

CAR LOAD OF SCRAPERS UNLOADED AT NATRON

A carload of scrapers have been unloaded at Natron within the past week for the work on the Natron-Klamath Falls extension. This looks as though there would be something doing soon by the Southern Pacific Company. Section Foreman Sinner has received instructions from headquarters to clear their warehouses at this place, but was not informed as to what use they would be put to. However, those who can look further ahead are of the opinion that there will soon be some extensive work done in the yards at Springfield, and that the company is making preparations to commence work in the near future.

New Bank Building.
Banker Kepner is getting material on the ground for his new brick bank building. The structure will be 22x60 feet and will be two stories high. The lower front will be made of stone blocks, while the front for the upper story will be made of pressed brick. Mr. Kepner informs us that the work has been delayed on account of not being able to get material. He expects to get his brick from the Springfield yard and as soon as a kiln can be burned work will be started at once.

Personal Notes.
John Kestley, owner of the Springfield hotel, is having a fine double-deck porch built on the front of the building. This will not only help to improve the appearance of the building, but will enhance the value of the property several hundred dollars.

Mr. and Mrs. R. E. Campbell left Tuesday morning for Foley Springs, where they will camp for a month and enjoy the mountain air for a time. Mr. Campbell owns a ranch near the springs and while there will look after his property.

Alex McKintie is spending this week on his father's farm at Pleasant Hill. He will later go to the coast for a ten days' outing, returning to Springfield to resume his duties at the store August 1.—Springfield News.

A GOOD MAN AT EIGHTY-FOUR

It is not often that a man reaches the age of four score and four years, yet Lane county has such a one in the person of R. S. Belknap, one of the first owners of the Belknap hot mineral springs, and from whom they took their name. And more uncommon than those years is the fact that Mr. Belknap still has a good head on him—no childishness and no apparent loss of memory, with fair health.

Eighty-four years past—let us see. That takes us back to 1823 for his birthday. He first settled on Coos Bay in 1853, and enjoys the distinction of piloting the first vessel that passed into that harbor. He says there was then lots of water in that bay where now there are nothing but mud flats. Cultivation has enabled the rains to take toll of the fields and the inevitable shoaling of the river and harbor has been the result. He served under Zachary Taylor in the Mexican war in 1847—sixty years ago—and though opposed to him politically, voted for his commander for president.

Mr. Belknap has been visiting old friends in Eugene several days this week. He now resides with a granddaughter, Mrs. Fred Peipert, on Lake Creek, in the western part of the county.

MORE ROOM IN BOYS' DORMITORY

The boys' dormitory at the university will have a number more rooms to accommodate the students during the next college year, for it has been decided to furnish the rooms which the library now occupies the building and throw them open. This will make probably ten more rooms, which according to the average of the occupants will accommodate fifteen students. Mrs. Church, the matron, who is taking a vacation in California, is expected back during the first part of August.

A marriage license was issued today to John LeRoy Mogensson and Miss Anna Christensen, both of Eugene.

WM. CRANE IS HOLLERING FOR EUGENE

William Crane, of the firm of Bushnell, Crane & Co., real estate brokers, of this city, who started on a trip East the other day for the purpose of advertising Eugene and Lane county, seems to have already made a good start. His firm here yesterday received the following telegram from Livingston, Mont.:

"At the command of William Crane, band marching through streets hollering for Eugene, Oregon."

"COMMERCIAL CLUB."
Just what sort of a scheme Mr. Crane is working is not known, but it is presumed that he headed the band in a carriage adorned with banners proclaiming the fact that he was from Eugene and distributed advertising literature which he prepared before leaving here. He will probably repeat the performance in the principal cities along his route.

