

CONTEST IS DOUBTFUL IN EVERY DISTRICT AS VOTING CONTEST NEARS END



MISS FRANCES BUSHEY.

Popular young lady of Junction City who now holds second place in District No. 5, and expects to receive a large support from her friends for a member of the delegation to represent Lane county at the world's exposition.

The Guard's popular voting contest to select a delegation of young ladies to represent Lane county at the Seattle Exposition will close Saturday, February 27, at 10 p. m. Don't forget the date.

Just four days more left in the hard contest. Saturday evening at 10 o'clock will decide the winners in the greatest contest that has ever been conducted in Lane county.

Ruth Hawkins today jumps from sixth place to first. The contest in Eugene lies between the six young ladies whose pictures appeared in the Guard Saturday, February 20th. It is a very hard matter to determine which three shall win the fight, as all are running very even.

Great activity prevails throughout the county at the present time, and Saturday will be a busy day in the Guard office. All the young ladies in the contest will have a representative in Eugene that day. The contestants are holding the vote counts until Saturday, and the number of votes some of them have will be a great surprise, as there has been great voting in the past week.

Asst. Editor Hills, Beulah Mar-

tin, Alta Mulkey and Frances Beatty are making the fight in District No. 2. There is considerable activity on the part of the four young ladies as to who will carry off the prize in that district.

In District No. 6 the candidates are getting a little nervous, but the race seems to be between five young ladies, and it is a pretty hard guess as to how they stand.

The race is between three young ladies in District No. 4, and the result seems about even and extremely doubtful.

In District No. 5 Miss Ruby Scott and Miss Frances Bushey are the candidates. It is evident that one of these young ladies will be awarded the prize.

The nine young ladies who are the lucky ones on Saturday will remember this trip a life time. Arrangements have been made to give them the greatest trip that could possibly be given under any circumstances, and it is certainly worth an effort on the part of the candidates to see that they have sufficient support to win.

The exposition management has invited The Guard's party to be the guests of honor on "Eugene Day" and that means that everything at the big fair will be at your command.

Work Hard This Week
This week will decide who will make the exposition trip, and who

HOW THE CANDIDATES STAND TODAY

DISTRICT NO. 1—(3 TO GO.)	VOTES.
Miss Ruth Hawkins, Eugene	120,481
Miss Rita Morrison, Eugene	69,922
Miss Ethel Edmonston, Eugene	68,784
Miss Mabel Mogenson, Eugene	66,515
Miss Edith Fawcett, Eugene	64,478
Miss Goldline Wilth, Eugene	62,239
Miss Hazel Smith, Eugene	12,239
Miss Francis Penner, Eugene, R. R.	8,415
Miss Adeline Watson, Eugene, R. R.	7,301
Miss Beattie Read, Eugene	6,084
Miss Glee Turner, Eugene	4,986
DISTRICT NO. 2—(TWO TO GO)	VOTES.
Miss Bulah Martin, Creswell	57,702
Miss Froua Hills Jasper	50,784
Miss Francis Beatty, Creswell	49,545
Miss Alta Mulkey, Creswell	26,381
DISTRICT NO. 3—(1 TO GO.)	VOTES.
Miss Gladys McHenry, Springfield	16,864
Miss Maria Callison, Springfield	15,210
Miss Mary Bartlett, Springfield	14,204
Miss Eva Rychar, Springfield	3,021
DISTRICT NO. 4—(1 TO GO.)	VOTES.
Miss Vera Lankins, Wendling	62,210
Miss Kate VanDusen, Coburg	32,364
Miss Mollie Schwind, Marcola	21,359
Miss Georgia Neff, Coburg	10,130
DISTRICT NO. 5—(1 TO GO.)	VOTES.
Miss Ruby Scott, Harrisburg	79,422
Miss Francis Bushey, Junction	19,594
Miss Doris Jensen, Junction	9,415
DISTRICT NO. 6—(1 TO GO.)	VOTES.
Miss Myrtle Lee, Lorne	100,229
Miss Lili Owen, Crow	60,469
Miss A. T. Johnson, Blachley	31,615
Miss Jeanie Rice, Mapleton	16,567
Miss Ethel Pettet, Walton	15,947
Miss Emma Brand, Florence	6,318

FINAL SCHEDULE OF VOTE COUPONS.

