

THE EUGENE DAILY GUARD.

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Charles H. Fisher.

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EUGENE WIDE AWAKE AND PROGRESSIVE CITY

There is every evidence that Eugene has entered upon a new era of growth and prosperity. The business men are maintaining active commercial organizations that are pulling hard to secure all enterprises that will be of advantage to the city, the raising of the \$60,000 Siuslaw railroad bonus giving an excellent illustration of their determination. Everybody seems to have caught the spirit of the times and sentiment for street paving, good sidewalks and other improvements of a public nature is practically unanimous. When such sentiments animate a community advancement is an absolute certainty, and it augurs well for Eugene that her people have become wide-awake and progressive. They are now working along the right lines, realizing that cities do not grow up, but are built by the persevering efforts of those who own property and do business in them.

TURN TO WATERWAYS AS A MEANS OF RELIEF

In an exceedingly well considered editorial in its issue of July 12, on the revival of river shipping, the New York Tribune bears striking testimony to the demands of the commercial and manufacturing interests of the United States for speedy and completely adequate improvement of the inland waterways of the country. It is also a striking testimony to the advance of public sentiment in the direction of river and harbor improvement—an advance that cannot fail to have its effect upon the Congress in recognizing the force of the demand brought about and continued by a development of internal trade and commerce unparalleled in the history of the country. The Tribune says: "The railroads appear to be unable to handle expeditiously the enormous freight of the country and even the turning of their attention to natural and artificial waterways as a means of relief. The inland waterways are that the country has developed to a point where transportation by canal and canalized rivers is becoming as necessary to it as was water transportation before the building of the great railroads. Public sentiment regarding water transportation has undergone a striking change."

The change in public sentiment which the Tribune gives frank recognition is the direct result of the wonderful development of each and every resource and interest in the United States. Now England is feeling the pinch no less than the South, and the Northwest, the Pacific slope states, the Middle West and the Southwest is in union in development of trade and commerce and in the demand that adequate facilities for transportation be furnished at the earliest possible moment. The inability of the railway system to handle properly and expeditiously the enormous freight offerings is no longer an open question. The fact is admitted as frankly by the officials of the railway systems as it is apparent to every commercial, manufacturing, agricultural and mining interest in the country. The important question, therefore, is in the remedy, and that is only to be found in canalized rivers, in canals, and in improved harbors on the lakes and on the coast. As the Tribune well says, transportation by canals and canalized rivers is becoming as necessary to the trade and commerce of the country as it was before the building of the great railroads.

The university referendum case will be heard by the supreme court on August 7th. Even if Eugene Palmer, of Linn county, is again knocked out of court he will have earned the money paid him by the interests opposed to the growth of the university, having tied up the appropriation for several months, thereby rendering it impossible to make the improvements that should have been made before the opening of school this year. It is men of the Palmer stripe who have been responsible for the slow progress made by Oregon as a state during the past quarter of a century, and the most healthful sign of the times is that outside of a few communities in the lower valley, they are now so vastly outnumbered by a progressive citizenship that this abortive, although annoying, fight against the state university will be their last stand.

Says the Baker City Herald: The Albany Herald has changed from a morning to an afternoon paper. It has good reasons for so doing. The Eastern news is given to the reader each day before he retires, as the time here is later than in the East, thus giving an evening publication ample time to get the report of the day's doings. Evening papers are the papers for the West, and all the enterprising publishers who can are changing from the morning to the evening field.

The United States commissioner of internal revenue has suspended for the present the order imposing a federal tax of 10 per cent on the scrip issued by Tom Johnson's Cleveland trust company, and known as "Tom Johnson money," which is a hint to Tom to be good, or an acknowledgment that the order was hasty, according to the point of view.

As a candidate for the nomination for president George Cortelyou is, owing to his close relations with the old Hanna machine, and to his having been chairman of the National committee, in a position to make the other fellows sit up and take notice, but as a vote-getter, should he be nominated—well, that's another breed of dogs.

President Winchell, of the Rock Island railroad, will set a good example if he lives up to his announcement that his road is out of politics and lobbying. The demoralizing combination has been one of the leading factors in the making of anti-railroad sentiment.

Isn't it a dog gone state of affairs when the president has to ask that no more dogs be sent to him? People ought to know without being told that he isn't in the sausage business, even if he does cut up things sometimes.

It is to be hoped that the official inquiry into the awful explosion on the battleship Georgia, which has been ordered, will find out more than its several predecessors along the same line did.

Cotton is still king in the realm of American exports. The shipments for the year ending June 30, according to the bureau of statistics, having broken all records both in value and volume.

If Colonel Watterson's "back to the constitution" is to be the battle cry, Judge Alton B. Parker and Hon. Judson Harmon are volunteers for the firing line.

