

CHARLES H. FISHER,
Editor and Publisher.

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THURSDAY, AUGUST 22

TALK WITH WEEKLY
GUARD SUBSCRIBERS

The publishers of the St. Louis Re-
public (semi-weekly) have been
forced to raise the price of their pa-
per to us (owing to the increase in
the price of news paper), and we
cannot afford to give it away free
with the Weekly Guard. However,
we will continue this offer up to Oc-
tober 1, 1907, at which time it will
be POSITIVELY withdrawn. All who
pay one year in advance up to that
time (\$1.50) will receive both the
Weekly Guard and Semi-Weekly Re-
public, but after that date the Re-
public will no longer be given free.

We shall continue to give the two
agricultural papers, however, the Or-
egon Agriculturist and the American
Farmer, the same as in the past.

Our subscribers well know that the
Weekly Guard has been greatly im-
proved during the past year, having
been enlarged from a six-column,
eight-page paper to a twelve-page,
seven-column publication—almost
double in size. The price of the pa-
per has not been increased, and we
feel that we are giving our subscri-
bers the best newspaper in Oregon
outside of Portland, and their pat-
ronage is proof that they also know
it and are appreciative of the fact.
The constant raise in the price of
news paper, owing to the paper mill
combine, is working a hardship on
publishers, and our subscribers may
help us bear the burden by prompt re-
mittances, resting assured that they
will be given just as good a paper all
the time as the circulation and busi-
ness justifies.

Thanking all for their liberal pat-
ronage in the past, we are determined
to merit your future confidence.

CHARLES H. FISHER,
Publisher.

SHOULD NOT DELAY
ACTION TO SECURE
ELECTRIC ROAD SYSTEM

If Eugene people will get a move
on, they may be able to make ar-
rangements to have work begin at
once on this end of the electric sys-
tem that is destined to traverse the
Willamette valley from Portland
south. The complications arising
over the uncalled for delay in ac-
cepting Mr. Carver's Siuslaw propo-
sition should be sufficient incentive
to cause a hurry-up call to action to
be sounded in this instance. In some
matters the "better late than never"
axiom does not prove a good rule for
guidance, and Eugene should by this
time be convinced that prompt ac-
tion is necessary to success.

The building of electric roads in
the valley marks the beginning of a
new era of development, and this city
should endeavor to become the cen-
ter of a system radiating in all direc-
tions, like the points of a compass.
There are thousands of acres of as-
fine land as can be found anywhere
on the globe along these proposed
lines, much of it not properly culti-
vated because the owners have not
found it necessary to give it proper
cultivation nor to make any effort
to get out of it all that should be got-
ten from it, in order to make good
money. The land has been so easily
productive that it has been a tempta-
tion for years to the owners to make
a living from it as easily as possible.

The operation of these electric
lines will mean that this land is too
valuable to longer lie in practical
idleness. The great farms will be di-
vided into smaller sections which will
be occupied by families who will cul-
tivate the soil in the best possible
way, and these new families will
bring new business and every point
along the line will benefit from the
new business.

Each of the towns will have its
customers along the line of the roads
and as the new people come in to in-
crease the business each will receive
its share.

Eugene merchants can profit by
drawing the trade from other towns
only as they pay better prices for
farm products or as they carry better

goods or sell them cheaper than com-
peting merchants at other points, but
the business interests will prosper in
various ways. In the winter and
spring, for example, when the roads
are muddy, farmers refuse to take
their teams and vehicles out into the
mud unless compelled by absolute ne-
cessity for the want of provisions.
The merchant is deprived of his cus-
tom and the residents of the city are
deprived of the produce they have to
sell. When the farmer can make use
of the electric lines he will take his
produce to the car and to market, ex-
changing it for the provisions he may
require, and the conditions of the
roads and the weather will make but
little difference. The expense of his
own transportation and that of his
farm produce to market would be but
little if any more than the cost of his
feed bill if brought in by his team.

When electric roads from Spokane
were built connecting that city with
small towns in Northern Idaho, it
was freely predicted that the Idaho
towns would suffer. The contrary has
been the result. The little town of
Coeur d'Alene, the terminus of one of
the roads, has grown in the last two
of three years from 1500 or 2000
population to 8000, and every acre of
ground along the electric line is now
under cultivation. In other words,
both Spokane and Northern Idaho
towns have been greatly benefited.
The same result will undoubtedly fol-
low relative to Eugene and surround-
ing points.