The Daily Guard by mail or carrier as follows:	
1 year, Daily	1,000 votes
3 years, Daily	3,000 votes
5 years, Daily	5,000 votes
10 years, Daily	10,000 votes
15 years, Daily	15,000 votes
The Weekly Guard by mail as follows:	
1 year's subscription \$1.50	500 votes
3 years' subscription \$3.00	1,500 votes
5 years' subscription 4.50	2,500 votes
10 years' subscription 7.50	5,000 votes
15 years' subscription 11.00	7,500 votes

CHAS. W. EVANS IS NEW NIGHT POLICEMAN

At the adjourned session of the city council last night an additional night policeman was added to the police force at \$65 a month. This action was urged by a committee from the Merchants' Protective Association, the members of which addressed the councilmen on the advisability of furnishing more protection to the lives of the citizens and their property, inasmuch as the city's population is rapidly increasing, and with the increase in the number of the number of criminals. The committee from the Merchants' Protective Association consisted of E. Schwarzschild and J. O. Wages.

Mayor Matlock this morning appointed Chas. W. Evans to the position. He will begin his duties tonight. Mr. Evans is a well-known former high school football star and is prominent in militia circles. At the capture of Yerger and McClure, the young hold-up artists, northwest of the city a few days ago, he rendered material assistance to Deputy Sheriff Hammond. He will make a good police officer.

Electric Railway Franchise
The application for the electric railway franchise by the Lane County Asset Company came up again. An ordinance granting the franchise was read and discussed at length, several changes and amendments being suggested by the various members of the council. The franchise was referred back to the company for revision, and it will be acted upon next Monday night.

Other Matters
The policeman in East Eugene who is serving without pay was voted a salary of \$10 per month provided he would attend the public meetings in the hall out there to preserve order.

A sidewalk was ordered put in on the east side of Moss avenue, between Fairview and Jefferson streets.

Gilbert, chairman of the street committee, reported the number of loads of gravel hauled on the various streets and his report was adopted, and warrants were ordered made on the contractor.

Councilman Berger spoke in favor of extending the water mains on West Eleventh street from Jefferson street to the fair grounds, and the matter was referred to the fire and water committee.

The extension of the water mains on West Fifth and West Sixth streets was referred to the fire and water committee.

The ordinance regulating the sale of milk and providing for proper sanitary regulations therewith and licensing milk peddlers was passed unanimously.

will receive the \$200 lot and have the naming of the chaperon for the party.

How are your chances to win? Have you created a reserve force large enough to tide you over next Saturday night? These questions are of vital importance and should be given under any circumstances, and it is certainly worth an effort on the part of the candidates to see that they have sufficient support to win.

The exposition management has invited The Guard's party to be the guests of honor on "Eugene Day" and that means that everything at the big fair will be at your command.

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RAINEY SPEAKS IN DEFENSE OF CANAL KNOCKERS

Washington, Feb. 22.—Asserting that his recent speech in the house relative to the purchase of the Panama canal had brought upon himself "vilification, misrepresentation, and abuse almost without parallel in the history of that body," Representative Rainey of Illinois, today delivered in the house a lengthy speech in reply to the charges that the information upon which his remarks were based was obtained from convicts and blackmailers, this accusation having been made openly in the house by Lovering, of Massachusetts.

Rainey declared he did not attack the canal, but simply attacked the graft connected with the enterprise. "True loyalty to this great enterprise," Rainey said, "means that you must expose and denounce all kinds of graft in connection with it in order to avoid the pitfalls which the French companies fell into, and I propose to do this whether it meets the approval of the next president or not. I want to say to all those who are spending so much time abusing me that I have not yet commenced this fight. I have only trained my guns on some of the least objectionable features of the Panama matter."

