuinely reunited that all of us now, in whatever part of this Union we live, have a right to feel the keenest pride, not only in the valor and self-devotion of you, the gallant men who wore the blue, but also in the valor and self-devotion of your gallant opponents who wore the gray. The hero whose monument we today unveil, by his life bore singular testimony to the completeness of this reunion. General Lawton in his youth fought gallantly in the civil war. Thirty-three years afterward he again marched to war, this time against a foreign foe, and served with distinguished ability and success as a general officer, both in Cuba and the Philippines. When he thus served it was in the army whose generals included not only many of his old comrades, but some of his old opponents also, as General Wheeler and General Fitzhugh Lee. Under him, both among the commissioned officers and in the ranks, were many men whose fathers had worn the blue serving side by side with others whose fathers had worn the gray; but all Americans now, and nothing but Americans, all united in their fealty and devotion to their common flag and their common country, and each knowing only the generous rivalry with his fellows as to who could best serve the cause for which each was ready to lay down life itself. To General Lawton it befell actually to lay down his life; a tragedy, but one of those noble tragedies where our pride rises above our sorrow. For he died in the fullness of time, serving his country with entire devotion—a death that every man may well envy.

Indiana's War Record.

Indiana in the civil war furnished more than her share of brave soldiers. It also fell to Indiana to furnish the greatest of all war governors who upheld the hands of Abraham Lincoln; for when history definitely awards the credit for what was done in the civil war, she will put the services of no other civilian, save alone those of Lincoln, ahead of the services of General Morton. No other man who rendered such services as he rendered worked under such terrible disadvantages, and no man without his iron power could have achieved what he achieved during the last two years of the war, when he managed the state government of Indiana solely on money obtained by pledging his own personal honor and personal fortune; and yet never for one moment relaxed in the help he gave to Lincoln and Chase and Seward and Stanton in the cabinet, to Grant and Sherman and Sheridan and Thomas in the field. It was work that only the strongest man could have done, and it was work vitally necessary for the sake of the nation to do.

Present Day Problems.

The men of the generation which fought the civil war had their great tasks to perform. They met them as strong men should have met them. They did them, and we, their children, profit by their mighty deeds. But no generation can ever plead the great deeds of its predecessors as an excuse for failing to perform its own duties. Our duties are those of peace and not of war. Nevertheless they are of the utmost importance; of importance to ourselves, and of still greater importance to the children who in a few years will take our places as the men and women of this republic. If we wish to show ourselves worthy heirs of the men of the civil war we must do our tasks with the thoroughness with which they did theirs.

Great social and industrial problems confront us, and their solution demands on our part unfaltering courage, and yet a wise, good-natured self-restraint; so that on the one hand we shall neither be daunted by difficulties nor fooled by those who would seek to persuade us that the difficulties are insuperable; while on the other hand we are not misled into showing either rashness or vindictiveness. Let us try as a people to show the same qualities as we deal with the industrial and secial problems of today that Abraham Lincoln showed when with indomitable resolution, but with a kindliness, patience and common sense quite as remarkable, he faced four weary years of open war in front of calumny, detraction and intrigue from behind, and at the end gave to his countrymen whom he served so well the blood-bought gift of a race freed and a nation forever united.

Rights of Property.

One great problem that we have before us is to preserve the rights of property; and these can only be preserved if we remember that they are in less jeopardy from the socialist and the anarchist than from the predatory man of wealth. It has become evident that to refuse to invoke the power of the nation to restrain the wrongs committed by the man of great wealth who does evil is not only to neglect the interests of the public, but is to neglect the interests of the man of means who acts honorably by his fellows. The power of the nation must be exerted to stop crimes of cunning no less than crimes of violence. There can be no halt in the course we have deliberately elected to pursue, the policy of asserting the right of the nation, so far as it has th epower, to supervise and control the business use of wealth, especially in its corporate form. Today I wish to say a word to you about the first and most important feature of this task, the control of the common carriers doig an interstate business; a control absolutely vested in the nation, while in so far as the common carriers also transport the mails it is in my opinion probable that whether their business is or is not interstate it is to the same extent subject to federal control, under that clause of the constitution granting to the national government power to establish post roads and therefore by necessary implication power to take all action necessary in order to keep them at the highest point of efficiency.