TRUST-BUSTING METHODS
THAT ARE ABORTIVE

The net results of this trust-bust-
ing campaign after all amount to but
little. The big combines go on do-
ing business just the same in spite
of petty fines. Only a few weeks
ago it was announced that the pa-
per trust had been dissolved because
of the court proceedings against it,
but yesterday's dispatches tell of a
bigger and stronger paper mill mer-
ger than ever before. The truth
seems to be that the trust never was
dissolved, because the price of all
kinds of news paper and job stock
have been going steadily higher for
the past year, as every publisher and
printer well knows. The paper upon
which The Guard is printed costs al-
most a cent a pound more than it
did one year ago, and with the new
merger effected by the paper mills
prices will probably receive another
boost.

It might not be amiss at this time,
before the dust of the great presiden-
tial political battle obscures the ar-
ena, to review the situation with re-
gard to what has, or rather what has
not, been accomplished in the way of
making a beginning toward govern-
ment control of corporations. It may
be taken for granted that the period
of radical legislation appears to be
passing, and attempts are now
being made to enforce new laws.
The effort to enforce these laws is
certain to result in more or less in-
terference with business, and may
bring to the attention of the country
most forcibly some fundamental prin-
ciple of our economic affairs.

The imposition of a fine upon the
corporations found guilty of violating
the laws of the country is bound to
fail in its purpose if the offending
corporations are in a position, by in-
creasing the selling price of their pro-
ducts, to make the public bear the
burden of the fines. Nothing short
of fine and imprisonment applied to
the heads of the guilty corporations
can have the desired effect. Federal
control of corporations, or even state
control, will be totally inadequate
unless the control extends to the men
who establish and maintain the cor-
porations. This is the only sensible
view of the matter, but it is also the
very view the politicians are interest-
ed in keeping in the background, for
fear it might interfere with their
designs upon the people and the of-
fices within their gift. Hence it may
be regarded as little short of a pub-
lic calamity when a question involv-
ing a great economic principle be-
comes a campaign issue.

NOW FOR THE OPEN
RIVER TO EUGENE

Senator Fulton declares he will
work to secure the opening of the
Willamette river by federal appro-
priation from Eugene to the Colum-
bia. He thinks this improvement
entirely feasible, and supplemented
by free locks at Oregon City would
prove a boon to the Willamette val-
ley.

Senator Fulton is right and his
efforts should be appreciated and en-
dorsed by the Commercial Club and
Merchants' Protective Association of
this city. With river steamers and
barges plying on the upper Willam-
ette as far as Eugene, there would be
no need to further agitate the rail-
road rate question, or discuss the
car shortage problem. The present
unsatisfactory transportation condi-
tions would be abolished forever.

With the aid of our delegation to
congress it will only be a matter of
time when congress must recognize
our right to substantial recognition
and assistance, and we can hasten

that time by actively taking up the
work.

Let our commercial bodies appoint
open river committees to have special
charge of this important work, and
get busy backing up the efforts of
Senator Fulton and his colleagues.
The Oregon library commission
has published a pamphlet which
gives a list of good books suitable
for children. This list is not in-
tended to include all good books for
children, but as an aid to local book-
sellers and others in selecting books
for children which are good and
which are free from objectionable
features. Miss Cornelia Marvin, sec-
retary of the commission, has found
that there are many persons who
are thankful for advice in this line.
This applies both to those who sell
books and those who buy books for
their children. This last will be found
helpful to a great number who do
not have opportunity to keep them-
selves posted on the merits of the
great number of books published for
children. Any person in Oregon can
obtain a copy of the list by sending
a postal card request to the Oregon
Library Commission, Salem, Oregon.

SECRETARY WILSON
SEES LUMBER FAMINE

Years of waste, careless methods
and a short-sighted policy in order to
gain immediate profits has brought
the United States to the eve of a
lumber famine, was the declaration
made by Secretary of Agriculture
Wilson while in San Francisco from
the northwest. Although the fed-
eral government is doing all in its
power to ward off the peril, having
set aside 150,000,000 acres of forest
reserve lands, the prospective fam-
ine, according to Secretary Wilson,
can be prevented only by the indi-
vidual holders or by state laws.

"The waste has been incalculable,"
said Secretary Wilson, "and the in-
creased cost of lumber at present
heralds an impending famine. The
loss by forest fires alone amounts to
hundreds of thousands of dollars ev-
ery year."

