

# THE EUGENE WEEKLY GUARD

AN INDEPENDENT PAPER

CHARLES H. FISHER,  
Editor and Publisher.

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THURSDAY, JULY 18

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 promised  
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.

## ARE PROMOTERS OF EUGENE-SPRINGFIELD LINE WORKING IN GOOD FAITH?

If one A. Welch, who, according to  
the county courthouse records, now  
owns the Eugene-Springfield  
electric road franchise, would return  
from the East and go to work with  
pick and shovel to make good the  
conditions of his franchise, it would  
inspire renewed confidence on the  
part of the public. Because The  
Guard has criticized the action  
of the alleged capitalists at the head  
of this enterprise, it has been accused  
of "knocking," but that has not wor-  
ried us in the least. Some persons  
there are who do not comprehend the  
outspoken fearlessness of a newspa-  
per that is not mortgaged to a cor-  
poration in some form; that is owned  
and controlled absolutely by the pub-  
lisher whose name is printed at the  
head of its editorial columns; that,  
while it may not always be right, is  
at all times independent, as well as  
honest, in its convictions of duty,  
brooking no dictation whatever from  
any outside source; in brief has no  
mission but to print the news with-  
out fear or favor and protect the pub-  
lic interests whenever it is able to  
do so.

So far as Mr. Welch and his asso-  
ciates, whoever they may be, are con-  
cerned, if they carry out their prom-  
ises and meet the conditions of the  
franchise they accepted, this paper is  
ready to accord them its moral sup-  
port, and will do as much as another  
to see that the capital invested in  
developing the country is properly  
protected from unjust assaults. We  
have, however, not the slightest sym-  
pathy for franchise grabbers or pro-  
moters whose capital consists solely  
of "hot air." Oregon has suffered too  
much at the hands of such men al-  
ready.

The promoters of the Eugene-  
Springfield electric road may be all  
right and mean business, but they  
have not gone to work as they prom-  
ised to do, and for some time past  
their good faith has been questioned  
by many persons who formerly were  
their staunchest friends. It is now in  
order for them to carry out the  
pledges made to the city council and  
the public if they would regain the  
confidence they have forfeited.

## DIRECT LEGISLATION DISCREDITED BY FOOL FRIENDS IN OREGON

There is no doubt but the initia-  
tive and referendum system of direct  
legislation is right in principle, when  
properly safeguarded by statutory en-

actments. It is, however, a trouble-  
some, expensive and dangerous sys-  
tem when cranks and chronic trou-  
ble-makers are allowed to use it at  
their own sweet will, as has been  
shown since the adjournment of the  
last session of the legislature. Only  
Judge Galloway's firm stand for right  
and justice in the strict enforce-  
ment of the law has saved the state  
much useless expense and trouble,  
and it will serve as a lesson to the  
crank element that ought to hold  
them for awhile. As it is they have  
only succeeded in discrediting the  
system they profess to regard as es-  
sential to the preservation of real  
popular government, as the following  
editorial from the Dallas Observer  
tends to show:

"The referendum petitions have  
been knocked sky-high. Judge Gallo-  
way holds that the failure to print  
the warning against illegal signatures  
is fatal to the free pass referendum,  
and that the failure to copy the full  
and correct title of the university ap-  
propriation bill is fatal to that peti-  
tion. And thus the Populist farce  
goes on. The people did not under-  
stand the initiative and referendum  
when they voted on it; they do not  
understand it now, nor is it probable  
that they ever will. The changing of  
the state constitution to suit the ideas  
of a few visionary cranks and Popu-  
list dreamers was a sorry piece of  
foolishness, and one for which the  
people will yet pay dearly. In adopt-  
ing this revolutionary amendment the  
voters thought they were giving  
themselves more power, but now they  
find that the initiative and referen-  
dum is a bunglesome, impracticable  
measure, without a single redeeming  
feature in its favor. No one benefi-  
cial result has it accomplished thus  
far, nor is it likely that anything will  
come of it in the future save worry  
and expense. The U'Ren-Brownell  
outfit certainly handed the young  
and growing state of Oregon a life-  
sized gold brick."