EXPERT REPORTS PUBLISHED BY CIVIC FEDERATION

New York, July 18.—The operation of British street railways by municipalities and privately owned corporations respectively, is considered in detail in two reviews of expert reports on the subject made to the National Civic Federation commission on public ownership. The reviews were prepared by members of the commission after an exhaustive investigation of the systems treated, and were made public today. They are based upon technical reports compiled by expert engineers who, with the reviewers, spent several months in the British cities where the several lines are operated. The reviews are by William J. Clark, of New York, as an opponent of municipalization, and Professor Frank Parsons, of Boston, as an advocate of public ownership and operation. Mr. Clark is general manager of the foreign department of the General Electric Company. Professor Parsons has been a student of municipal ownership for years, and is the author of several works on the subject, among them "The Railways, the Trusts and the People."

In his review Mr. Clark compares the tramways of Great Britain with the private enterprises of the United States, much to the advantage of the latter. He declares that the American traction systems under private ownership are far more progressive than those of England, Ireland or Scotland; that they give far better suburban service, that cars are less crowded and that lines are being extended with far greater rapidity. This he attributes to the absence of restrictions in the United States as compared with Great Britain, where, he says, private traction companies are given franchises only on almost prohibitive terms. The difference of rate of fare in the two countries, Mr. Clark says, is more than offset by the great number of free transfers given by the American systems. He says that while on the face of reports it would appear that municipal operation of lines in some of the cities of Great Britain had been a success, that as a matter of fact just the opposite is true. He says that private companies in the United Kingdom give a superior service as compared with the municipally operated lines.

Professor Parsons, on the other hand, expresses the opinion that municipal ownership of British tramway systems has been successful from every point of view. He sets forth that the municipalities were the first to show a progressive spirit in changing from horse to electric cars; that their lines have been well managed and the service improved, and that fares have been lowered in spite of the fact that the hours of labor of employees were shortened, while in many instances wages were increased. The comparison he makes are between British publicly-owned and privately-owned companies, and in this connection he declares that the British plants must be measured by British, and not by American standards. The conditions and habits of the people are different, he says, and these differences must be taken into account in the judgment of the management of the tramways. Professor Parsons also notes that in England the payment of a fare means that the passenger has a seat and not merely the right to stand.

ANTI-JEWISH RIOTS AT SKONITZ DID NOT OCCUR

St. Petersburg, July 19.—Nothing is known here of the report, published in London and the United States, in a Vienna dispatch, of the wholesale massacre of Jews at Skonitz, Russian Poland, near the Austrian frontier. The correspondent of the Russian Telegraph Agency at Warsaw says there has been no anti-Jewish outbreak.

LAND OFFICE IS TO HAVE HELP

As a result of the visit of Judge R. A. Ballinger, commissioner of the general land office, to Roseburg, the congested condition in the land office will be relieved as rapidly as possible. Judge Ballinger has ordered a proctor clerk to be sent to Roseburg to aid in the work, as well as other assistants.

"I found affairs badly congested in the Roseburg land office and will do all I can as early as possible to relieve the situation. The men are simply crowded with more work than they can attend to, and I have ordered a proctor clerk to help them. Other assistants will be sent to the aid of the office and I hope to see the business well attended to in several months."

Judge Ballinger has been in a conference with United States Attorney William C. Bristol today. This will be the last day of the commissioner in Portland. He will leave tonight for Seattle, where he will take a rest of several weeks, and then probably will go to San Francisco to study conditions in California land affairs.

SCHOOL TEACHER BURNED TO DEATH AT SISSON

Yreka, Cal., July 19.—The depot and hotel at Sisson were destroyed by fire early this morning, starting from the explosion of a lamp. Miss Laura Faxey, a school teacher, who had just arrived from New York, was burned to death.

A number of others were injured, including Miss Lizzie Wolgamott, a waitress in the hotel; Mrs. J. L. Painter, of Weed; Charles Galbreath, the Southern Pacific agent, and Mrs. Wright, the proprietor of the hotel. Miss Faxey intended to climb Mt. Shasta with a party of friends. The financial loss was \$20,000.

