

Ready-to-Wear Garments at One-Half Regular Price

\$6.50 to \$18.00 Wash or Linen Suits, plain tailored or fancy, charming styles for summer or early fall wear; they come in all popular shades of the season; now they are half price, each \$3.25 to \$9.00

Choice styles, desirable Wool Suits, can be had at ONE-HALF PRICE. Suits worth from \$22.50 to \$45.00 can be had now for only one-half, the suit, from \$11.25 to \$22.50

\$5.00 to \$12.00 summer and early fall coats in light, medium and dark colors, on sale at one-half, or \$2.50 to \$6.00

SERPENTINE CREPE

For wear every day of the year; new patterns; beautiful shades; a crinkled fabric which will not wash or iron out; the yard 19c

WARM WEATHER DRESS MATERIAL

20c Lawns, stripes, dots and floral designs on white or ecru grounds; the yard 10c

Extra quality dress Gingham, 27 inches wide, the yard 10c



Great June Carnival Sale

Four days More of this June bargain giving, price cutting Carnival Sale. Stocks are melting away under the extreme price slaughtering heat. Economical buyers by the hundreds are profiting by our reduction prices.

We are still goods at 1/2 price, 1/3 price and even as low as 1/4 their former values. We are going to convert this great stock into a very small one before we move to our NEW HOME on the corner of 6th and Willamette Streets

Extra Good Domestic Values

\$1.75 White Bed Spreads, large size, beautiful patterns, each \$1.25

25c Sun Bonnets, white or colored, each 10c

25c Children's Overalls, dark colors, the pair 15c

10c and 12 1/2c Embroidery, yd. 5c

Pure linen Laces, great value, yd. 5c

25c Wash Poplins, all colors; yd 20c

25c Barred White Goods, Piques and Fancies, the yard 20c

Good Toweling, the yard 5c

25c to \$1.40 washable Baby Bonnets, 6c and 7c Cotton, the yard 5c

6c and 7c Cotton, the yard 5c

36-in Bleached Muslin, yard \$ 1.30c

26-in Bleached Muslin, yard 10c

20c Galleas, many colors, yard 15c

12 1/2c Percales, many colors, yd 10c

\$1.50 Lace Curtains, white or Ecru, the pair \$1.00

25c Tub Braid, many widths and colors; special, the yard 10c



Clothing Snaps

Yes sir, we have some genuine bargains in our Men's Clothing Section, while the price on every garment in our big stock of Men's and Boys' Clothing is reduced, the profit is shaved off, some are so reduced that only a small part of the cost is left for you to pay. We're determined to have but little to move. You can buy any suit in the stock selling at \$25.00 for \$20.00; any \$20.00 suit for \$16.00; any \$15.00 suit for \$12.00

Here's the Rest of Our Proposition Read It

We have 22 suits which formerly sold at \$16 to \$18 each; they're high class suits from the best makers; good wearing materials. The coats are not quite so long as some of the "classy suits" are, but we'll make the price shorter than the coats. These sold for \$16 to \$18; take your choice now for \$5.00

Sizes 34 to 36

Great Reduction in the Dress Goods and Silk Sections

Navy, brown, champagne and tan Voles, worth from 75c to \$1.35 the yard; beautiful fabrics, among the most dressy wool goods worn; sale price, the yard, one half 38c to 68c

Entire line of wool Dress Goods is offered at a great saving in price; none are excepted; all are reduced.