## FRAGMENT OF ANCIENT HISTORY UNEARTHED FOR GUARD READERS

It seems that in the dim and  
musty past a contract was let to the  
Warren Construction Company to  
pave certain blocks of Willamette  
street in Eugene; it was so long ago  
that the specifications and conditions  
of the ancient agreement have be-  
come more like legendary tradi-  
tion than anything else, but there are  
old settlers who still profess to re-  
member many of the circumstances  
attending the letting of the contract,  
and the high hopes of having better  
streets than were indulged in by the  
people at that time. This is a re-  
markable feat of memory, since the  
event referred to happened as long  
ago almost as the granting of the  
franchise for a street railway to be  
Willamette Valley Company, upon  
which work was to begin "in the near  
future," and that was a long, long  
time ago, as the fairy story writers  
would put it. It is even related that  
the paving company shipped a rock  
crusher and other accessories to this  
city and pulverized a few tons of  
rock, but as their contract provided  
for the paving of the street when the  
track for the electric road was laid,  
both companies to begin work simul-  
taneously, and when one was ready  
the other wasn't, the work never ac-  
tually began. Time and again a date  
was set for the commencement of  
work, but the people after awhile be-  
gan to regard the announcement  
something like they now regard the  
S. P. Co.'s promise to build a new de-  
pot "next summer."

Still, after all this time, there are  
some aged residents of the city who  
believe that the "successors, heirs  
and assigns" of the Warren Construc-  
tion Company and Willamette Valley  
Company will sometime "in the near  
future" reach an understanding and  
fix a date upon which they may  
actually begin operations together.  
Occasionally an old gray-bearded pi-  
oneer is seen to gaze down the main  
thoroughfare of the city and murmur,  
with a far away, prophetic stare in  
his falling eyes:

"They're going to pave,  
I feel it, yet—  
The street that's called  
Willamette."

Note.—This editorial was written  
for publication during the editor's  
summer vacation in 1929, and got in  
today by mistake in place of another  
brain throb entitled "Work Begins  
on Willamette Street Tomorrow."  
The office boy declares that it about  
fits the present situation anyway, so  
we let it go.

## HOW NATIONAL FORESTS SERVE THE PUBLIC

"The Use of National Forests," a  
publication just printed by the De-  
partment of Agriculture, is a brief,  
clear manual for public information  
as to the forestry policy of the na-  
tional government.

It is too true, as the short preface  
to the public says, that "many peo-  
ple do not know what national  
forests are. Others may have heard

much about them, but have no idea  
of their true purpose and use." It  
is the object of this publication to  
explain just what the national fore-  
sts mean, what they are for and how  
to use them.

In the first place, it is explained  
how the forests are created and how  
their boundaries are drawn. Next,  
their direct use and value are shown  
from the point of the homemaker,  
the prospector and miner, the user  
of timber, the user of range, the user  
of water, and other users of forest re-  
sources. Third, it is shown how the  
forests are intended for use, for the  
production of usable products, and  
for the establishment and mainte-  
nance of homes. How on all of them  
the timber is protected from fire, the  
water flow is kept steady, the forage  
on the range is increased and guard-  
ed from abuse; and how, in addition,  
they serve as great public play-  
grounds and as breeding places and  
refuges for game. Finally the man-  
agement of the national forests is de-  
scribed.

Here it is that the great usefulness  
of the forests is brought out most  
clearly and strikingly, for the forests  
are managed by the people in their  
own interests and every means is  
used to meet the desires and wants  
of all forest-users half way by deal-  
ing with them in the main directly  
upon the ground and in all cases with  
the utmost practicable dispatch and  
freedom from red tape.

In a word, the special interest of  
this manual lies in showing that the  
forest policy of the government, both  
in principle and practice, is for the  
benefit of the ordinary man, for the  
benefit of every citizen equally.  
There is still a tendency to think of  
of the national forests as "preserves"  
closed to use, and to leave the pub-  
lic lands exposed to unregulated in-  
dividual exploitation. Where these  
misapprehensions still prevail "The  
Use of the National Forests" will  
go far to correct them.

The book is written by Frederick  
E. Olmstead, whose intimate knowl-  
edge of conditions in the West and  
the policy under which the national  
forests are managed especially fits  
him to deal with the subject.