DAILY TRAIN SERVICE OVER WENDLING BRANCH

Guard Special Service.
Salem, July 19.—The railroad commission today received notice from Manager J. P. O'Brien, of the Southern Pacific Company, that the company will place a new schedule of trains upon the Wendling branch of the system, which contemplates two regular trains daily, one through train each way, between Wendling and Eugene, thus giving the residents of Marcola the relief petitioned for. The schedule will go into effect at once.
Mr. O'Brien has also notified the commission that the company has plans and estimates already drafted for a new depot at Marcola station and that construction work will be begun immediately.

MARCOLA WILL HAVE A RAILROAD DEPOT

Salem, Or., July 18.—There will be joy among the residents of Marcola, a station on the Wendling branch of the Southern Pacific, when they learn that Manager J. P. O'Brien, of the Harriman lines, has decided to erect a depot at that place. A complaint was filed with the commission by the residents of Marcola asking that body to render what assistance it could to better the facilities and accommodations maintained by the railway company at that point. There was no depot building at Marcola and the residents of that section were greatly inconvenienced by the poor accommodations maintained there. The move on the part of the railway people to provide for a depot building will be met with gladness by the people of Marcola. Mr. O'Brien has notified the commission that a depot will be erected there within 60 days.

JAPANESE MISTREAT PEOPLE OF KOREA

New York, July 19.—Declaring that Japanese control over Korea is debauching the Koreans and fast tending to eradicate Korea as a state, Homer B. Hurlburt, for many years engaged in educational work in Korea, is here today on a mission from Korea to bring to the attention of the United States government to the conditions in Korea under the Japanese protectorate. Hurlburt in an interview today said the sending of a Korean delegation to The Hague had been made the pretext by Japan to force the abdication of the emperor in order to gain further control over Korea.

"Korea is thoroughly outraged," said Hurlburt, who has been in Korea for twenty years, "over the injustice which the Japanese are heaping upon her, still they feel the dread hopelessness of their position. The Koreans look upon the Japanese as savages. They are insulted and debauched, but come to nothing. I have seen a Japanese boy rush into the streets and belabor a Korean gentleman with a stick and laugh. The Korean could do nothing. Protest is avail nothing. The Japanese have seized the salt works, have driven away Korean fishermen and taken every form of profitable industry in the country for themselves."
Hurlburt accuses the Japanese government of abetting these things because she wants Korea for herself and that the accession of the crown prince to the throne would mean no change for the better in the intolerable conditions.

POPULACE ENRAGED AND CLASH MAY COME

Seoul, July 19.—Enraged crowds assembled in various parts of the city this evening and inflammatory documents against the Japanese were freely distributed, giving rise to the suspicion that some active opposition is about to begin. Serious collisions between the Japanese, police and rioters are expected tonight, but it is not thought that Marquis Ito will resort to extreme measures of repression until all mild means of pacification are exhausted.

The throne, which was tottering with 44 years of misrule, toppled tonight. Great excitement followed the announcement, and the police guards were doubled, but no blood was spilt. The ablest Japanese believe the sending of Viscount Hayashi here was to divert the attention of the people from the question of America, where it is claimed the government is unable to get satisfaction, and to placate the nation by its severity to the Koreans. The question of The Hague deputation was not believed to be of sufficient importance to have caused all the trouble.

RELATIONS WILL BE SMOOTH BECAUSE KOREA IS WEAK

Tokio, July 19.—The ceremony of abdication, it is expected, will assume the form of a receipt transferring the throne to the late emperor's successor, but the date of the coronation of the new emperor has not been fixed. The populace of Seoul is greatly excited.

While much sympathy is expressed here for the Korean emperor that has retired, the public is breathing easier for the sake of both countries, now that the arch-intriguer has been completely disarmed. It is confidently expected that hereafter the relations between Japan and Korea will be smooth.

AMERICAN FLEET IN PACIFIC WATERS ALREADY STRONG

The talk of war with Japan has caused numerous inquiries to be made of the Guard as to the strength of the Pacific fleet of the United States.

There are now in Pacific waters three battleships, six armored cruisers, one coast defense ship, nine protected cruisers, two monitors and six gunboats, as follows:

Nebraska, battleship; ready for service.
Wisconsin, battleship, ready for service.
Oregon, battleship, ready for service.
Monadnock, monitor; in reserve.
Wyoming, monitor; in reserve.
Monterey, coast defense; in reserve.