Law and Corporations.

Every federal law dealing with corporations or with railroads that has been put upon the statute books during the last six years has been a step in advance in the right direction. All action taken by the administration under these and the preexisting laws has been just and proper. Every suit undertaken during that period has been a suit not merely warranted, but required by the facts; a suit in the interests of the people as a whole, and, in the long run, particularly in the interest of the stockholders as well as in the interest of business men of property generally. There can be no swerving from the course that has thus been mapped out in the legislation actually enacted and in the messages in which I have asked for further legislation. We best serve the interests of honest railway men when we announce that we will follow out precisely this course. It is of course of real, of ultimate conservatism. There will be no halt in the forward movement toward a full development of this policy; and those who wish us to take a step backward or to stand still if their wishes were realized would find that they had invited an outbreak of the very radicalism they fear. There must be progressive legislative and administrative action for the correction of the evils which every sincere man must admit to have existed in railroad management in the past.

Such additional legislation as that for which I have asked in the past, and especially that for which I asked in my message at the opening of the last session of congress, it not merely in the interest of the public, but most emphatically in the interest of every honest railway manager and of all investors or would-be investors in railway securities. There must be vested in the federal government a full power of supervision and control over the railways doing interstate business; a power in many respects analogous to and as complete as that the government exercises over national banks. It must possess the power to exercise supervision over the future issuance of stocks and bonds, either through a national incorporation (which I should prefer) or in some similar fashion, such supervision to include the frank publicity of everything which would-be investors and the public at large have a right to know. The federal government will thus be able to prevent all overcapitalization in the future, to prevent any man hereafter from plundering others by loading railway properties with obligations and pocketing the money instead of spending it on improvements, and in legitimate corporate purposes and any man acting in such fashion should be held to a criminal accountability. It should be declared contrary to public policy henceforth to allow roads to devote their capital to anything but the transportation business, certainly not to the hazards of speculation. For the very reason that we desire to favor the honest railroad manager we should seek to discourage the activities of the man whose only concern with railroads is to manipulate their stocks. The business of the railroad organization and management should be kept entirely distinct from investment or brokerage business, especially of the speculative type, and the credit and property of the corporation should be devoted to the extension and betterment of its railroads, and to the development of the country naturally tributary to its lines. These principles are fundamental. Railroads should not be prohibited from acquiring connecting lines, by acquiring stocks, bonds or other securities of such lines, but it is already well settled as contrary to public policy to allow railroads to acquire control over parallel and competing lines of transportation. Subject to first giving the government the power of supervision and control which I have advocated above, the law should be amended so that railroads may be permitted and encouraged to make traffic agreements when these are in the interest of the general public as well as of the railroad corporations making them. These agreements, of course, should be made public in the minutest detail, and should be subject to securing the previous assent of the interstate commerce commission.

Movement Comes to Stay.

The movement to regulate railways by law has come to stay. The people of this country have made up their minds—and wisely made up their minds—to exercise a closer control over all kinds of public service corporations, including railways. Every honestly managed railway will gain and not lose by the policy. The stocks than to make the management of their roads efficient and honest are the only ones who have cause to oppose it.

