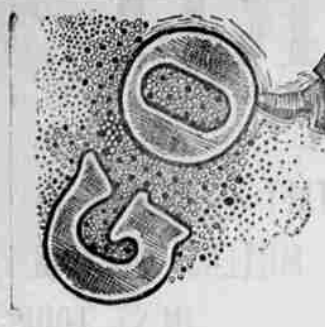




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GENERAL NEWS IN BRIEF FORM

The state grand jury in session at Hood River, Ore., is attended by about 600 delegates. Reports of officers show the past year to have been prosperous with the order, 800 new members being enrolled, according to the report of Mrs. Mody Howard, the secretary. Treasurer Hirschberg reports \$6000 cash in the treasury.

At Salem, Ore., fire broke out a little before 1:30 o'clock Wednesday afternoon in the department store of Joseph Myers & Son, leading merchants of that city, and the loss is estimated at more than \$100,000. The fire started on the second floor and before the fire department arrived was well under way, having evidently been burning inside for some time before being discovered. The stock of goods is practically a total loss and the damage may exceed the estimate. The Masonic hall, located in the third story of the building, was gutted and nearly \$30,000 worth of furniture and equipment was either destroyed or ruined.

DISSOLUTION NOTICE.

This is to notify the public that the firm of Dugan & Miller has dissolved partnership, C. H. Dugan retiring and J. H. Miller continuing it himself. Dated this 29th day of May, 1907. J. H. MILLER.

Employ Perfection, guaranteed pure baking powder, can be returned if not satisfactory. Eugene Grocery.

RAILS FOR STREET RAILWAY HAVE ARRIVED

First Car of Big Consignment Comes In This Morning - Work of Laying Track Will Begin Just as Soon as Paving Work Is Under Way

The first car of steel rails for the street railway arrived this morning, after a long delay. They are here, however, in time, for they cannot be laid before the paving work begins on Willamette street. That will probably begin some time next week, and then actual construction of the railway will begin.

The car of rails was sidetracked at the depot yards and they will be unloaded at once and probably strung along the street. Several more carsloads are expected within a few days and they will be arriving at intervals until the whole shipment is at hand.

When the paving work and laying of the street car tracks is under way there will be lively times in Eugene. The usual summer quietude will be missing and business during the present dry and hot season will probably be as brisk or better than it has been during the past winter and spring.

ROOSEVELT ASSISTS IN UNVEILING MONUMENT

(Continued from Page 1.)

cation by Rev. Dr. Lucas; address by governor Hanley; music by the Seventh Regiment Band; reading of the poem of dedication to General Lawton, by James Whitcomb Riley; introduction of the president by Governor Hanley and President Roosevelt's address.

For more than one reason I am particularly glad that this year I speak on Memorial Day in the state of Indiana. There is no other class of citizens to whom we owe so much as to the veterans of the great war. To them it was given to perform the one feat with which no other feat can be compared, for to them it was given to preserve the Union. Moreover, you men who wore the blue, blessed beyond the stars in any other war of recent times, have left to your countrymen more than the results of the triumph, more even than the achieving the triumph itself. You have left a country so genuinely reunited that all of us now, in whatever part of this Union we live, have a right to feel the keenest pride, not only in the valor and self-devotion of you, the gallant men who wore the blue, but also in the valor and self-devotion of your gallant opponents who wore the gray. The hero whose monument we today unveil, by his life bore singular testimony to the completeness of this reunion. General Lawton in his youth fought gallantly in the civil war. Thirty-three years afterward he again marched to war, this time against a foreign foe, and served with distinguished ability and success as a general officer, both in Cuba and the Philippines. When he thus served it was in the army whose generals included not only many of his old comrades, but some of his old opponents also, as General

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Quickly relieve Sour Stomach, Heartburn, Indigestion and Dyspepsia. Sugar-coated Tablets. In 30c. Box. Made by Hood. It's Good.

Indiana's War Record. Indiana in the civil war furnished more than her share of brave soldiers. It also fell to Indiana to furnish the greatest of all war governors who upheld the hands of Abraham Lincoln; for when history definitely awards credit for what was done in the civil war, she will put the services of no other civilian, save alone those of Lincoln, ahead of the services of General Morton. No other man who rendered such services as he rendered worked under such terrible disadvantages, and no man without his iron power could have achieved what he achieved during the last two years of the war, when he managed the state government of Indiana solely on money obtained by pledging his own personal honor and personal fortune; and yet not for one moment relaxed in the help he gave to Lincoln and Chase and Seward and Stanton in the cabinet, to Grant and Sherman and Sheridan and Thomas in the field. It was work that only the strongest man could have done, and it was work vitally necessary for the sake of the nation to do.

