

DIVIDENDS FOR NOVEMBER BREAK ALL PREVIOUS RECORDS

New York, Nov. 1.—Banks and trust companies distributed yesterday \$75,000,000 in stock dividends and interest on bonds, the largest November distribution in the history of the country.

London, Nov. 1.—Money is in better supply in the market today owing to dividend disbursements, but discounts are firmer on fears of further gold exports to New York. Trading in stocks was dull with prices easy, and the depression in Americans was renewed in some stocks, but others went higher than yesterday.

FITTSBURG BANK WILL IMPORT GOLD

Pittsburg, Nov. 1.—The First National bank has made arrangements for the importation of \$500,000 in gold bullion and American eagles from London. This is the first importation of gold for import ever made by a Pittsburg institution.

STOCKS STRONGER TOWARD THE CLOSE

New York, Nov. 2.—Prices on the stock market declined during the first part of the session, but pulled upward toward the close, reducing the declines. Canadian fell two points, the Mackay companies preferred 1 3/4, Southern Pacific preferred 1 3/8, Atchison, Alion and Anaconda 1, Westinghouse 3 7/8.

Several stocks, including Pennsylvania, Allis Chalmers, and Erie, first preferred, rose one point.

FINANCIAL STATUS.

New York—Increased engage-

ments of gold abroad. Lusitania bringing \$10,000,000. Money returning to banks. Each city refuses to pay currency to other cities. Government to deposit funds in South to handle cotton crop. National City Bank to issue \$1,000,000 more notes.

Washington—Government issues national bank notes under new rules and has many inquiries.

London—Additional £58,000 in gold taken from Bank of England for shipment to America.

Paris—General opinion that crisis will continue some time. Money loaned at moderate rates.

Grand Island, Neb.—Bank fails through failure of bank at Charlton, Iowa.

Pittsburg—Clearing house decides to issue small bank checks for use in payment of wages, in order to keep industrial army at work.

Washington, Nov. 1.—The president and cabinet discussed the financial situation today, but as satisfactory conditions prevail no new action will be taken.

New York, Nov. 1.—Prices of stocks moved irregularly in opening dealings, but there were not many important changes from last night's closing. Union Pacific gained 2 1/8 and several other stocks advanced one point, while some dropped one or two points. Money opened at twenty per cent.

No Trouble at Frisco. San Francisco, Nov. 1.—The banks with the single exception of the California Safe Deposit & Trust Company, are open today. Confidence is increasing.

Same at Portland. Portland, Nov. 1.—There is no change in the banking situation here today.

DR. I. D. DRIVER DIES AT HIS FARM ATTAGENT

EMINENT METHODIST MINISTER, MANY YEARS A EUGENE RESIDENT, EXPIRES

WAS AGED OVER 83 YEARS AND WAS AN EARLY PIONEER OF OREGON, COMING ACROSS THE PLAINS IN 1853—WAS ONE OF BRAINIEST MEN IN METHODIST MINISTRY

Rev. Isaac D. Driver, one of the most eminent ministers on the Pacific coast and for many years a resident of Eugene, died at his farm near Tangent, Lin county, Wednesday afternoon, October 30, 1907, at 1:30 o'clock, after only a week's illness, although he had been in failing health for some time past.

Dr. Driver was born at Fort Wayne, Ind., August 27, 1824. He was the seventh in a family of twelve children, and was educated in Indiana. He worked for the government when quite young, carrying the mails between Fort Wayne and South Bend, on horseback through a country infested with treacherous Indians and where there were no settlements for miles. After leaving school he engaged in farming and stock raising, and in 1848 he was married to Miss Rebecca Crumley, who survived but a year, leaving one child, Samuel M.