We who believe in steady and healthy progress stand unalterably opposedffl ,.:; noedpeHqaou xzfiffl for the new era of the widest publicity and of fair dealing on the part of railroads with stockholders, passengers and shippers. We ask the consent of no man in carrying out this policy; but we gladly welcome the aid of every man in puerfecting the law in its details, and in securing its enactment and the faithful observance of its wise provisions. We seek nothing revolutionary. We ask for such laws as in their essence now obtain in the staid old commonwealth of Massachusetts; such laws as obtain in England. The purpose of those of us who so resolutely believe in the new policy, its thorough carrying out and in its progressive development, is in no sense punitive or vindictive. We should be the first to protest against any form of confiscation of property, and whether we protested or not I may add that the supreme court could be trusted in any event to see that there should be nothing done under the guise of regulating roads to destroy property without just compensation or due process of law. As a matter of course we shall punish any criminal whom we can convict under the law; but we have no intention of confounding the innocent many and the guilty few by any ill-judged and sweeping scheme of vengeance. Our aim is primarily to prevent these abuses in the future. Wherever evil doers can be, they shall be brought to justice; and no criminal, high or low, whom we can reach, will receive2 immunity. But the rights of innocent investors should not be jeopardized by legislative or executive action; we sanction no legislation which would fall heavily on them, instead of on the original wrongdoers of beneficiaries of the wrong.

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Recent Legislation.

The admirable legislation of recent years, in taking away from the railroads the power of giving illegal favor, has taken away from them one of the illegitimate methods by which they used to protect themselves from improper attack; and it is therefore necessary that upright public servants should be as vigilant to protect them against harm as to prevent them from doing harm. Undoubtedly many high officers among the railroad men have followed the extremely unwise course of endeavoring to defeat the enactment of proper laws for their own control, and of endeavoring to thwart, obstruct and bring into discredit the administration of the laws. But the folly of some of their number in no way alters our duty, nor the wisdom of performing this duty in a spirit of absolute justice alike to the railroad, the shipper and the general public.

Finally, friends, let us never forget that this is not merely a matter of business but also a matter of morals. The success of our [illegible] system of government depends upon our discriminating between men, not with reference to whether they are rich or poor, whether they follow one occupation or another, but with reference solely to whether they act as honest and upright citizens should act. Let the local attorneys of the big roads keep out of politics; and when they have to appear before the national or any state legislature let their names be put on a special register, and let their business be aboveboard and open. There are blackmailers in public life, and the citizen who is honest will war against the man who tries to blackmail a railroad or a big corporation with the same stern determination to punish him as the man who corruptly favors such corporation. But let the railroad man remember that to purchase immunity in wrongdoing or to defeat blackmail by bribery is the worst and most short-sighted of politics. Let the plain people insist on the one hand on governing themselves and on the other hand on doing exact justice to the railways. Let the big railroad man scrupulously refrain from any effort to influence politics or government save as it is the duty of er- [illegible] to try to [illegible] in their turn remember that it is their duty [illegible] sharpest way between [illegible] railway man who does wrong and the railway man who does right.

Duty of the Wealthy.

Let the man af great wealtn remember that, while using and enjoying it, he must nevertheless feel that he is in a sense a trustee, and that consistent misuse, whether in acquiring or spending his wealth, is ominous of evil to himself, to others who have wealth, and to the nation as a whole. As for the rest of us, let us guard ourselves against envy as we ask that others guard themselves against arrogance, and remember Lincoln's words of kindly wisdom: "Let not him who is houseless pull down the house of another, but let him work diligently and build one for himself, thus by example assuring that his own shall be safe from violence when built."

A HAPPY MOTHER

will see that her baby is properly cared for—to do this a good purgative is necessary. Many babies suffer from worms and their mothers don't know it—if your baby is feverish and don't sleep at nights it is troubled with worms. White's Cream Vermifuge will clean out these worms in a mild, pleasant way. Once tried always used. Give it a trial. Price 25 cents. Linn Drug Co.

TIMBER AND FARM LAND

We can sell you better land for less money than you can buy any place in Lane county. Don't fail to see or write us before buying.
J. S. MILNE & CO.,
tf Cottage Grove, Or.

W. B. Scott, who recently purchased the Leaburg store, was in town today to buy a wagon and harness with which to deliver his goods.

The Allen Orchard Company, recently incorporated here, will build an evaporator at the orchard owned by the company on the old Washburn farm below Irving.

A car load of sugar arrived for the Oregon Produce Company yesterday. The company is now making large shipments of strawberries to Portland and other points north.