## EVERYBODY MUST ASSIST IN CARRYING OUT RAILROAD PROGRAM

The important announcement is  
made in today's Guard that the Sius-  
law railroad stock subscription has  
been fully subscribed. This means  
that work upon a railroad will begin  
from this city immediately that will  
reach the big timber district to the  
west during the coming year, and  
in due time will give interior  
Lane county a direct connection with  
tidewater on the Siuslaw. It is also  
reasonably certain that a branch line  
will be constructed to Corvallis,  
where connection will be made with  
the navigable waters of the Willamette  
river. This is understood to be  
part of Mr. Carver's plan to make his  
road absolutely independent of other  
lines, while not included in his propo-  
sition to the people of Eugene, and  
work upon this part of the system  
will probably be carried on simulta-  
neously with the construction of the  
Eugene-Siuslaw section.

Not only will the construction of  
an independent line of railroad be  
of vast benefit to this city, making  
it an important jobbing and business  
center, but it will prove a boon to  
every section of Lane county and the  
upper Willamette valley. For this  
reason it should be borne in mind  
that this railroad movement and its  
promoters deserve the heartiest  
support of all the people, during the  
progress of building operations, be-  
cause it is to be a road owned and  
managed by the people, through a lo-  
cal board of directors. During the  
preliminary work of securing rights-  
of-way and preparing for actual con-  
struction the good will and co-opera-  
tion of the people is especially to be  
desired, and at all times the direct  
interest of the public in the great en-  
terprise should be uppermost in the  
minds of all.

Those who have worked so untrig-  
geringly to induce the people of Lane  
county to comply with the terms of  
Mr. Carver's proposition deserve at  
least the gratitude of the community  
if no more substantial recognition or  
reward for their services may be ex-  
tended.

With the signs propitious for a new  
and unparalleled growth along all  
lines, the people of this city should  
pull together long and stoutly to  
bring about the consummation of our  
hopes for a greater Eugene, not only  
the most beautiful, but the best and  
biggest town in all Oregon with the  
single exception of Portland.

## GOOD LUCK TO THE BOY WHO SAYS "WE."

Don't laugh at a boy who mag-  
nifies his place. You may see him  
coming from the postoffice with a  
big bundle of his employer's letters,  
which he displays with as much pride  
as though they were his own. He  
feels important and looks it, but he

is proud of his place. He is attend-  
ing to business. He likes to have  
the world know that he is at work  
for a busy concern. The boy who  
says "we" identifies himself with  
the concern. Its interests are his.  
He sticks up for its credit and repu-  
tation. He takes pleasure in his  
work and hopes to say we are in ear-  
nest. The boy will reap what he sows  
if he keeps his grit and sticks to his  
job. You may take off your hat to  
him as one of the future solid men of  
the town. Let his employer do the  
right thing by him. Check him kindly  
if he shows signs of being too big  
for his place, counsel him as to his  
habits and associates, and occasion-  
ally show him a pleasant prospect of  
advancement. A little pride does an  
honest boy a heap of good. Good  
luck to the boy who says "we."

The colonist excursion rates go into  
effect September 1st and continue  
until October 31st. This is the rate  
that brings the actual settlers to Ore-  
gon and means that people can come  
to this state from Kansas City, St.  
Paul, Minneapolis, and all the great  
territory between the Missouri river  
and the Rocky Mountains for \$25;  
(to all points east of Umatilla, \$22-  
50) St. Louis, \$30; from Chicago,  
\$33. It should be borne in mind that  
the most important thing of all is  
that these people must buy their tick-  
ets direct to the towns they want to  
reach. This is true with regard to  
Medford, Eugene, The Dalles, Astoria  
and every other city or town in Ore-  
gon. Many people get the impression  
that they can come to Portland and  
then continue their trip to the point  
of destination, and it devolves upon  
each and every community in Oregon  
to advertise this fact, and through  
the correspondence and advertising of  
their people get new settlers.