SILK SECTION will be an interesting one during the remaining days of June. Black and colored Silk, the yard 50c

Remnants of Silk Waist lengths, great bargains. Great Silk Barren in Rajah Silk; popular colors; \$1.50 quality, sale price, the yard \$1.21

40c Fancy India Silks, evening shades; 27-inches wide, sale price, the yard 29c



UNDERWEAR

Swiss Ribbed Vests, low neck and no sleeves, each 10c

Fine Swiss Ribbed Vests, low neck, wing sleeves, 2 25c

CHILDREN'S DRESSES—Of Calico, Percale, Gingham or linen, worth up to \$2.50, sale price is one-half, each 75c to \$1.25

Waists at Less Than ONE-HALF

The greatest of all bargains—Pure Linen Tailored Waist, extra value, always \$6; sale price only. \$2.25

\$2.50 Lingerie Waists, very dressy garments; fine embroidered fronts; sale price, each \$2.00

See window display of Jabots, Ties and Belts; regular 25c and 35c, sale price, each 15c



Boys' Suits at Special Prices

We like to have the boys share in our money-saving sales. We'll give them a chance. Mrs. Jane Hopkins or any other boys' suit worth \$5.00 on sale at \$4.00

\$4.50 Suits on sale at \$3.60 \$3.50 Suits at \$2.80

Boys' Heavy Hose

We sell one of the best stockings for the price sold. They are wide ribbed, extra heavy, good wearers. They cost only, the pair 15c

NORTH STAR Hose for boys is a leader in every respect. Heavy, strong, great wearing qualities. Ask for the "North Star" Hose for boys; pair 25c

Gordon Hats Are IT

They are the hat of quality style. They are the hat in demand by the "well dresser," by the man "who knows." They are the hat you should wear; you should never pay more than, ea \$3



Fancy Sox

Great big line of Men's Fancy Socks; all colors and in variety of colors and patterns enough to suit the most exacting; quiet, noisy and boisterous. The pair, 25c and 2 for 25c

SHOPPING BAG SNAP

See Shopping Bag, large size; in black and colors; each 50c

BELT BARGAIN

25c Elastic Belt, black and colors, each 10c

EUGENE
SPRINGFIELD
COTTAGE GROVE

HAMPTON'S

WHERE
CASH BEATS
CREDIT

AUTO DUSTER SPECIAL—DUSTERS AT ALL PRICES

THE EUGENE WEEKLY GUARD

CHARLES H. FISHER, Editor and Publisher
AN INDEPENDENT PAPER

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Agents for The Guard

The following are authorized to take and receipt for subscriptions or collect any other business for The Daily and Weekly Guard:
General—J. L. Clark
Coburg—George A. Drury

THURSDAY, JUNE 30, 1910

THE TIME FOR ACTION IS NOW

Some weeks ago The Guard called attention to the fact that Southern Pacific discrimination against Eugene was injuring the business interests of this city. The truth of the statement is now apparent to every one who has looked into the situation, and there is a growing sentiment among our business men in favor of taking definite action in regard to the matter without further delay. For this reason The Guard feels that it is not amiss to reprint part of an editorial which was published in this paper on May 25, of this year, as follows:

For three years past the business interests of Eugene have been endeavoring to secure direct train service with Coburg and other towns in that section, something they are undoubtedly entitled to in all justice and reason. When a large delegation of business men from this city called on Manager J. P. O'Brien in his offices in Portland, nearly three years ago, this service was virtually promised, but that promise was never fulfilled.

A few weeks ago a gasoline motor car was placed on the Albany-Springfield run. This car had an enforced lay-over of several hours at Springfield, and an effort was made to have the run extended to Eugene, but the request was not heeded. Later Springfield and Albany asked for the car to be run to Wendling, and this was promptly acceded to. The run could have been extended to Eugene with only a fifteen minutes' addition to the schedule; it will require much more time to make the Springfield-Wendling run.

It is easier to make a trip from Albany to Wendling over the Southern Pacific than it is to go from Eugene to Wendling. In fact, the round trip cannot be made on the railroad from Eugene to Wendling the same day, giving time to transact business there. Does any business man here think The Guard would be doing its duty as a newspaper to keep silent on a matter so vital to the commercial interests of Eugene?

The discrimination against Eugene in this case is rank and uncalculated—so glaring that it is equivalent to serving notice on the city that the railroad company purposes to draw away from us all the trade in our territory that it can possibly divert elsewhere. No other interpretation can be placed upon the action taken in this instance.