SULLIVAN FIXES DEMOCRATIC SLATE

Chicago, May 31.—Joseph W. Folk, of Missouri, for president, and John A. Johnson, of Minnesota, for vice president is the tip fresh from New York as the probable nominees

ROGER C. SULLIVAN.
Democratic national committeeman for Illinois, who is strongly opposed by William Jennings Bryan.

for the next Democratic national convention.

Roger C. Sullivan is in New York attending a gathering of the clans. Before going he did not conceal his desire to see a combination made that would insure the nomination of Folk and Johnson. Quiet assurances reached some of Mr. Sullivan's friends in Chicago tonight that the New York confab had settled the course of the party chiefs.

THURSDAY, JUNE 13 HENDRICK'S PARK DAY

The city park board held a meeting last evening at which time it was decided to set aside Thursday, June 13, as a day on which the Hendricks' park should be cleared of underbrush and trash and to beautify the tract as much as possible. Everybody is invited to go out to the park with an ax, a spade, a saw or anything that can be of use in the work. Lunch and coffee will be served to the workers. It is proposed to clear several acres of the tract as a beginning for extensive improvements which the park board has in mind for some time in the future.

PRINCE WILLIAM.
Member of royalty, in command of a Swedish war vessel at the Jamestown exposition.

COUNTY ALLOWANCES

Following are the claims allowed by the county court of Lane county, May term:

Road Account.

J. W. Campbell, road work . . $ 3.00
Yoran Shoe Store, leather . . .40
Simon Boedigheimer, road work . . 6.00
Ole Sanes, road work . . 4.50
M. C. Goodenow, road work . . 15.50
Ole Sanes, road work . . 4.10
Siuslaw Lumber Co. nails . . 2.00
F. C. King, road work . . 2.25
L. M. Hoselton, road work . . 14.75
A. C. Wells, road work . . 12.00
F. B. Harlow, road work . . 11.00
Henry Schwarzer, road work . . 5.00
Henry Schwarzer, road work . . 17.50
Booth-Kelly Lumber Company, lumber . . 25.19
Henry Howard, road work . . 2.00
J. A. Henderson, road work . . 10.55
Hurd Lumber Co., spikes . . 4.50
Wm. Kyle & Sons, road nails . . 5.00
Hurd Lumber Co., service . . 6.00
Wynne Hdw. Co., merchandise . . 78.52
J. E. Damewood, road work . . 8.75
David O. LaCure, road work . . 5.00
W. F. Potterf, road work . . 49.50
A. P. Walker, road work . . 29.05
L. Peterson, road work . . 3.50
John M. Price, road work . . 25.00
Burbach & Bristow, services . . 12.00
Gross. Bros., services . . 68.45
Archie Morgan, road work . . 3.50
E. C. Potterf, work on crusher . . 12.50
B. H. Lyons, lumber . . 2.00
C. F. Camp, road work . . 13.48
Ed Bundy, road work . . 12.00
Albert Morgan, road work . . 68.50
Wm. Driskill, work on tank . . 5.00
P. C. Olsen et al, land for road . . 53.15
J. W. Peterson, lumber . . 21.00
T. A. Fountain, services . . 16.65
A. G. Lundun, road work . . 32.00
W. W. Darneiiie, road work . . 27.00
D. F. Powell, gravel . . .60
Berger & Bean, merchandise . . 12.50
L. P. Snapp, road work . . 15.00
Griffin Hdw. Co., merchandise . . 48.25
Miller & Mays, merchandise . . 42.50
Moon & Tingley, merchandise . . 55.75
Chester Wycoff, road work . . 14.00
D. J. Hill, road work . . 12.24
A. E. Edblom, supplies . . 1.25
S. L. Long, hardware . . 114.83
I. Slayter, powder . . 12.50
Arthur McKenzie, road work . . 9.00
Walters & Son, lumber . . 85.42
Earl Hill, road work . . 2.62
S. H. Lyons, road work . . 31.25
Warren Surcamp, road work . . 10.50
W. H. Larimer, road work . . 11.25
Tracy Lyons, road work . . 29.87
Miller & Mays, merchandise . . 4.75
R. E. Hoselton, road work . . 12.00

Bridge Account.