Western railroads are complaining  
of labor difficulties. The large  
amount of building going on needs  
more men than can be found. Labor-  
ers are independent as a result and  
do not remain at one job any time.  
W. H. Bancroft, vice president and  
general manager of the Oregon Short  
Line, says 130 men who were brought  
out from New York to Battle Moun-  
tain, Nevada, by the railroad, jumped  
their jobs and went on to San Fran-  
cisco. The railroads are bringing  
men clear from New York, paying  
their fare, so scarce are laborers  
throughout the West. Making it  
harder for railroads building in Ne-  
vada are the inducements offered in  
a mining way. Laborers go prospect-  
ing when they have secured a "grub  
stake."

Even at this quiet season of the  
year, with all the numerous educa-  
tional institutions of Eugene closed,  
the "for rent" signs that in former  
years were wont to adorn the win-  
dows of residences in this city during  
the summer months are unusually  
scarce, all of which indicates that  
the demand for houses will be great  
when the university opens. Those  
who are now recreating in the moun-  
tains or at the seaside will return and  
the fall and winter activities promise  
to be exceptional this year. This con-  
dition is no doubt due to the many  
large projects now under way, or in  
immediate prospect, and it is safe to  
say that there will have to be an ac-  
tive building season or a genuine  
house famine will be on before next  
winter.

The increase in the stamp sales at  
Eugene's postoffice for the fiscal  
year ending June 30, 1907, was \$2-  
581.21 over the previous year.  
While this city is not booming, such  
a decided increase in postal receipts  
indicates that it is after all "going  
some." Eugene now has four city  
mail carriers.

Those who criticize jury verdicts  
of acquittal under so-called "un-  
written law" and demand that our  
laws be reformed are barking at the  
wrong knot hole. It is human na-  
ture that will have to be re-formed  
to stop such verdicts.

At least one Philadelphian is doing  
his best to pull the town out of the  
slow class—he proposed to and was  
accepted by a pretty nurse the day  
after his wife's death. Even in Chi-  
cago that would be considered as  
going some.

Marie Corelli may be counted upon  
to deny that she proposed marriage  
to Mark Twain, while driving  
through Stratford-on-Avon in an open  
carriage with him, if she has to write  
a novel to do it.

One thing must be credited to the  
nature-fakirs—they have made all  
the stock sea-serpent yarns look like  
plugged nickels. And anyway, they'll  
soon be devoting their talents to  
politics.

One of our scientists has secured  
successful photographs of the canals  
on the planet Mars, but it's dollars  
to brass buttons that no Martian  
has got any of the Panama canal.

His Oilness has been accused of

many shortcomings, and that he has  
been short of most of them is doubt-  
less true, but inability to keep busi-  
ness secrets is not among them.

All our battleships are to be  
mounted on wheels and sent over-  
land to the Pacific. This is about  
as authentic as most of the stuff that  
is being printed on the subject.

There's no politics in the sugges-  
tion that the immense treasury sur-  
plus be put back into circulation—  
it's big enough to give every man,  
woman and child a dollar.

Senator "Bob" Taylor of Tennes-  
see predicts a war with Japan and  
advocates a navy second in size to  
that of no nation. And "Bob" is  
a good democrat, too.

With Booker Washington sawing  
wood and "Teddy" chopping wood,  
within three miles of each other,  
there should be something doing ere  
the dog star wanes.

Why should Bryan worry about  
who is to be the democratic candi-  
date for president, when so many  
other men are willing to do it for  
him?

A little straight-from-the-shoulder  
shirt-sleeve diplomacy might prove  
to be the most soothing medicine  
Uncle Sam could hand the feverish  
Japs.

That's a fool idea, evolved by a  
St. Louis Solomon, to fine attempted  
suicides \$500. Nobody with that  
much coin is likely to attempt sui-  
cide.

Candor compels the admission that  
as a rule those who are taking a  
conspicuous part in the anti-kiss  
crusade are personally unlikable.

The call of the harvest, which is  
as insistent as usual, must be hard  
on the nerves of the gamblers who  
tried so hard to kill the crop.