Had the car been run on to the main line junction at Eugene, the additional expense to the company would have been infinitesimal. It would have given the county seat and business center of this district direct connection with Coburg, Brownsville, and other towns, a convenience to all of them. Instead of doing this, the car is run from Albany to Wendling, and all the business possible, right in Eugene's best territory, is carried to the Linn county seat.

Since this editorial was printed, little more than a month ago, there has been a marked decrease in the travel through Eugene from railroad construction camps and the milling district along the Wendling branch. People are now coming in and go-

ing out of that section, via Albany, and Eugene is losing the business that it is rightly entitled to, and would receive if this city was given fair treatment at the hands of the railroad.

The Guard wishes to emphasize the fact that our business men and commercial organizations should begin a determined fight for their rights before it is too late to remedy matters. Let the test come now, and let us know the worst, if it is true there is no way to force recognition from the Southern Pacific Company. It is a fight in which we have everything to gain and nothing to lose—because the railroad has given Eugene nothing that it can take away. Why continue to pay tribute to a corporation that is doing everything in its power to destroy our business? If the shippers of Eugene will route their goods so as to give the Southern Pacific only the shortest haul possible, they will at least have the satisfaction of knowing that they are keeping several thousand dollars monthly out of the treasury of that corporation. If we do not win, we can have the satisfaction of knowing that we have made the best fight within our power, instead of submitting meekly to the destruction of our business interests by a corporation which has been enriched by the tolls it has exacted from our people and our industries.

Then there are other weapons at our command. The Hill road already extends from Portland to Salem, and inducements might be held out to the Harriman rival that would bring its tracks into Eugene within a year, and end through healthful competition the reign of monopoly for all time.

And all the time the people should continue their efforts, through the Lane County Asset Company, to secure the building of a railroad to Coos Bay via the Siuslaw and Umpqua rivers. Here, too, the Hill interests figure again, for it is an open secret that they will build an east and west line through Oregon, terminating at Coos Bay. Why not put the route through Eugene to the coast in such shape that the Hill system would recognize the advantage of negotiating for its acquisition?

If the commercial interests of Eugene will rise to the occasion and go into this fight determined to win, there seems little doubt as to the outcome, because things have changed in Oregon during late years, are changing rapidly, and the Southern Pacific monopoly is fighting in the last ditch in every section of the state. Let us do our share in hastening its complete overthrow, and by doing our part in this good work build up a great city in Eugene that will be a centre for steam and electric railways in Western Oregon!

THE RAILROAD'S HALLUCINATION

We are rather distressed about the railroads, remarks the Saturday Evening Post. "If the roads are to remain solvent," said the president of a trunk line recently, "the only recourse now is an advance in freight rates," and at about the same time the sixth or seventh important increase in railroad dividends during 1910 was announced. We don't doubt that the roads themselves believe they are going into bankruptcy, even though their own official reports show that they are enjoying a greater income and paying their stockholders higher dividends than ever before, for to doubt that would be to impugn their veracity; but this belief on their part shows a chronically disordered state of nerves. For several years the roads have imagined themselves to be on the brink of insolvency. They felt sure the Hepburn

bill was going to send them into the gulf, and they regarded the attempt of several Western states to reduce passenger rates as a last straw. At present, when they are up to their necks in money, so to speak, they see nothing but receivers camping on the doorstep.

As an argument in favor of thorough-going governmental regulation of railroads, the present attempt to raise freight rates is unanswerable and overwhelming. More conclusive proof that the roads should not have a free hand in fixing rates could not be desired.

THAT WAS A BUM CANVASSER

A representative of the Register, who has just returned from a visit to Crow, Noti and Elmira, canvassed 51 houses as he came to them, out of which he found 21 taking the Register, 12 taking other Eugene papers, and 6 taking two Eugene papers. On the rural routes out of Eugene the Register leads all other Eugene papers about five to one, a fact that makes Register advertising space valuable.—Register.