In 1849 Dr. Driver crossed the plains to California, where he became engaged in mining and settled near the alkali water on the plains. He left San Francisco via the isthmus of Panama, and arrived in Indiana again after a few weeks and engaged in farming. In 1852 he married Miss Mary Hardenbrook, and in the fall he joined his father and brothers, with their families, and prepared for the trip to Oregon. Dr. Driver's mother died on the way and many of the cattle and horses perished from the alkali water on the plains. The party landed in the Willamette valley in September, 1853, and the next month they took donations land claims in Douglas county. Isaac Driver then engaged in farming and stock raising until he was taken very sick with fever and nearly died. Reviewing his life and the promises he had made to his mother he resolved that if he were spared he would devote the rest of it to the ministry. As soon as he was able he began the study of Latin, Greek and Hebrew and entered with zest upon the work which he had been inclined to ever since he had been ten years of age. In 1857 he began preaching in the Umpqua valley and the next year he joined the Oregon conference and was first assigned to the pastorate of the Methodist church at Jacksonville, then called by Eugene, Corvallis, The Dalles, Oregon City and other prominent churches.

In 1867 Dr. Driver was again bereft through the death of his wife, who left five children. He again married in Eugene in 1871, Miss Leanna Lee, who survived but seven months. He was married again in Michigan to Miss Anna Northrup, and returning to Oregon was appointed presiding elder of the Salem district. In 1875 death again entered the family, removing his wife, who left one child. In 1877 he was married to Miss Mary E. Williams.

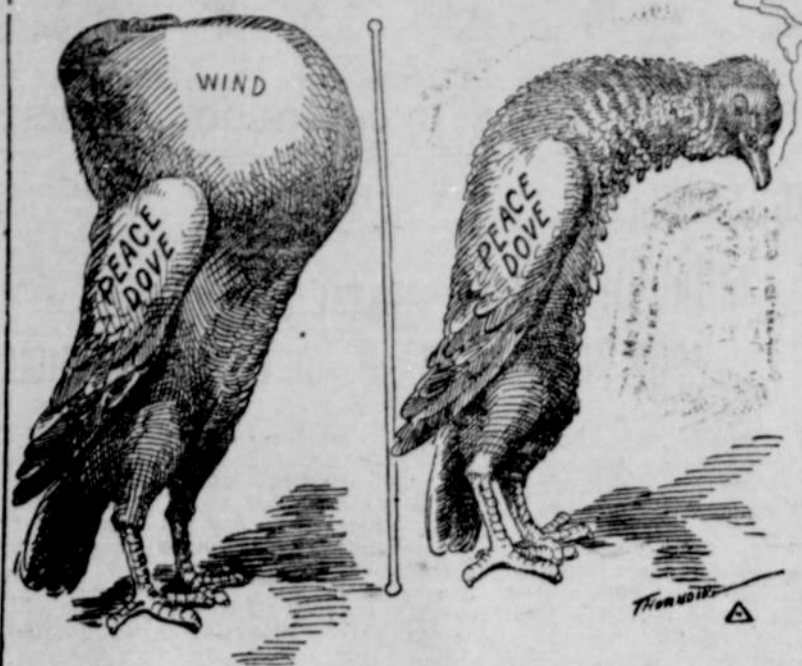
After having served as pastor of numerous Oregon churches, as presiding elder of the Salem and Eugene districts and on numerous national boards, having made several trips to the East, he purchased a farm of 135 acres on the outskirts of Eugene, where he and his family resided from the early '80s up to a year or two ago, when he sold his farm to F. L. Chambers and bought another at Tangent, Lin county. Dr. Driver was elected to the Oregon state senate from Lane county on the Republican ticket about ten years ago and served one term. He was a man of strong personality, and was considered one of the brainiest men in the Methodist ministry. He was a Mason and held numerous offices in the local order. To the end he remained active in mind, though enfeebled in body. He leaves a wife and fifteen children, besides numerous grandchildren. The children living are as follows:

Samuel Driver, Los Angeles; Mrs. T. Thompson, Salem; I. D. Driver, Jr., Salem; Mrs. Ransome Starr, Ritzville, Wash.; Mrs. Nellie Emerson, Oakland, Cal.; J. W. Driver, Albany; Miss Anna Driver, Oakland, Cal.; Miss Grace Driver, Tangent; Roy Driver, Tangent; Lee Driver, Tangent; Miss Lena Driver, Eugene; Wiley Driver, Tangent; Paul Driver, Tangent; Ralph Driver, Tangent; Frances Driver, Eugene. The time of the funeral will be announced later.