California, armored cruiser.
West Virginia, armored cruiser.
Colorado, armored cruiser.
Maryland, armored cruiser.
Pennsylvania, armored cruiser.
South Dakota, armored cruiser.
St. Louis, protected cruiser.
Milwaukee, protected cruiser.
Charleston, protected cruiser.
Chattanooga, protected cruiser.
Cincinnati, protected cruiser.
Galveston, protected cruiser.
Baltimore, protected cruiser.
Chicago, protected cruiser.
Boston, protected cruiser.
Yorktown, gunboat.
Concord, gunboat.
Helena, gunboat.
Wilmington, gunboat.
Annapolis, gunboat.
Princeton, gunboat.

The total comparative strength of the United States and Japanese navies is as follows:

	United States	Japan
Battleships	21	11
Armored cruisers	8	11
Cruisers	43	19
Destroyers	16	54
Torpedo boats	32	77
Submarines	8	7
Coast defense	11	3

Vessels now building or projected:

	United States	Japan
Battleships	8	3
Armored cruisers	5	4
Destroyers	5	0
Torpedo boats	0	0
Submarines	4	2

The only phase of the Japanese navy which surpasses that of the United States is the torpedo boat strength. Japan has 77 torpedo boats and the United States has but 32; Japan has 54 destroyers and the United States but 16. In every other kind and class of vessels the United States far surpasses Japan.

HAY CROP REPORTED GENERALLY SHORT

Reports from the county indicate that as a rule the hay crop is poor, but the price is very fair, some offers being about ten dollars a ton. The cause of the small crop seems to be on account of the dryness of the early season, which has affected other crops to some degree.

Grain seems to be a little better than the grass crops. Though none has been threshed, the heads in most cases are well filled and promise much. Cutting of the fall sown grain has begun generally, in a few instances the binders being taken off because of the grain as yet being too green. Spring sown wheat is very green and will not be ready for the reaper for some time.

MARCOLA WILL HAVE NEW SCHOOL HOUSE

Marcola is to have a fine new schoolhouse, to be built this summer. Architect Hunzicker, of this city, has begun the plans for a four-room, one-story wooden structure which the directors of that district have ordered. It is planned to have the building completed by the time the fall term of school opens. Marcola has grown during the past two years from a hamlet consisting of a store and half a dozen houses to a flourishing town of several hundred people, and the old schoolhouse has become inadequate.

WM. JANUARY LEAVES PRISON FOR KANSAS CITY

Fort Leavenworth, Kan., July 19.—William January, alias Charles W. Anderson, for whose pardon a petition containing the signatures of fifty thousand persons was presented to President Roosevelt three months ago, was released from the federal prison here today. He will return to Kansas City, where he will engage in business, seek restoration to citizenship and to have the name of Anderson legalized. He robbed a postoffice in Oklahoma eleven years ago and was sent to the penitentiary, but escaped, and was leading an exemplary life when recognized by an ex-convict and rearrested.

NEWS NOTES

At the Elks' grand convention in Philadelphia yesterday the following officers were elected: Grand exalted ruler, John K. Tenor, of Charleston, Pa.; grand treasurer, Edward Leach, New York; grand esteemed loyal knight, W. T. Leckie, Dowagiac, Mich.; grand esteemed lecturing knight, Bayard Gray, Frankfort, Ind. Grand esteemed leading knight, John D. Shea, Hartford, Conn.; grand secretary, Fred C. Robinson, Dubuque, Iowa.

At Philadelphia last night Jack Johnson stopped Bob Fitzsimmons, the former heavyweight champion, in two rounds. He landed on Fitz's jaw and put the old man out very easily.