Charles R. David, lumber . . 13.20
Ross Matthews, merchandise . . 7.00
F. P. Thurman, bridge work . . 9.00
A. W. Ishmael, bridge work . . 19.50
W. C. Harper, bridge work . . 22.50
M. M. Jones, bridge work . . 6.00
W. C. Harper, bridge work . . 8.25

Supervisor Account.

N. L. Rossen, supervisor . . 5.00
Jesse Wallace, supervisor . . 2.37
John A. Lawrence, supervisor . . 10.00
W. W. Darnellle, supervisor . . 45.00
A. D. Hileman, supervisor . . 16.25

Surveyor Account.

C. M. Collier, surveying . . 21.50
P. J. McPherson, viewer . . 32.00
A. C. Jennings, viewer . . 32.00
C. M. Collier, surveying . . 47.50
H. E. Prindell, chainman . . 10.00
Hiram Prindell, chainman . . 10.00
Ellsworth Prindell, axman . . 10.00
John Lee, axman . . 10.00
J. W. Truax, axman . . 5.00
P. J. McPherson, viewing . . 24.00
A. C. Jennings, viewing . . 24.00
C. M. Collier, surveying . . 35.00
H. E. Prindell, chainman . . 6.00
Hiram Prindell, chainman . . 6.00
Ellsworth Prindell, axman . . 6.00
John Lee, axman . . 6.00
E. N. Melvein, axman . . 4.00
P. J. McPherson, viewer . . 4.00
A. C. Jennings, viewer . . 4.00
C. M. Collier, surveying . . 5.00
J. W. Rowland, field notes . . 22.00

Ferry Account.

Grant Hendricks, ferryman . . 50.00
P. Sylvester, ferryman . . 30.00
Jesse Wallace, ferry work . . .90
John Howard, ferryman . . 30.00

Pauper Account.

John Powell, care pauper . . 8.00
Williams & Parvin, pauper supplies . . 4.00
Mrs. John Deadmond, care of paupers . . 10.00
Mrs. John Deadmond, care of paupers . . 10.00
Nicklin & Neal, groceries . . 6.00
Mrs. M. E. Russell, care of paupers . . 191.75
Linn Drug Co., medicine . . .90
R. W. Newland, groceries . . 4.00
M. M. Peery, medicine . . 2.95
R. A. Jayne, services . . 7.50

Treasurer's Account.

Eugene L. & S. Bank, exchange on draft . . 6.15
R. E. Eastland, stamps . . 1.00
R. E. Eastland, county treasurer . . 100.00
Ina C. Edwards, clerical work . . 56.00

Assessor's Account.

B. F. Keeney, county assessor . . 125.00
B. F. Keeney, postage, etc. . . 2.15
Martha Schooling, deputy assessor . . 63.50
F. M. Tucker, deputy assessor . . 15.00
J. W. Belshaw, deputy assessor . . 37.50
Charles B. Donaldson, deputy assessor . . 30.00
I. P. Inman, deputy assessor . . 65.00
I. P. Inman, deputy assessor . . 65.00
C. A. Brown deputy assessor . . 40.00
L. Y. Congdon, deputy assessor . . 65.00
Marion Morris, deputy assessor . . 80.00
C. D. Edwards, deputy assessor . . 22.50
J. W. Belshaw, deputy assessor . . 17.50

Witness Account

Wm. James, witness . . 4.50
George James, witness . . 4.50
Clarence James, witness . . 4.50
Dora James, witness . . 4.50
John Tunnell, witness . . 4.50
Mrs. B. S. Kelsay, witness . . 1.70
Annie James Webber, witness . . 4.30
J. S. Benson, witness . . 5.90
E. C. Macy, witness . . 5.90
A. W. Kime, witness . . 5.90
Mrs. Elma Bainbridge, witness . . 5.90
William Bainbridge, witness . . 5.90
Henry S. McKibben, witness . . 5.90

Justice Account.