## THE STREET CAR BABY

It's just a round bundle of flannels  
and lace,  
Two fat little feet, pudgy hands and  
a face,  
And, kicking and rolling, grows bolder  
and bolder,  
Till it crawls from its mother's em-  
brace to her shoulder.  
And there it surveys all the folks in  
the car,  
And crows as if pleased with all  
things as they are:  
It chuckles and gurgles and smiles in  
a way  
That means "All you kind people, I  
bid you good day."  
Then mothers observe it and say it's  
well grown.  
But of course not a patch on the kids  
of their own.  
While a school girl examines the  
shapeless wee boot,  
And declares that the darling's too  
awfully cute;  
And the crusty old bachelors look up  
from their papers  
With a half-frowning smile at the  
baby-kid's capers.  
Half afraid if they catch those round  
eyes of deep blue  
The fat little baggage will gurggle  
"Pop-goo."  
And then, as the bundle of cooings  
and charms  
Is borne from the car in its mother's  
proud arms,  
A fatherly man says, "Your boy is  
a pearl!"  
And coldly the mother replies, "She's  
a girl."  
—Toronto Telegram.

## WHEN YOU THINK ABOUT IT

When you come to think about it—  
on this old terrestrial ball,  
Rimmed with roses in the springtime,  
heaped with fruitage in the fall;  
Though we all were born a growlin'—  
though we're arie deep in doubt;  
There is really very little for the  
world to growl about.  
When you come to think about it—  
did your growlin' ever pay?  
Did it ever bend a rainbow—chase a  
thunder cloud away?  
Don't it deafen all the angels when  
they try to sing an' shout?  
Don't they know that there's but lit-  
tle in the world to growl'about?  
When you come to think about it—  
but the best way's not to think!  
There's a spring there by the way-  
side—stop ye, travelers, and  
drink!  
There's a green tree in this desert,  
'neath a firmament o' blue,  
An' a hive that's drippin' honey for  
the famished lips of you!  
—Atlanta Constitution.


## THE BIGGEST FISH.

Yew never heard me tell  
About that monster? Well!  
He was the biggest one  
I ever seen. I swun!  
When I describe his size  
I can't believe my eyes.  
An' I don't 'spect that yew  
Kin skurely b'lieve it, tew.  
Down Lizard Crick one day  
I fished and fished away,  
An' here I waster state  
I had the proper bait,  
An' everything wuz clear,  
My head an' hands an' gear,  
When I felt, nigh the bank,  
A mos' tremenjus yank.

My cork went sout o' sight,  
My pole bent double, quite,  
The crick she b'iled and b'iled,  
An' got all roun' an' riled.  
I straightened like a bull,  
An' fetched a mighty pull,  
An' would you b'lieve it? Say,  
He—well, he got away!  
—New York Sun.

# The People and The Railroads.

By Governor C. E. HUGHES of New York.



I AM fully conscious, as is every one who professes to have  
a modicum of intelligence, of the TREMENDOUS AD-  
VANTAGES which the country and every community in  
it has derived from the extension of our railroad facilities.  
They are the arteries of commerce. Our communities would  
be lifeless, our trade would collapse, we would all be WORSE-  
THAN DEAD, were it not for these opportunities of communication  
and these facilities of transportation. We honor all that has been  
done in a JUST effort to make these possible. We want more.  
We want extensions, WE WANT GREATER FACILITIES, we want every opportunity afforded to enable the people to remove  
their products, and we want FAIR TREATMENT to those who  
are engaged in this very necessary activity.

Yet it is said that, despite the prosperity of the country and the  
great benefits that have been derived from the extension of our trans-  
portation facilities, there is a state of unrest, that there is a general  
condition of DISCONTENT throughout the country. Why? Is it  
because of extension of means of communication?  
WILL ANY ONE SUGGEST THAT AMERICAN CITIZENS ARE IN  
REVOLT AGAINST THEIR OWN PROSPERITY?  
What they revolt against is DISHONEST FINANCE. What  
they are in rebellion against is FAVORITISM which gives a chance  
to one man to move his goods and not to another, which gives one  
man one set of terms and another set to his rival, which makes one  
man rich by giving him access to the seaboard AND DRIVES  
ANOTHER MAN INTO BANKRUPTCY or into combination  
with his more successful competitors. It is a revolt against all the  
influences which have grown out of an unlicensed freedom and of a  
failure to recognize that these great privileges, so necessary for public  
welfare, have been created by the public for the public benefit AND  
NOT PRIMARILY FOR PRIVATE ADVANTAGE.