GORDON DISCOVERS STRANGE NEW RACE

Philadelphia, Oct. 31.—Dr. George B. Gordon, curator of the University of Pennsylvania, archeological department, has returned from a six months' expedition in Alaska and the far northwest, and announces the discovery of a new race living along the Koshkwin river, in Alaska. Gordon brings back a strange tale of this race, which had never before been seen by a white man, and which differs from all other Alaskan tribes. They are called Kuskwagamuties by the Eskimos and show strong indications of Mongolian ancestry. Crime and vice are unknown to them and their religion is pantheistic. They retained many ancient manners in dress and speech.

THE HAGUE CONFERENCE.



The start and the finish. —Thorndike in Baltimore American.

HARRIMAN STOPS ALL WORK IN NORTHWEST

Harriman has tightened his purse strings in the Northwest and settled down to a policy of "wait," says the Portland Journal. Harriman always had more or less of a policy of wait, so far as Oregon is concerned, and it is not surprising that he has called a halt on railroad work in this state.

Orders went out yesterday and this morning from headquarters to stop work on the Riparia division between Riparia, Wash., and Lewiston, Idaho. All the bridge crew on the Riparia bridge were told that work had been indefinitely suspended. The same orders were sent to Pendleton, Drain and other places where Harriman work was in progress. Several thousand men will be thrown out of employment.

Pendleton reported early this morning that orders to stop work of the Harriman system, which is almost completed, had been received there. The reason given for the suspension was the stringency of the money market. The Wallowa extension from Elgin was shut down about the same time. Work near Walla Walla was dropped with alacrity when a message was received from Omaha headquarters telling division superintendents to pay off and announce that the suspension of work was indefinite, and that there would be nothing doing until the money market was adjusted.

The Drain-Coos Bay division work will cease tonight, was the report received from San Francisco, and operations on the north bank of the Columbia are in the air. At the instigation of the Journal an investigation of the work in California was started, and a message was received in reply stating that no men had been laid off at the Bayshore cutoff, south of San Francisco, nor any other division on which work was being done in that state. The impression had prevailed in Portland, and seemingly with good reason, that Harriman was making Oregon the butt of his "expense cutting," on account of the state's persistent demands that he do something toward improving the service here.

Harriman is said to have issued the orders to stop work in Oregon and part of the other states of the Northwest from New York. He gave no reason other than that he was going to wait until the money market improved, and that work would then be renewed. He made no mention of any orders to curtail the expenses of the Southern Pacific company, and the following reply was sent by the United Press to the query: "Is California work to stop?"

"No. Southern Pacific improvements to continue, say officials here. No men have been laid off."

J. P. O'Brien, general manager of the Harriman lines in the Northwest, when asked today for a statement concerning the company's action, said:

"I am not in a position to say a word about it."

He positively declined to throw any light upon the situation, excepting to say that the dispatch was substantially correct.

Stop Improvements. Omaha, Oct. 30.—The Union Pacific Railroad yesterday discharged between 4000 and 5000 workmen from the construction department, and every piece of construction work on the entire system is abandoned.

The Lane cutoff, west from Omaha, which cost \$5,000,000 and three years' work, and would have been finished in 15 days, has been abandoned. The work has ceased on all roads in Kansas and along the Kansas division, including the new line between Topeka and Lincoln, Neb.

The work on the new shops in Omaha has been temporarily abandoned. None of the operating force has been discharged, and probably will not be for some time.

These orders came from New York, but the officers would not say who issued them. E. H. Harriman is the only official of the Union Pacific higher than Omaha officials.