In reply to a question as to the
probability of the federal government
taking some action for perpetuating
the forests by replanting, Secretary
Wilson said:

"It will have to come to that in
time, but the checking of the present
peril rests with the state and through
state laws. The greater part of the
Eastern and Middle West country
now looks to the Pacific coast for its
lumber, and if the coast states wish
to maintain this profitable industry
in the future they will have to pass
and enforce suitable laws governing
it."

TELEGRAPH STRIKE
AND ITS REMEDY

The first thought of the injured
principal party in the telegraph
strike—that is, the public, is that the
telegraphs should be operated by the
government, like the postoffice, and
then there could be no strikes. It
is safe to say that the majority of citi-
zens would favor the operation of
the telegraphs by the national govern-
ment. And if it turns out to be
possible that the telegraph service
can be impeded indefinitely by a
strike, there will be demands upon
the government to take charge of the
wires and reopen the service, as an
imperative necessity. We don't
know if the operators would profit
by that outcome. Taking the case of
postoffice clerks, it doesn't appear
that they would. However, the average
citizen will say that the principal
party in the matter is the public, and
that the public's rights are far su-
perior to the rights of the telegraph
companies, or of the operators.

A favorite suggestion is compul-
sory arbitration, such as exists in
New Zealand. However, there can-
not be compulsory arbitration with-
out changing the United States con-
stitution. Under our present constitu-
tional dispensation the law cannot
say to an employer that he must pay
certain wages. They are supposed
to be free men, who hire whom they
please, for what they please, and
who work for whom they please for
what they please.

Consideration of these problems
is not productive of optimism. The
Denver Post adds: So far as strikes
on public utilities are concerned, gov-
ernment ownership would appear to
solve the mere matter of strikes, but
there are graver objections, such as
the creation of a stupendous public
service which would amount in effect
to militarism. Once the government
took charge, by law, to the government,
and unless congress made special
provision the service would only be able
to do so much—with its authorized
forces—and, in emergencies, it would
congest hopelessly, like the postof-
fice business. For instance, when
there is a railroad catastrophe, cut-
ting off a line, the express matter is
carried around the break by private
companies, while the mail lies until
the line is restored. If the telegraph
wires went down, in a great storm,
and congress had not provided for

WHY THINKING PERSONS
PATRONIZE ADVERTISERS

The Guard has a big family of reg-
ular readers, nearly all in Lane coun-
ty. These number some 3500, the
combined daily and weekly circula-
tion, which, on the approved basis of
five readers to each subscriber,
makes the total number of persons
who rely largely upon The Guard
for their news aggregate not less
than 17,500. No paper in any part of
the country more thoroughly covers
its field than The Guard, and its in-
fluence is especially great because it
is an old paper that has been going
into many homes for two or three
generations. This fact makes it a
splendid advertising medium, since
quality counts as much as quantity
in the matter of circulation value, and
as a recognized home paper for so
many years The Guard possesses both
of these essentials.

Guard readers naturally do their

the storm, they would have to stay
down.

ELECTRIC RAILROADS
DEVELOP THE COUNTRY

Now that electric road develop-
ment has been commenced in the up-
per Willamette valley, anything of in-
terest concerning such enterprises is
naturally read with avidity. Through
the irrigated sections of Southern
Idaho surrounding Boise there are a
number of electric railway lines being
built and one, thirty miles in
length, was opened to traffic only a
week ago. This fact is tending
interesting people of that section in
the subject of electric transportation
lines. The Boise Statesman discusses
the matter as follows:

"Many readers of the Statesman
have some knowledge of the develop-
ment of the business of electric rail-
way between Spokane and Coeur d'
Alene. When that road was opened
a few years ago it had no business
excepting between the terminal
points. In 12 months 25 per cent of
its business originated at intermed-
iate points. The road paid the first
year, thus exceeding the hopes of
those by whom it was constructed.
Its business has continued to in-
crease, and a recent statement issued
shows it is maintaining a rate of ex-
pansion that is phenomenal.

"During the month of July the line
handled 101,353 passengers, an in-
crease of 35,000 over the record for
July, 1906. During the same period
the amount of freight traffic doubled
and it is not able to handle all the
freight business offered. It has been
obliged to order additional equipment
in excess of what was expected to
meet the demand.