Present Day Problems. The men of the generation which fought the civil war had their great tasks to perform. They met them as strong men should have met them. They did them, and we, their children, profit by their mighty deeds. But no generation can ever plead the great deeds of its predecessors as an excuse for failing to perform its own duties. Our duties are those of peace and not of war. Nevertheless they are of the utmost importance; of importance to ourselves, and of still greater importance to the children who in a few years will take our places as the men and women of this republic. If we wish to show ourselves worthy heirs of the men of the civil war we must do our tasks with the thoroughness with which they did theirs.

Great social and industrial problems confront us, and their solution demands on our part unflinching courage, and yet a wise, good-natured self-restraint; so that on the one hand we shall neither be daunted by difficulties nor fooled by those who would seek to persuade us that the difficulties are insuperable; while on the other hand we are not misled into showing either rashness or vindictiveness. Let us try as a people to show the same qualities as we did with the industrial and social problems of today that Abraham Lincoln showed when with indomitable resolution, but with a kindness, patience and common sense quite as remarkable, he faced four weary years of open war in front of rallying, distraction and intrigue from behind, and at the end gave to his countrymen whom he served so well the blood-bought gift of a race freed and a nation forever united.

Rights of Property. One great problem that we have before us is to preserve the rights of property; and these can only be preserved if we remember that they are in less jeopardy from the socialist and the anarchist than from the predatory man of wealth. It has become evident that to refuse to invoke the power of the nation to restrain the wrongs committed by the man of great wealth who does evil is not only to neglect the interests of the public, but is to neglect the interests of the man of means who acts honorably by his fellows. The power of the nation must be exerted to stop crimes of cunning no less than crimes of violence. There can be no halt in the course we have deliberately elected to pursue, the policy of asserting the right of the nation, so far as it has the power, to supervise and control the business use of wealth, especially in its corporate form. Today I wish to say a word to you about the first and most important feature of this task, the control of the common carriers doing an interstate business; a control absolutely vested in the nation, while in so far as the common carriers also transport the mails it is in my opinion probable that whether their business is or is not interstate it is to the same extent subject to federal control, under that clause of the constitution granting to the national government power to establish post roads and therefore by necessary implication power to take all action necessary in order to keep them at the highest point of efficiency.

Law and Corporations. Every federal law dealing with corporations or with railroads that has been put upon the statute books during the last six years has been a step in advance in the right direction. All action taken by the administration under these and the pre-existing laws has been just and proper. Every suit undertaken during that period has been a suit not merely warranted, but required by the facts; a suit in the interests of the people as a whole, and in the long run, particularly in the interests of the stockholders as well as the interest of business men of property generally. There can be no oversteering from the course that has thus been mapped out in the legislation actually

enacted and in the messages in which I have asked for further legislation. We have served the interests of honest railway men when we announced that we will follow out conscientiously this course. It is of course of real, of ultimate consequence. There will be no halt in the forward movement toward a full development of this policy; and those who wish us to take a step backward or to stand still if their wishes were realized would find that they had invited an outbreak of the very radicalism they fear. There must be progressive legislative and administrative action for the correction of the evils which every sincere man must admit to have existed in railroad management in the past.

Such additional legislation as that for which I have asked in the past, and especially that for which I asked in my message at the opening of the last session of congress, is not merely in the interest of the public, but most emphatically in the interest of every honest railway manager and of all investors or would-be investors in railway securities. There must be vested in the federal government a full power of supervision and control over the railroads doing interstate business; a power in many respects analogous to and as complete as that which the government exercises over national banks. It must possess the power to exercise supervision over the future issuance of stocks and bonds, either through a national incorporation (which I should prefer) or in some similar fashion, such supervision to include the frank publicity of everything which would be investors and the public at large have a right to know. The federal government will thus be able to prevent all over-capitalization in the future, to prevent any man hereafter from plundering others by loading railway properties with obligations and pocketing the money instead of spending it on improvements, and in legitimate corporate purposes and any man acting in such fashion should be held to a criminal accountability. It should be declared contrary to public policy henceforth to allow roads to devote their capital to anything but the transportation business, certainly not to the hazards of speculation. For the very reason that we desire to favor the honest railroad manager we should seek to discourage the activities of the man whose only concern with railroads is to manipulate their stocks. The business of the railroad organization and management should be kept entirely distinct from investment or brokerage business, especially of the speculative type, and the credit and property of the corporation should be devoted to the extension and betterment of its railroads, and to the development of the country naturally tributary to its lines. These principles are fundamental. Railroads should not be prohibited from acquiring connecting lines, by acquiring stocks, bonds or other securities of such lines, but it is already well settled as contrary to public policy to allow railroads to acquire control over parallel and competing lines of transportation. Subject to first giving the government the power of supervision and control which I have advocated above, the law should be amended so that railroads may be permitted and encouraged to make traffic agreements when these are in the interest of the general public as well as of the railroad corporations making them. These agreements, of course, should be made public in the minutest detail, and should be subject to securing the previous assent of the interstate commerce commission.