Vice President and General Manager L. Mohler, of the Union Pacific, yesterday declared that there is a lot of unnecessary sensation over the reduction in track forces, which necessarily takes place at this season of the year on account of the shorter hours and cold weather.

BANKER BUSH TALKS SENSIBLY ABOUT HOLIDAYS

Salem, Oct. 30.—In the estimation of A. Bush, the pioneer banker of this section of the state, there is absolutely no occasion for the alarm which the banking interests of Portland seem to have experienced regarding the financial situation in the country, and especially Oregon, and he thinks they made a sad mistake when they advertised to the country that the Oregon banks were cramped for ready cash by petitioning the governor for a holiday when as a matter of fact he thinks Oregon today is the most prosperous and financially sound state in the union.

"It is true that there is an unusually large demand for ready money at the present time, when Oregon's great crops are beginning to move, and this is especially true with regard to the country banks. So far as Salem is concerned, there is not nor never has been any ground for fear concerning the money market. The action of the Portland bankers, however, has had the effect of placing business practically at a standstill here. Aside from that there is no appreciable effect. In fact, there has been no inquiry on the part of depositors regarding the situation, and we have had fewer calls for money since the alarm was sounded than before."

CONCRETE PIER FOR SPRINGFIELD BRIDGE

L. N. RONEY ENGAGED BY COUNTY COURT TO REPLACE OLD STONE PIER

L. N. Roney went to Springfield this afternoon to examine the cast pier of the county bridge across the Willamette at that place. He has been authorized by the county court to replace the stone pier with a concrete structure, and it is possible that the work will begin within a few days. The pier has been in bad shape for several years, and several attempts have been made to strengthen it, but without any permanent success. There is a huge crack across the pier and there is danger of its falling to pieces at almost any time.

WILL OF PHILIP HELLER FILED FOR PROBATE

The last will of Philip Heller, who died in this city a few weeks ago, was filed for probate yesterday afternoon. The will was executed in Carroll county Ill., August 27, 1906. It provides that his wife, Mrs. Mary Elizabeth Heller, shall have all the property, both real and personal, and after her death it is to be divided, share and share alike, between his daughters, Emma Alice Thomas, of Canou, Ill., and Margaret A. Harper, of Mt. Carroll, Ill. (now residing in Eugene).

The estimated value of the property is \$2000. Mrs. Mary Elizabeth Heller, has been appointed administratrix of the estate.

MARRIED

At the office of Justice of the Peace Bryson in Eugene October 30, 1907, the justice officiating, Clarence Githens and Miss Dora L. Nibert, both of Junction City. They left this afternoon for Portland on a short honeymoon trip and will return to Junction City soon to reside there. The groom is a fireman for the Southern Pacific Company and the bride is a popular young lady of Junction City.

RAYMOND HITCHECK CANNOT BE LOCATED

New York, Nov. 2.—Detectives are still hunting for Raymond Hitchcock, and innumerable clues have been investigated, to no effect.

T. C. Camden, who fell off P. Berlin house yesterday and was badly injured, is some better today, but he is still in a serious condition.

Catarrh

Is a Constitutional Disease It originates in impure blood and requires constitutional treatment, acting through and purifying the blood, for its radical and permanent cure. The greatest constitutional remedy is Hood's Sarsaparilla

In usual liquid form or in chocolate tablets known as Sarsatabs. 100 doses \$1. Naal and other local forms of Catarrh are promptly relieved by Antiseptics or Catarrhics, 50c., druggists or mail. C. I. Hood Co., Lowell, Mass.