"That record shows what a coun-
ter-developer a well-managed electric
line is. There was practically noth-
ing on that line when it was opened,
but now there is settlement all along.
Farms and orchards are seen on ev-
ery hand, while a great business is
done in raising vegetables which are
shipped to Spokane. The road de-
veloped that valley and the develop-
ment is still in progress.

"The reason that a country devel-
ops when it has such a means of
communication lies in the fact that
people are given a service that suits
their needs. Frequent opportunities
are offered to go from one point to
another; produce of all kinds can be
shipped conveniently, and the condi-
tions of travel are ideal. Along such
a line people will settle quickly either
as farmers or suburban residents
doing business in the near-by city.
Such a road makes living in the
country far more delightful, and peo-
ple hasten to secure a place along the
line."

WHY REALTY VALUES
ARE INCREASING HERE

Every day adds activity and
strength to the Eugene realty market,
and it may be expected that by early
next fall, when the colonists take ad-
vantage of the cheap transportation
rates by thousands, our real estate
brokers will more than have their
hands full. This condition should
not be looked upon as a boom, be-
cause it has no semblance of such
unstable movements in the progress
of some communities. It is rather a
healthy and expected increase of val-
ues in the Willamette valley, where
development has long been back-
ward, and the beginning of a rapid
growth in population and consequ-
ent rise in values has long been
due. The advance so marked this
year in Eugene and Lane county is
not a transitory fluctuation, but is
based upon solid resources and per-
manent prosperity.

There is no reason why Eugene
should not, with new industries that
are coming and the improvements
that are being made, become a city
of twice its present size as quickly
as it is possible to make such a trans-
formation, and we believe that this
expectation will be realized. In the
meantime, all of Lane county will
grow in population, and realty values
both city and county, will have a
steady upward tendency.

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generations. This fact makes it a
splendid advertising medium, since
quality counts as much as quantity
in the matter of circulation value, and
as a recognized home paper for so
many years The Guard possesses both
of these essentials.

Guard readers naturally do their

trading, buying their dry goods,
clothing, shoes, hardware, furniture,
drugs and other necessities and lux-
uries, with those firms that advertise
in its columns. They appreciate the
invitation extended by the business-
men to trade with them, and they
know, too, that by doing so they are
assisting the publishers of their home
paper to make a better paper, so that
there are mutual advantages. With-
out the revenue derived from adver-
tising the modern newspaper could
not exist, and for this reason, if no
other, the intelligent reader patron-
izes the advertising merchant be-
cause he is far seeing and public-
spirited enough to assist in building
up an institution that in turn helps
the community in which it is one of
the great factors of our advanced
civilization. Without newspapers a
town would languish and die com-
mercially. The present temporary
suspension of publication of the
world's news on account of the tel-
egraphers' strike only gives a hint of
what the world would be without
newspapers.

The enterprising, advertising busi-
ness man is largely responsible for
that wonderful institution of modern
life known as the press—the great in-
centive to progress and the surest
safeguard of popular liberty.

Were the advertiser's goods no bet-
ter and his prices no more alluring
than those of the non-advertiser, he
deserves the patronage of the public
because of the very fact that he is
contributing by his means to the sup-
port of an institution so essential to
the common weal. If there is any
reader of The Guard who has over-
looked this vital point in what might
be termed the economy of advertis-
ing, he should not continue in his
error or thoughtlessness.

PRESIDENT ROOSEVELT
ON PILGRIM FATHERS

President Roosevelt's speech at the
anniversary of the landing of the
Pilgrim Fathers at Provincetown to-
day is printed almost in full in the
Daily Guard. Since our strenuous
president has been too busy taking
care of his hay crop this summer to
make an average of more than one
set speech a week, his utterances, af-
ter so long a silence, have special
interest. People are interested in
knowing whether he is still deter-
mined to camp on Harriman's and Roc-
efeller's trail, and concerned as to
whether he is contemplating an en-
largement of the Annapolis Club before
the opening of congress. Some of
them would like to know also how he
regards the remarkable expansion of
the Teddy bear craze, and the caustic
criticism of certain ministers, who
look upon it as blundering the cru-
sade against race suicide. Possibly,
too, during his summer's sojourn at
Oyster Bay, the president has learned
something new in the habits of the
sedentary clam, and is prepared to
impart his discoveries to an ex-
pectant nation; then there are the
"undesirable citizens" who are re-
joicing over the acquittal of Hay-
wood.