Referring to these as the "Proposed Cromwell treaties" Mr. Rainey asserted that Mr. Cromwell proposes to change the Hay-Bunau Varilla treaty as to impose upon this country an additional burden of \$1,250,000. "And he proposes that this sum shall be taken from our treasury and paid, not to Panama, but to Colombia. In addition to that he proposes that for five years after 1913 the \$250,000 we agreed to pay Panama shall be paid to Colombia direct. In other words, by the treaty of which he is so proud, Panama deprives herself for five years of her fixed source of revenue and consents that it be paid to Colombia and the United States contributes from its treasury \$1,250,000 and pays it to the treasury of Colombia. I know of no precedent for Mr. Cromwell's treaties. No people in the world after successfully completing a revolution have ever been called upon to pay any portion of the debt, foreign or domestic, of the country from which they separated.

"These treaties," continued Mr. Rainey, "have already been approved by the administration in this country. It remains to be seen whether they will be ratified by the general assembly of Panama and the senate of the United States."

LARGEST WARSHIP OF BRITISH NAVY LAUNCHED TODAY

London, Feb. 22.—The Vanguard, the largest and heaviest battleship ever built for the British navy, was launched successfully at Darrow today. An immense crowd assembled to see the vessel take the water.

The Vanguard is England's seventh vessel of the Dreadnought class and if the present plans of the admiralty are carried out six more vessels of the same type will be laid down before the end of this year. The Vanguard is the heaviest and most modernly equipped of ships of



COMMANDER KELLOGG.

As assistant commander of the New York navy yard Commander Frank W. Kellogg occupies one of the most important shore positions in the navy department.

her class. Her launching weight is about 16,000 tons; length between perpendiculars, 300 feet; length over all, 543 feet; beam, 84 feet; displacement, over 15,300 tons; horse-power, 25,000; excess in weight over first Dreadnought, 650 tons; excess in weight over the latter vessels of the class, 650 tons, and her cost will be upwards of \$9,000,000.

Washington Once Gave Up.

to three doctors: was kept in bed for five weeks. Blood poison from a splinter's bite caused large, deep sores to cover his leg. The doctors failed then "Bucklin's Arnica Salve" completely cured me," writes John Washington, of Bosqueville, Tex. For eczema, boils, burns and piles it's supreme. 25c at W. A. Kuykendall's.

Chas. Tower, L. Tower and A. E. Tower, all rural carriers out of Junction City, are in Eugene attending the meeting of the county association of carriers.

GREAT ATLANTIC FLEET STEAMS IN HAMPTON ROADS AFTER CRUISE AROUND WORLD

Old Point Comfort, Va., Feb. 22.—With homeward bound pennants streaming far behind them, 28 bands playing the "Star Spangled Banner," and saluting cannon roaring a tribute to the President of the United States, the battleships of the American navy ended their world cruise today. After steaming in review before President Roosevelt, whose eagle-crested flag of blue was at the mainmast of the cruiser-yacht Mayflower, the sixteen white battleships finally cast anchor in Hampton Roads, whence they started fourteen months ago on the notable journey of 45,000 miles. The joy of home-coming was written on the face of every bluejacket and officer of the sixteen ships.

As she led the beautiful column of battleships out of Hampton Roads fourteen months ago, the Connecticut steamed in again at the head of the returning squadrons, and in the wake of the ships of the fleet followed a welcoming host in gray—four battleships, five powerful armored cruisers being in the escorting column, which went a thousand miles to sea to welcome the famous squadrons.

The day was not as propitious as might have been desired, the early morning fog giving way to a gray day that was anything but attractive to the thousands upon thousands gathered at all points along Hampton Roads to witness the return of the fleet.