JUDGE McFADDEN'S FINE ORCHARD

HAS ABOUT 90 ACRES NEAR JUNCTION CITY AND SHIPS A LARGE AMOUNT OF FRUIT

District Attorney W. S. McFadden arrived up from Corvallis this afternoon. To a reporter he gave some statistics on the output of his fine orchard near Junction City, in Lane county, this season. He shipped over 45,000 pounds of dried prunes, 6000 to 8000 bushels of apples, and 600 to 800 bushels of peaches, the apples and peaches going to Portland and the prunes to the East. He has about 90 acres of his farm set to fruit trees, 2000 of them being peach trees. The oldest trees in the orchard are 11 years old and a number have been set out each year since the first ones were planted. Mr. McFadden says all kinds of fruit on his place was plentiful this year, including apples, which crop as a rule was light throughout the valley. He is a practical orchardist, and is making a splendid success of the business.

CHICAGO EXPECTS CHEAPER LIVING

Chicago, Oct. 31.—That the present disturbed financial condition may bring in its wake a general and substantial reduction in the cost of living was the talk yesterday among jobbers, wholesalers and retailers of meats, eggs and other food products. Some of them expressed the belief that a reduction of 10 per cent in the retail price of meats may be made in a few days, should the present money stringency continue.

Nearly one million cases of eggs are in cold storage in Chicago. For several weeks fresh eggs have sold at 27 cents a dozen retail and the "cooled" variety at 23 cents.

In South Water street many dealers were quoting the best creamery butter at 26c a pound wholesale. This probably will cause a reduction in the retail price of from 35 cents to 30 and 31 cents a pound.

OBITUARY.

Edward Harris Bates was born in Norwalk, Huron Co., Ohio, Jan. 30, 1830, and died in Eugene, October 30, 1907, aged 77 years and nine months.

He was married at San Juan, Monterey county, California, in 1856. His widow and eleven children survive him, three of whom were able to be present at the funeral.

Mr. Bates was one of the pioneers of the Pacific coast. He came to Oregon in 1854 and has resided in Oregon and California ever since. He was a veteran of the Indian war and rendered splendid service in Modoc wars. Deceased was baptized in the Episcopal church. He has been a model father, an ideal husband and a loyal citizen. He was deputy sheriff at Rhodes, Tulare county, and also county superintendent of that county.

For months he has been the victim of the dread disease cancer, which was the cause of his death.

The funeral was held at the house 156 Lawrence street, at 11 o'clock Thursday morning, October 31, Rev. D. H. Trimble officiating.

HARRISBURG NOTES

Ralph Shisler was down from Eugene Sunday last, for a visit with his parents, Mr. and Mrs. R. C. Shisler, and numerous friends. He is attending business college in Eugene.

Mr. and Mrs. Geo. E. McCulloch and the children are at Eugene this week, visiting with relatives and friends, and are the guest of Mrs. McCulloch's sister, Mrs. Long.

The welcome sound of the mill whistle is again heard in this city. Messrs. A. Wilhelm & Sons having decided to install a new boiler in their mill at Junction City, and in the meantime decided to operate the mill in this city while the repairs were made at Junction City. It is very much regretted by our citizens that the mill in this city was not operated the present season, but Messrs. Wilhelm & Sons decided to let it lay idle, and although there was a good deal of wheat offered them they could not be induced to put the mill in operation. The mill is one of the best equipped in the valley, and the facilities for making first class flour are not excelled by any mill in this part of the state, and it is earnestly hoped that it will be operated during the next season.

—Harrisburg Bulletin

The members of the Federation of German Seamen, 30,000 strong, are still on strike, having gone out on May 29 last.

CASTORIA

For Infants and Children. The Kind You've Always Bought. Bears the Signature of

SAWMILLS WILL AT ONCE RESUME OPERATIONS

EVIDENTLY A RECONSIDERATION ON THE PART OF THE BOOTH-KELLY COMPANY

GRANTING OF INJUNCTION AGAINST RAILROAD COMPANIES' INCREASED FREIGHT RATES RESPONSIBLE—HEAD SAWYER BARNETT CALLED BACK FROM WOODBURN

(From Thursday's Guard.)