All of these subjects and many
more are embodied in the forecast
of a presidential speech, and especially
one that the president has had a full
week to ponder over in quiet without
even the clicking of the telegraph
instruments to break his meditations.
As to what the speech really con-
tains—well, read it for yourself in
the Guard today and you will know—
or think you do, perhaps—what he is
driving at. One thing stands out
distinctly in this latest lecture on public
morals and private virtue—that the
trust magnates may be proceeded
against criminally—or again they
may not be, just as you may be able
to understand his positive declara-
tions on both sides of this important
question.

A socialist leader in Germany is re-
ported in today's dispatches as abus-
ing the United States because of the
Haywood trial, citing it as an exam-
ple of injustice and unfairness. Most
of us think that this case was rather
good evidence that trial-by-jury is to-
day as free and fair as it ever was in
America, since Haywood was given
every opportunity to defend himself,
and in the end was acquitted, al-
though there was considerable proof
tending to show the charge against
him was not unfounded. It would
seem rather that this trial should be
hailed as a triumph of personal lib-
erty, nowhere else on earth as per-
fectly assured as in this country of
ours. Socialism, like many other pol-

itical dogmas that are not without
some merit, suffer from the mouth-
ings of such men as Bebel, who never
miss an opportunity to talk volubly
on any subject, whether they are cor-
rectly informed or not.

The publishers of the Daily and
Weekly Guard have a splendid
scheme for securing new subscribers
and holding old ones, but it isn't
new and there is no copyright. All
newspapers are free to use it and
many others do. Briefly stated the
plan to make a first-class newspa-
per, fully covering the field, giving
today's news today, and standing for
the interests of its constituency and
its town through thick and thin. This
scheme has worked so well in the
past that we have never found it ne-
cessary to cut the subscription price
in order to induce people to subscribe
or to continue to subscribe. We find
that the public is willing to pay for
a paper they like to read, and that
advertisers are convinced it is just
the kind of a paper that brings them
profitable returns.

The circulation of the Daily and
Weekly Guard is greater today than
ever before in the history of the
paper—and we don't have to give
it to people in order to get them to
take it, either. We recognize the
fact that the people are willing to
pay a fair price for a real newspa-
per—one that gives them the news
while it is fresh—today's news to-
day—with fearless, independent
editorial comment. People like a pa-
per nowadays that wears no corpora-
tion collar and is not afraid to say
what it honestly thinks on all subjects.
The Guard is the organ of the plain
people and it aspires to no other
distinction.

The Oregon Development League
sends out this timely advice: The
eat and bread of Oregon advertis-
ing is the colonist rates. The peo-
ple of Oregon are not neglecting this
opportunity and there will be thou-
sands of people come to this state
to find homes between September 1st
and October 31st. However, do
your portion, and write another let-
ter just as soon as you lay down this
paper to some friend in the older
states who should get the advantage
of the low one-way rates to Oregon.

Says the Oregon Tradesman: Bill-
board advertising is worth some-
thing, but it is far inferior to other
methods. Nathaniel C. Fowler once
stated that the fundamental basis of
all good advertising is vested in the
newspaper or periodical of regular
issue. The advertisement which the
reader pays for the privilege of
seeing is worth a dozen times more
than the advertisement thrust upon
him.

Prince Yi, of Korea, who came to
this country, after being turned
down by The Hague conference, hop-
ing to capture the sympathy of the
president, takes the refusal of Roose-
velt to see him as philosophically as
he did the sentence of death passed
upon him at home. About the only
thing left for him is vaudeville.

Honest, now, isn't John D. Roc-
efeller exaggerating his anxiety for
the interests of the widows and or-
phans, which he claims to think
greatly endangered by the prosecu-
tion of the trusts? Since the imposi-
tion of that big fine he can see noth-
ing but financial gloom ahead.

Judge Carroll, of Cheyenne, Wyo.,
set a rush precedent when he tried
an assault and battery case over the
telephone, with principals and wit-
nesses fifty miles away, fining the
defendant \$15, and accepting his
promise to send it by mail. It was
surely a case of wry justice.

A panic, real or pretended, among
Wall street gamblers should have no
influence with legitimate investors
in railroad and industrial securities.
The earning power of a corporation,
not the see-saw of bulls and bears,
is what determines the real value of
its securities.

Professor Starr, of the University
of Chicago, is again seeing things.
This time he sees Japan taking us,
should we have war, if Starr doesn't
take something for this bad habit,
which seems to be growing in him,
he'll be seeing a bug house, from the
inside.