We do not know just the boundaries of the territory canvassed by the representative of the morning paper, but we do know that a count of the names on The Guard's subscription list shows the number of our subscribers in that section to be: Elmira, 34 daily, 35 weeklies; Crow, 10 dailies, 18 weeklies; Lorane R. F. D., 10 dailies, 30 weeklies. Besides these, a good many daily and weekly Guards are put in the Eugene postoffice, and distributed by the Crow stage along its route.

On the three R. F. D. routes out of Eugene the Guard has 202 subscribers.

This "representative," or any one else, has our permission to come in and count these Guard subscribers if this statement is doubted. We have no circulation secrets—because it is not necessary to claim more than we have in order to get a standing with advertisers.

That is surely a bum canvasser the morning paper has, and it isn't much wonder that its own circulation is so small in the territory referred to. If we only had 21 subscribers out there we should think something was wrong with our circulation department.

At last there is some real railroad activity reported from Coos Bay. The Marshfield Sun says: "One hundred and twenty tons of rails arrived on the Redondo today. They are for the Rapid Transit electric line, and are from the Colorado Iron & Fuel Company." The Rapid Transit Company is the road which is working in conjunction with the Lane County Asset Company, and the railroad from Eugene is to enter the bay towns over its tracks, and have the use of its terminals.

All the members of the bar in Benton county, with one exception, have united in asking Judge J. W. Hamilton to become a candidate for re-election. It is evidently going to be practically unanimous.

While things are quiet with the secret service, a few of its members might be put on the scent of some congressional campaign pledges that seem to have become lost, strayed or stolen.

Heaven will be full of surprises. There will be as many people there surprised to see you as you are to see them.

CORVALLIS BAR ENDORSES

JUDGE J. W. HAMILTON

Corvallis lawyers have joined the Lane and Coos county bar associations in an endorsement of Judge J. W. Hamilton, of Roseburg, for another term as circuit Judge. The Corvallis Gazette of June 23 says:

The following is a copy of a letter prepared by the various attorneys in Corvallis, with one exception, and mailed to Judge Hamilton:

Corvallis, Or., June 23, 1910.
Hon. J. W. Hamilton,
Roseburg, Oregon.

Dear Sir:—We, the members of the Benton county bar, beg to convey to you our appreciation of your very able and faithful service as Circuit Judge of this judicial district. This, and a desire to insure a continuation of the pleasant relations which have existed in the past between ourselves as practicing members of the bar and yourself as one of the presiding judges, lead us to express the hope that you may become a candidate for re-election at the forthcoming election. We believe that your record as Circuit Judge and the character of services you have rendered in that capacity merit your continuance in office, and for these reasons we assure you of our hearty support in the event you should desire re-election.

Very truly yours,
E. R. Bryson, J. F. Yates, G. W. Denman, E. E. Wilson, M. S. Woodcock, J. N. McFadden, W. S. McFadden, J. H. Wilson.

This endorsement is wholly non-partisan, five of the eight signers being Republicans and three Democrats. There seems to be a demand from all parts of the district for a continuation of Judge Hamilton on the Circuit Court bench.

COLONIZES 400 ACRES IN ROW RIVER VALLEY

Cottage Grove, Or., June 26.—Colonel John F. Spray has purchased 400 acres of bottom land in the Row river valley and is constructing an irrigating ditch a distance of three miles to water the tract, which will be set out to orchards and sold in five and ten acre tracts. It is his purpose to colonize the land with easterners, five of whom have already selected sites there. Not more than ten acres will be sold to any individual, and when they take up their residences in this fertile valley a schoolhouse and church will have been erected by the promoter.

Dr. Studley and Ed Lindley made a fishing trip down the Willamette Sunday, catching 31 fine red-sides. Y. D. Hensil, E. A. Bean and Arthur Hendershott comprised another party down the river, getting 42.

A marriage license was granted this afternoon to Alfred N. Boyd and Miss Marie Meredith, both of Star.

I. M. Francis and family have moved from their residence at 730 Patterson to their farm near Mirth post-office.