# POPULAR SUBSCRIPTION FOR RAILWAY TO COAST PASSES REQUIRED MARK

(From Monday's Guard.)  
The railroad from Eugene to the  
big timber in the western end of the  
county and eventually to the mouth  
of the Siuslaw river is now assured.  
The committee of businessmen who  
have been working earnestly and ar-  
duously for the past several weeks  
have at last been successful in secur-  
ing the required \$60,000 in stock  
subscriptions to the enterprise and  
everything is now ready for the in-  
corporation of a company and the  
building of the first ten miles or  
more of road before the winter rains  
set in.  
Fifteen miles of steel rails pur-  
chased by Mr. Carver when he was in  
the Medford-Crater Lake road, ter-  
ward losing it on a second bid, are  
due to arrive in Portland any day,  
and will be shipped here to be used  
on the Siuslaw road.  
Negotiations will at once be con-  
ducted to secure terminal grounds in  
Eugene. They will be in the western  
part of the city someplace, the exact  
location not yet having been de-  
cided upon. The line will enter the  
city from the west in the vicinity of  
Fifth street.  
Publish List of Subscribers.  
It was intended to publish a list  
of subscribers to the road, but  
owing to the fact that F. E. Cham-  
bers, a member of the committee,  
has one or two of the subscription  
papers and as he is out of town, it is  
impossible to secure them. It will  
be published early next week and the  
public will know who the dis-  
tinguished citizens of Eugene are  
who have worked hard and bravely  
for the success of the enterprise  
through thick and thin, as are fol-  
lows: Alton Hampton, F. E. Dunn,  
J. W. Kays, F. J. Berens, J. M. Col-  
lenbeck, D. E. Yoran, J. M. Shel-  
ley, J. M. Shelley and J. M. Shel-  
ley. Others have assisted in the  
outline of the plans of Mr. Carver in  
the work, but have not been mem-  
bers of the regular committee.

HARRISBURG NOTES,  
LOCAL AND PERSONAL  
Geo. Peters was down from Coburg  
last week laying in his winter's  
wood, the mill having closed down  
for a short time for repairs.  
Miss Elsie Widner was up to Euge-  
ne the latter part of last week visit-  
ing with friends and enjoying the  
celebration in that city.  
Miss May Mault, of Ashland, ar-  
rived here Friday last for a visit with  
friends and is the guest of Mrs. Geo.  
J. Wilhelm.  
Silas Leonard, who has been here  
from Coburg for several weeks re-  
ceiving medical treatment, is very  
low and hopes for his recovery are  
not very bright. He underwent an  
operation some time ago but at that  
time was too weak to permit of much  
hope of ultimate recovery.  
Jeweler R. C. Roberts was over  
from Junction City the latter part of  
last week visiting with his family  
and his partner, U. S. Gleason. Mr.  
Roberts is in charge of the company's  
store at Junction and Mr. Gleason  
conducts the business here. They are  
doing a nice business in the jewelry  
line at both stores.  
One of the hottest games of base-  
ball played this year was a diamond  
played Sunday when our boys  
crossed bats with a picked nine  
from Halsey. Both teams were at  
their best and they were the  
game determined to win. Charles  
Morris pitched for the home boys  
and he proved to be right at himself  
from start to finish. He was given  
good support with the exception of a  
few plays and every one of the nine  
seemed to play the game to the lit-  
tle. The Halsey nine changed pitch-  
ers along about the middle of the  
game and for a time the new man did  
some handsome work, but he could  
not hold out and it was not long  
before our boys began to find him  
and they pulled up runs too fast for  
the score keeper. Some of the Halsey  
boys were good batters and did some  
fine field work as well, but they  
could not get started off right in the  
first of the game and the locals got  
such a start that the visitors could  
not overcome it. The game was a  
clean one and won by the visitors  
being outplayed from the start. The  
boys all did their best but our boys  
were a little too strong for them.  
The score was up in the big numbers,  
being 22 to 13.—Bulletin.