NEW RAILWAY UP DESCHUTES TO CENTRAL OREGON

Seattle, Wash., July 17.—A syndicate of Seattle capitalists has projected a railroad running up the Deschutes river into Central Oregon, and a reconnaissance is now being made under the leadership of L. I. Gregory, secretary of the Title Trust Company, who is at the head of the enterprise. Gregory left Seattle last Saturday, and a number of Seattle capitalists followed him Monday, to go over the line the new railroad is proposed to follow. They will not return to Seattle until July 24. L. H. Gray, J. T. Ronald and a number of other Seattle men have been interested in the scheme, but the corporation that is proposed to construct the line has not yet been formed. It is claimed for the Deschutes river scheme that a route has been found which will permit the construction of a line from the Columbia river into Central Oregon without encountering extremely heavy grades that have handicapped other branch lines projected into that country.

Gregory claims that the surveys his engineers have made show that a comparatively light grade can be gained, and that the road will enter the rich grazing and wheat districts that are not penetrated by the short branches of the O. R. & N., or allied corporations.

The construction of the Deschutes lines, he has explained to local capitalists, will give them a chance to either ship to Portland over the O. R. & N., or by river steamers.

NEWS NOTES OF JUNCTION CITY

W. M. Johnston Sells His Livery Barn—Milt Barnett's Runaway and Other Items.

W. M. Johnston has sold his livery barn to J. Casebeer, the consideration being \$2500. Mr. Johnston accepts the Caldwell property, now occupied by G. M. Jackson, as part payment on the basis of \$1000. Mr. Hyland will probably continue to occupy the barn, but whether Mr. Jackson will continue to reside on the Caldwell property or purchase it has not been decided.

Our friend Milt Barnett had a runaway on Friday of last week. His fine riding mare is responsible for the accident. Mr. Barnett was spilled out and received a severe rash on his head, besides bruising and scraping the skin on his left leg from the knee down. He is able, however, to attend to his usual affairs. It requires more than an ordinary runaway to put him out of commission.

Edward Bailey is building a private elevator on the road near his barn. It will have a capacity of 16,000 bushels. A gasoline engine will furnish the power. A large tank will be erected on the building of sufficient capacity to furnish not only water for his stock but for his dwelling. Mr. Linder is doing the work.

J. M. Howard harvested quite a crop of cherries this season. His orchard consists of only eighteen trees, but still the crop yielded him \$250. Some trees yielded \$35 worth of cherries. He received five cents per pound and shipped them to the Allen fruit cannery in Eugene.

The following cases came up in the justice court this week: State vs. J. B. McFarland, charged with assault and battery by Eliza Johnson; fined \$12 and costs, making a total of \$19.25. State vs. Richard Pope, charged with assault and battery with a dangerous weapon; waived examination and was bound over in the sum of \$150 to await the next term of circuit court.

J. M. Shelley, of Eugene, was here Wednesday and again leased the Bushnell warehouse for another year. Mr. Powell will be retained as manager, as his services during the past year have been quite satisfactory.—Times.

H. G. VanDusen, state fish commissioner, was in the city yesterday afternoon on his way home to Astoria after a trip to the salmon hatchery on the McKenzie river. He told a Guard reporter last evening that the hatchery building had been completed by Contractor Bulley ahead of time and the building would now be ready for use if the troughs were placed in position, but it is difficult to get lumber for that purpose and it may be some time yet before they are built. Spawning will begin about the middle of next month, Mr. VanDusen says, and the prospects for a large hatch this year are bright.

Game wardens are beginning to leave for the woods now that the deer season for bucks has opened. They will be on the watch for those who violate the law by killing deer. While the season for buck deer opened upon the 15th of this month, the open season for does does not commence until September 1st, and that does may be protected from the hunters who would overstep the law the game wardens are on the ground. Those hunters who do not have licenses will also be looked after, and promptly brought to justice. Thus far in Lane county a total of over 400 licenses have been issued from the county clerk's office.

The fine new firebell for Springfield that was ordered from Minneapolis by the city council over two months ago arrived this week and is now being commented upon by the citizens. It has been stored in the city hall, where it will remain until the new tower can be built. The bell weighs over 1000 pounds and is built expressly for city use as a fire alarm.—News.

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