Geo. H. Kelly, general manager of the Booth-Kelly Lumber Company, today informed the Guard that the company's big sawmill at Springfield closed down last night for an indefinite period and the plant at Wendling closed down the day before, pending a settlement on freight rates on lumber from the coast to Eastern states. The Saginaw mill was closed down a couple of weeks ago for the same reason and on account of the car shortage, and the Coburg mill will follow suit just as soon as a few orders which are now being worked on can be filled. This will be inside of a week. All the mills will remain idle until such a time as the rate matter is finally determined upon, and if the railroad company insists in maintaining the tariff that it has announced on lumber shipments to the East it may be a long time before the plants are placed in operation again.

(From Friday's Guard.)

Harry Barnett, head sawyer at the Booth-Kelly sawmill at Wendling, was in the city today on his way from Woodburn to Wendling. He informed the Guard this morning that he had been called back from Woodburn by a telephone message from the company stating that it had been decided to resume operations at the mill tomorrow. The announcement was made in the Guard yesterday that this mill and the one at Springfield had closed down for an indefinite period on account of the car shortage and pending the final decision on the matter of the railroad companies' increased freight rates to the East. The statement was made upon the authority of Geo. Kelly, general manager of the company. In the same issue was the news of the granting of the injunction against the railroad companies, enjoining them from putting into effect their new rates as given.

It is probable that upon learning of the injunction the Booth-Kelly Company concluded to resume operations. It is reported that the Springfield mill will also start up at once. Mr. Kelly and other head officials of the company are out of the city today, and a confirmation of the report could not be secured, but Head Sawyer Barnett is positive that the Wendling mill will start up again at once.

MARRIAGE LICENSES MAY BE ILLEGAL

PERSONS TAKING OUT LICENSES DURING GOVERNOR'S HOLIDAY DOING SO AT OWN RISK

According to the opinion of County Clerk Lee, couples who contemplate marriage this week are in a number of cases postponing the event owing to the quietness placed upon all legal transactions by the action of Governor Chamberlain in declaring five legal holidays.

Although two marriage licenses were issued by the county clerk's office yesterday, there is some question as to their legality, and it is not improbable that some couples who procured licenses in Oregon during this week, will obtain a second license in order to be safe. All couples who obtain licenses from the office here this week do so at their own risk as there is a question as to their legality. With the understanding that the licenses may not be legal County Clerk Lee is willing to issue licenses to couples who desire to take the risk involved of getting a license during the holidays. While such marriages would probably be questioned unless the parties should some day come into court to obtain a divorce where large property rights were involved, it is possible that a legal tangle might result. Marriages are solemnized on Sundays and legal holidays, however, and licenses are issued on Sunday by placing on them the date of the previous day.

DIED.

At the Good Samaritan hospital in Portland, October 30, 1907, Miss Estelle Jacobs, aged 21 years. The cause of death was a surgical operation. Miss Jacobs resided in Eugene for some time previous to going to Portland recently.

BORN

In Eugene, October 30, 1907, to Harvey F. Wright and wife, a son.

South of Eugene, October 29, 1907, to William Whitall and wife, a daughter, No. 11.

RAILROADS DETERMINE TO RUIN MILLMEN

Bellingham, Wash., Oct. 31.—No more lumber shipments will be received by the Northern Pacific railroad in the Northwest until further notice. This is the order sent out to all agents of the company last night.

This move of the Northern Pacific is expected to be followed by all the railroads affected by the injunction issued by the federal court in Seattle Thursday night, making it compulsory on the part of the railroads to charge the old rate of 40 cents on lumber shipments from terminal points on the Pacific coast. The railroads had issued a new schedule of rates that were to be effective tomorrow. This new schedule was fought by the lumbermen, and resulted in the issuance of the temporary injunction.

The railroads have evidently found another method of combating the lumbermen. The latest move is the refusal to accept any shipments of lumber at any rate. The roads figure they would be taking too great a risk to allow the excess freight to accumulate until a final decision is made, as they say that litigation will ensue before the matter is settled, and many of the lumber firms have gone out of business.