The New York Zoo has a new
what-is-it? and the experts are un-
certain whether it is an orang-outang
or a woman. Given sufficient finan-
cial backing there ought not to be
any trouble in making her a queen
of Newport society.

Colonel Watterson grows caustic
in handling the notion that human
nature can be made over by law, so
prevalent just now. This is the pic-
turesque way he puts it: "I do not
believe that men can be legislated
into angels—even red-nosed angels."

J. Edward Addicks is once more
before the public; his third wife is
suing him for divorce. He is now
in poverty. That is he has millions

in debts hanging over him, though
he probably has enough stuck away
upon which to live. A remarkable
feature is that the wives he has had
are all rich. The first two were sis-
ters. Wife No. 2 is dead. She made
the daughter of No. 1 her executrix
and heir. She secured a large for-
tune at the time of a settlement of
the divorce suit she brought against
the gas man. Number 3 has three-
quarters of a million and \$200,000
worth of jewelry. While the man has
been getting rid of \$20,000,000 the
wives have been husbanding the mon-
ey he gave them, and the last one
proposes to cut loose with what she
has and leave him to eat the crust
alone. Addicks has been a remark-
able character, but no feature of his
career has been more remarkable
than his matrimonial record.

State School Superintendent Ack-
erman, after a conference with prom-
inent educators, has adopted a high
school course with one, two, three
and four-year courses. Under it stu-
dents will be required to read two
English classics. Bookkeeping is
mandatory the first year in all high
schools, irrespective of curriculum of-
fered. Latin is placed in the fourth
year course and is optional. Physics
is required in the third year of the
course. Work in English has been
strengthened by requiring grammar,
composition and rhetoric to be car-
ried through the first two years.

Butter is advancing in price rap-
idly on the coast and it is predicted
it will rule higher during the coming
winter than for many years. It is
said that consumption has kept pace
with production during the year, and
none has gone into cold storage.
Consequently there will be no sur-
plus upon which to draw as the sea-
son advances, and the price is ex-
pected to soar. It will be a good
thing for the dairymen, and other
people will not complain, even though
it makes drafts upon their bank ac-
counts.

At last, a good word for our rail-
roads. I. A. Bryce, of London,
brother of the ambassador, says
American railroads are better man-
aged, in some respects than are
those of England.

Some of the Portland sore-heads,
including the newspapers, profess to
believe that a third-rate man like
Smithson ought to have a show on
the track with Dan Kelly. It is too
laugh.

They begin the hold-up game early
in New York city. A pair of fif-
teen-year-old kids were caught trying
to pull off a "black hand" stunt
there the other day.

QUESTIONINGS

I wonder, as I sit alone tonight—
Alone within the old, familiar
room,
If, in the many mansions out of sight,
They speak of me and wish that I
would come.
They are all there, the blessed house-
hold band!
I, only, sliver in the cold outside;
I, only, lift an eager, pleading hand,
Outstretched to reach a love that is
denied.

I wonder should I know my mother's
face—
The face that last I kissed with
bated breath,
Lest I might mar that perfect calm
and peace
That Love calls life but we poor
souls call death.
I wonder if my father's eyes would
smile,
As in the olden times, upon his
child;
Alas! it is a long and weary while
Since any love like that upon me
smiled.

Have the grave questions in my sis-
ter's eyes
Found happy answers till their
depths no more
Seem to brood over hidden myster-
ies—
Are they alight with heaven's bless-
ed love?
I wonder if they know—they loved
me well—
The petted darling of the house-
hold band;
Methinks that e'en in heaven their
hearts would swell
With grief, to see how all alone I
stand.

I wonder, when I falter, over-worn,
With lonely days and even lonelier
nights,
How all the bitter pain my heart
hath borne
Must look to them in that eternal
light.
Perchance they, seeing with that
clearer view,
From which this earth's bewildering
mists have passed,
Beholding all the dark things touch-
ed anew,
And life's enigmas plain and clear
a last.

Say this: "The Lord will lead her
safely on;
The weary feet will reach our
home some day,
And from her eyes, the darkness
being gone,
God's hand shall wipe the burning
tears away."
So all the days, or dark or bright, go
by:
God gives His varying gifts of joy
or woe,
The earth-worn feet go stumbling to-
ward the sea,
Where waits for me the Boatman
pale, I know.

—Chicago Advance.