Movement Comes to Stay. The movement to regulate railways by law has come to stay. The people of this country have made up their minds—and wisely made up their minds—to exercise a closer control over all kinds of public service corporations, including railroads. Every honestly managed railway will gain and not lose by the policy. The stocks that to make the management of their roads efficient and honest are the only ones who have cause to oppose it.

One who believes in steady and healthy progress stand unalterably opposed to the movement to regulate railways by law. It is the widest publicity and of fair dealing on the part of railroads with stockholders, passengers and shippers. We ask the consent of no man in carrying out this policy; but we gladly welcome the aid of every man in perfecting the law in its details, and in securing its enactment and the faithful observance of its wise provisions. We seek nothing revolutionary. We ask for such laws as in their essence now obtain in the state of commonwealth of Massachusetts; such laws as obtain in England. The purpose of those of us who most earnestly believe in the new policy, its thorough carrying out and in its progressive development, is in no sense punitive or vindictive. We should be the first to protest against any form of confiscation of property, and whether we protested or not I may add that the supreme court could be trusted in any event to see that there should be nothing done under the guise of regulation to destroy property without just compensation or due process of law. As a matter of course we shall punish any criminal whom we can convict under the law; but we have no intention of confounding the innocent many and the guilty few by any ill-judged and sweeping scheme of vengeance. Our aim is primarily to prevent these abuses in the future. Wherever evil does can be, they shall be brought to justice; and no criminal, high or low, whom we can reach, will receive immunity. But the rights of innocent investors should not be jeopardized by legislative or executive action; we sanction no legislation which would fall heavily on them, instead of on the original wrongdoers or beneficiaries of the wrong.

Recent Legislation. The admirable legislation of recent years, in taking away from the railroads the power of giving illegal favors, has taken away from them one of the illegitimate methods by which they used to protect themselves from improper attack; and it is therefore

CLASS OF THIRTY HIGH SCHOOL GRADUATES

Those Who Will Receive Their Diplomas Finally Selected by Faculty and Superintendent. Public Schools Will Open on September 23d Next Fall

The Eugene board of education held a meeting this morning at which the date of the opening of the 1907-08 term of the public schools was fixed. The schools will open on Monday, September 23, and continue for nine full months, with two weeks' vacation during the Christmas holidays.

The board voted to approve for graduation from the high school this year those students who were recommended by the faculty and the superintendent.

Graduating Class.

The personnel of the class was finally decided upon this morning as follows:

Eva Vivian Allen, Edith Violet Armstrong, Andrew H. Bond, Jessie Calhoun, Ada Boone Coffey, Percy Meredith Collier, Mary DeBar, Ada Claire Dunn, Ethel Lena Evans, Eva Fraser, Julia Mae Gibson, Dean Gilbey, Rebecca June Gray, Madge Norwood Hamble, Mabel Hill, Constance Hurd, Virginia Meta Hurd, Eugene F. Harburt, Dora May Irvin, Effie Belle McCallum, Ira Albert Manville, Guy T. Porter, Ruby Pratt, Lila Carrie Prosser, L. Leon Ray, Henrietta Freida Rhodes, Ruth Panetta Rolfe, Vera Elizabeth Sanderson, Lucia Winona Wilkins, Charlotte Young.

The Art Exhibit. Miss Leone Kays, art teacher at the public schools, opened the exhibit of the work of her pupils at the high school this afternoon at 2 o'clock and it will remain open until after tomorrow afternoon. The work adorns the walls of the assembly room, the hallway of the second floor and three class rooms of that floor. The work is certainly fine, considering the fact that this was the first year in which art had been taught in the schools. Some of the work is simply remarkable. The subjects on display consist mostly of water color work, although there are numerous pen and pencil sketches.

CENTRAL BOYS DEFEAT GEARY

Yesterday afternoon the Central school baseball team defeated the Geary school team in a well-played game by the score of 4 to 2. The lineup was as follows:

Central—Catcher, Lynn Stapleton; pitcher, Fred Stapleton; short stop, Stanley Briggs; first base, Ralph Russell; second base, Green; third base, Dave Hannavan; center field, Forest Richard; right field, Warren Osburn; center field, Art Russell.

Geary—Catcher, Coffman; pitcher, Hamilton; short stop, Wayne Wiloughby; first base, Dean Hawkins; second base, Charles Purdy; third base, Gilbert Griffin; left field, Leck; right field, right field, Emil Marshall.

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