The foreign naval attaches and large numbers of government officials and high officers in the army and navy were aboard the fleet of welcome which steamed out to greet the incoming vessels and witness the review by the president. The Mayflower, with the president and party on board, steamed at the head of the long column into Hampton Roads, and when the home-coming vessels had anchored she took up her position in the center of the fleet. Admiral Sperry and other flag officers, together with the captains commanding, were received on board, and to them Roosevelt extended the cordial thanks which he afterward expressed anew to the officers and crews of the four division flagships, the Connecticut, Louisiana, Georgia and Wisconsin, which he visited late in the afternoon.

The health officer of the port boarded the Connecticut and granted a clean bill of health to the entire fleet.

The Mayflower came up the harbor and the fleet saluted the president by a din of whistles. In a quarter of an hour the flagship launches took the admirals and their staffs and the captains of the fleet on board the Mayflower. The president delivered an address of welcome and then started on his round of the divisional flagships. The president said in part:

"As a war machine the fleet comes back in better shape than it went out. In addition you, the officers and men of this formidable fighting force, have shown yourselves the best of all possible ambassadors and heralds of peace.

"Wherever you have landed you have borne yourselves so as to make us at home proud of being your countrymen. You have shown the best type of fighting men of the sea know how to appear to the utmost possible advantage when his business is to behave himself on shore and to make a good impression in a foreign land. We are proud of all the ships and all the men in this whole fleet, and we welcome you home to the country whose good repute among nations has been raised by what you have done."

Delmar, Delaware, Feb. 22.—Seven men were killed or burned to death early today in a head-on collision between an express train and two locomotives on the Delaware di-

vision of the Pennsylvania railroad. Two passengers were injured and Princess Trixie, the famous educated horse, was burned to death.

The train was crowded with passengers bound for Hampton Roads to witness the home-coming of the battleship fleet, and the wreck immediately took fire, making it impossible to rescue those under the wreckage.

Soldier Barks Death Plot.
It seemed to J. A. Stone, a civil war veteran, of Kemp, Tex., that a plot existed between a desperate lung trouble and the grave to cause his death. "I contracted a stubborn cough that stuck to me, in spite of all remedies, for years. My weight ran down to 130 pounds. Then I began to use Dr. King's New Discovery, which restored my health completely. I now weigh 175 pounds." For severe Coughs, obstinate Coughs, Hemorrhages, Asthma, and to prevent Pneumonia its unrivaled, 50c and \$1.00. Trial bottle free. Guaranteed by W. A. Kuykendall.

Revolts at Cold Steel.
"Your only hope," said three doctors to Mrs. M. E. Fisher, Detroit, Mich., suffering from severe rectal trouble, "lies in an operation." "Then I used Dr. King's New Life Pills," she writes, "and I was cured." They prevent Appendicitis, cure Constipation, Headache. 25c at W. A. Kuykendall's.

Contract Signed FOR TREES AND SHRUBS FOR NEW DEPOT PARK

The promotion department of the Commercial Club today signed the contract for the trees, shrubs and flowers for the depot park. It includes every tree and plant that will thrive in the Willamette valley.

The ferns and flowers for the Alpine garden (or rookery) will be ordered from the East, and a few trees from California. Landscape Architect Chase will arrive tomorrow morning to lay out the plans, as now officially O. K'd by J. P. O'Brien, general manager of the S. P. Co.

One of the changes in the plan, now agreed to by Mr. O'Brien, is to park the space between the depot and the express office. The last plan intended to leave this space bare for traffic, but Mr. O'Brien has consented to put this into parking and flowers also, it being the most prominent spot of the entire grounds.

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PRELIMINARY SURVEY FOR THE SIUSLAW RAILWAY

Preliminary surveys for the proposed electric railway between Eugene and the mouth of the Siuslaw river, which is being promoted by the Lane County Asset Company, were begun today.