PRUNE GROWERS WILL LOSE HEAVILY

Salem, Oct. 31.—The financial stringency has affected the Oregon prune market about as much as it has affected anything. Because of the scarcity of money the market has become absolutely dead. The packers are now shipping the crop, but have been requested by some of the Eastern buyers to delay shipments, as payments cannot be made.

Packers have contracted for more prunes than they have sold and now there is absolutely no sale for the fruit. In consequence of this the few growers who have not yet sold are unable to get any kind of an offer. It takes a large amount of money to buy, pack and ship a prune crop, and the financial crisis came just at the time when the packers had to have the money in order to handle the crop promptly. No part of the loss is anticipated, unless some of the packers may have bought too heavily at the top of the market and may not be able to make their contracts good.

F. O. Davis and family have arrived here from Merrimac, Mass., and will make Lane county their home. Mr. Davis and Guy Armitage, now a clerk in Cockerline & Wetherbee's store here, have bought the Parsons store at Creswell, and will take charge of the business within a few days. Mr. Davis is a brother-in-law of F. R. Wetherbee.

The Kansas City Southern Railway Company has granted a voluntary increase of \$5 a month to its telegraph operators. It is the second increase in salaries on the road since January 1.

REV. T. B. FORD'S TRIBUTE TO DR. I. D. DRIVER

Rev. T. B. Ford, of Portland, formerly presiding elder of the Methodist church for the Eugene district, and who lived here for several years, in an interview paid the following tribute to Rev. I. D. Driver, who died at Tangent Wednesday.

"Dr. Driver was a useful man, a useful citizen and a useful preacher. He was one of the most notable in Oregon's history or in that of the whole country. His influence was wider than that of the Oregon conference—it was national. Every one knew of Dr. Driver and his brilliant and logical defenses of Christianity from the attacks of agnostics.

"He was intimately associated with Dwight L. Moody, the famous evangelist, in the latter's work in Chicago, and occupied the platform with Mr. Moody during the latter's revival services in that city, and worked with him there for some time.

"When Watts, the famous English agnostic, challenged Moody to debate Christianity in Chicago, Moody chose Dr. Driver to help him in the debate. And it is said that no one who heard the memorable address ever forgot that delivered by Dr. Driver. It was a masterpiece of logic.

"At the time of his clash with Ingersoll in Eugene no meeting had been arranged but each man did his best to refute the arguments of the other. Ingersoll was the brilliant orator and Driver the logician. Those who heard the debates, of course, differed as to which had the advantage, although the preponderance of opinion seemed to be that Driver had the best of it, he giving facts that Ingersoll, with all of his wit, was unable to answer.

"Driver was a man of wonderful knowledge of science, history, law and theology. He had never had any educational advantages, but had studied himself, and knew Greek, Latin and Hebrew better than most college graduates. He had a remarkable brain. He was a man of force and individuality and untiring devotion to Christian doctrine. But his work was not confined to the church. He was a good father and husband, as well as a politician of no mean ability—he took part in several state campaigns and served in the legislature. His physical strength was as remarkable as his mental powers. The state and church have lost a useful and valuable man in his death."

When asked for a personal appreciation of Dr. Driver, Rev. Dr. C. E. Cline, of Portland, said:

"Dr. Driver was a sort of steam engine in breeches. He was pugnacious and yet had a heart as tender as a woman's. His work was unique, and yet, like that of Peter Cartwright, his admirability passed away with his time. We shall not see Dr. Driver's like again."

THE TEXAS WONDER

Cures all kidney, bladder and rheumatic troubles; sold by all druggists on two months' treatment by mail for \$1. Dr. E. W. Hall, 2926 Olive street, St. Louis, Mo. Send for testimonials. Sold by Hall's Drug

A. J. PICKARD HAS RETURNED FROM SHASTA COUNTY, CAL.

A. J. Pickard has returned from Shasta county, Cal., where he purchased 1500 head of cattle for shipment to San Francisco.