R. S. Bryson, justice of the peace . . 53.05
J. J. Bryan, witness . . 1.50
C. W. Rychard, witness . . 1.50
S. N. B. Hunt, witness . . 1.50
Walter Wilmott, witness . . 1.50
G. O. Bassett, witness . . 1.50
B. E. Shanan, witness . . 1.50

Juror's Account.

S. Y. Abbott, juror . . 1.00
G. Detmering, juror . . 1.00
Z. A. Davis, juror . . 1.00
F. Rhodes, juror . . 1.00
W. W. Haines, juror . . 1.00
W. J. Warnock, juror . . 1.00

Constable Account.

F. T. Plank, constable fees . . 55.82

Judge Account.

G. R. Chrisman, county judge . . 100.00

Sheriff Account.

Fred Fisk, county sheriff . . 166.65
C. C. Hammond, deputy sheriff . . 90.00
M. S. Wallis, deputy sheriff . . 65.00
Fred Fisk, guard for insane . . 23.75
J. R. Yates, deputy sheriff . . 8.75

Clerk's Account.

E. U. Lee, county clerk . . 166.65
F. L. Gibbs, deputy clerk . . 100.00
C. N. Griswold, deputy clerk . . 50.00
P. M. Morton, assistant clerk . . 45.00
Edith Gardner, stenographer . . 40.00
H. Peterson, assistant . . 40.00
F. L. Gibbs, stamps . . 3.27
E. U. Lee, stamped envelopes . . 107.80

Janitor's Account.

Wm. Sherman, janitor . . 45.00

School Superintendent's Account.

W. B. Dillard, postage, etc. . . 20.00
W. B. Dillard, superintendent, salary . . 100.00
Esther Devereaux, clerical work . . 12.00
Edna Ward, clerical work . . 9.00

Jail Account.

Fred Fisk, board of prisoners . . 16.68

Court House and Park Account

J. A. Gwin, work on lawns . . 39.00

Light, Water and Fuel Account

Willamette Valley Company, services . . 31.85

Assessment and Taxation Account.

Robert McMurphey, clerical work . . 32.50

Commissioner's Account.

H. D. Edwards, county commissioner . . 73.00
H. M. Price, county commissioner . . 57.00

Printing Account.

Guard Publishing Co., printing . . 12.90
Junction City Times, printing . . 8.00
Oregon State Journal, printing . . 9.00
Wm. G. Martin, printing . . 15.25

Insane Account.

John Lawrence, guard . . 4.95
D. A. Paine, examining insane . . 5.00
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W. L. Cheshire, examining insane . . 5.00
Geo. O'B. DeBar, examining insane . . 5.00
T. W. Harris, examining insane . . 5.00
L. W. Brown, examining insane . . 5.00
F. M. Day, examining insane . . 5.00
Gross Hotel, board, etc. . . 12.00

Circuit Court Account

D. S. Smith, service . . 5.60
John M. Williams, expenses . . 3.55

Reform School Account.

Fred Fisk, trips . . 32.35

Assessment and Tax Collecting

J. C. Parker, clerical work . . 30.00

Tax Rebate Account

F. L. Chambers, rebate . . 4.08
W. W. Calkins, rebate . . 6.54
R. H. Laird, rebate . . 14.26

Miscellaneous Acocunt.

Telephone Co., service . . 25.80
Irwin-Hodson Co., book . . 28.50
Chas. L. Scott, services . . 1.50
Chambers-Bristow Co., exchange on draft . . 5.80
Chambers Hdw. Co., merchandise . . 22.65
E. Schwarzschild, merchandise . . 25.45

Special Tax Road Account

E. J. Mabe, road work . . 13.75
Stewart Schade, road work . . 13.56
C. E. Carlile, road work . . 10.50
Ernest Mabe, road work . . 10.50
Fred Surcamp, road work . . 22.75
M. P. Mabe, road work . . 17.50
M. P. Mabe, road work . . 7.87
J. E. Carlisle, sup. work . . 11.25
C. K. Hale, road work . . 5.37
C. P. Courtwright, road work . . 6.00

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