Engineers E. L. Haines and W. E. Gault, from the engineering firm of Lohman & Co., of San Francisco, arrived in Eugene yesterday and started out this afternoon to make the preliminary survey of the Elmira route. After this route is surveyed the other two routes, one by way of Irving and Franklin, and the other by way of Lorne, will be surveyed, and the one that is the most feasible in the opinion of the engineers will be chosen by the company.

As soon as the preliminary surveys are completed the company will have everything in shape for the permanent survey and it is the expectation that construction work will begin within this time required by the franchise granted by the county, viz., ninety days from the date of granting the franchise.

OREGON RECEIVES

DUE RECOGNITION

Washington, Feb. 21.—The river and harbor bill, as framed by the house committee and reported to the house, made a lump appropriation for the maintenance of works heretofore begun, but that lump sum was arrived at by compiling the various amounts which, in the opinion of the chief of engineers, will be necessary for the preservation of works until July 1, 1910, when it is expected another river and harbor bill will be in operation.

Out of the total appropriation carried by the bill, \$825,000 will be expended on rivers and harbors of the Portland engineering district, and will be apportioned as follows:

Mouth of the Columbia river (jetty construction), \$500,000.

Mouth of the Columbia river (operation of dredge), \$200,000.

Columbia and Willamette, Portland to the sea, \$100,000.

Upper Willamette and Yamhill, \$20,000.

Columbia river, Vancouver to the mouth of the Willamette, \$5000.

Tillamook bay and bar, \$5000.

Snake river, \$5000.

Total, \$835,000.

In addition to these appropriations the bill will authorize surveys of a number of streams, with a view to ascertaining the necessity for and future cost of improvement, provide commerce and local conditions justify; these surveys to form the basis for appropriations in the next river and harbor bill. The surveys in Oregon are:

Columbia and Willamette, from Portland to the sea, with view of obtaining 30-foot channel.

Willamette Falls, with view to determining whether or not the government should acquire the canal and locks at Oregon City, and if so, at what cost; also to determine whether it is more advisable to build a new canal and locks, and if so, on what side of the river.

Yaquina Bay, from Yaquina to Elk City.

Umpqua river bar, in front of Hood River.

Columbia river, from its mouth to Myrtle Point.

Sluslaw river, at its mouth.

Willamette river from Oregon City to Eugene.

Clatskanie river.

Wood river, from Klamath Lake to the head of navigation.

DIED

James Francis Adkins died of heart failure at the family residence No. 348 W. 10th street at 5 a. m. Sunday, Feb. 21, 1909. He was born in Kirksville, Mo., Dec. 15, 1848. In his 5th year he crossed the plains with his parents and settled in Lane county, Oregon, where he has resided till the day of his death. He became obedient to the faith and united with the Christian church in his 18th year. In 1874 he was united in marriage to Margaret R. Goodeman, who survives him. He also leaves a son, Claude S. and daughter, Mary Elva and little grandson, Virgil, a mother and one brother, George A. of Salem and Jason A. of Fern Ridge.

Funeral services at the residence Tuesday at 1 p. m., Feb. 23. Interment at Oak Hill cemetery.

Mrs. Nellie Beaumister, wife of Herman Beaumister, and daughter of Mr. and Mrs. Henry Gates, was born in Lane county, Oregon, February 6, 1885. She was married to Herman Beaumister June 30, 1907. She died February 20, 1909, aged 24 years and 14 days. She leaves a husband, a little daughter ten months old, father, mother and a large circle of relatives. The funeral was held at the Crow cemetery, under the auspices of Oregon Grape Circle No. 2057, R. N. A., of Crow, Or., Rev. O. A. Stillman officiating.

At Eugene hospital, 6:30 o'clock this morning, Geo. Houser aged 55 years. He lived alone in a cabin near the slaughter house across the river all winter and very little is known of him. He was taken to the hospital Sunday. Cards and letters in his pockets indicated that he was at one time in the second-hand business in Tacoma, Wash.

Kodol is a combination of all the natural digestive juices found in an ordinary healthy stomach, and it will digest your food in a natural way. Pleasant to take. Sold by all druggists.