Perhaps Stuyvesant Fish said all the railroads were undercapitalized merely as a feeler, to ascertain whether the public would stand for more water.

Not a few young men are finding out in the hard school of experience that "back to the farm" is the shortest road to the coin and Easyville.

Good pies may make good men, as a deaconess has lately said, but alas! it is certain that good women do not always make good pies.

Before handing a man a lemon it is a wise move to ascertain the price of it, in order to be sure you can afford to do it.

HOPES BOTH ROADS GO.

(Albany Democrat.) Steven Carver, the railroad builder, was in this city on his way to Eugene from Corvallis today. Mr. Carver is promoting two roads, one from Eugene down the Siuslaw, and the other from Corvallis to the Alsea country, so that he has his hands full vibrating between Corvallis and Eugene. Each of these roads is being built on a capital of about \$150,000. As it costs \$40,000 or \$50,000 a mile to build the average railroad one can't figure very far on the proposition, but it is probably intended to float bonds after the enterprises are started. The Democrat hopes both roads go. The country needs roads running into prominent parts of the state, and it is evident the only way to get them is for small corporations to make the start, when the big companies may gobble them up and complete the work, as it is like drawing teeth to get them started on the original enterprise.

THE MODERN PUZZLE

Life is a puzzle.
All sages avow.
But never so vexing
A problem as now.
Since the muck rake's been busy
And stirred such a stew
Nobody can hardly
Know just what to do.
To eat you must decide on—
You will or you won't;
You'll die if you do
And you'll starve if you don't.
If you're sick disease threatens,
In drugs dangers lie,
If you take them you're poisoned
If you don't you will die.
The air's full of microbes,
And yet to be living
You must draw your breath.
All money is tainted;
Your soul cannot give
It room—without money,
Yes, how can we live?
In water is typhoid,
In wine ruin's brink,
So when you are thirsty
There's nothing to drink.
Our grandpas and grandmas
Who were not so wise,
Just ate, drank and physicked
And lived good long lives.
But we, with our knowledge,
Fear from night to dawn,
Doomed if we stand still,
Wrecked if we move on.
No step can we take but
We fear we will rue;
Alarmed if we don't,
Scared green if we do.
Yes, life is a puzzle,
And bitter our cup—
We can't guess it right
And won't give it up!
—Baltimore American.

EUGENE RAISES \$60,000

(Baker City Daily Democrat.) Baker City should emulate Eugene in the effort to secure a railroad. The proposed Eagle Valley railroad could be secured by the proper effort, and it would be unnecessary to await the assurance of W. L. Vinson or anybody else.

Public spirited citizens of Eugene have subscribed the full amount of \$60,000 stock demanded for the construction of a railroad westward from that city and headed toward the mouth of the Siuslaw.

ENGINEER, AN OBJECT LESSON.

(Pendleton Daily Tribune.) In looking around to discover what would directly contribute to the advancement of its interests, Eugene decided that an electric line (it is in reality to be a steam railway) of railway from that city to the Siuslaw bay, directly to the west and about sixty miles distant would prove to be one of the best investments. Examination of the situation disclosed that the raising of the sum of \$60,000 would be necessary on the part of the business men, and it required by a short time to get it all pledged—and the road is assured.

It is not necessary to say that this is the way to do a thing like this. Eugene business men saw what is necessary to secure communication with water transportation and at once took the necessary measures to assure it.

And here is a pointer for Pendleton, a "pointer" which The Tribune has several times undertaken to keep to the forefront. No one thing would do so much to permanently grow this city as the construction of an electric line, or let it be a steam railway, from here to the Columbia river. That it is so requires no argument. To state it at once convinces every man. Suppose every day, or twice a day, a car should leave Pendleton for the Columbia river—does anybody doubt the magical effect of it on all lines of business here?

And can we do it? An affirmative answer is at once heard from every side. It is not nearly so far from Pendleton to the Columbia river as from Eugene to the Siuslaw, and a practically level country for a route, while the Eugene project leads across the Coast mountains.

FAIRBANKS, THE LIFE SAVER

(New York Sun.) Fairbanks was on the pier. He was looking over the mountains that encircle the lake. There was with him a friend, the hotel keeper, certainly a fat and prosperous man. Two friends were with him. He was alone. He was the centre of a brilliant company. The pier is half a mile or a quarter of a mile long. It is several rods long. It is long enough if it is a quarter as long as Butterfield's. At any rate he alone, or he and the fat hotel man and the other man or men, heard the piercing shriek, either directly or by long distance telephone. "He or they started a mad race for the water. Mr. Fairbanks doffed his clothes as he ran. He took off his coat and hat. He shed his garments as he sprinted. He kept a newspaper in his hand in his agitation. He was as cool as a cucumber on ice. He didn't stop to shed his garments. The life saving service is no dressing and undressing room. Mr. Fairbanks lightened along that pier. Observers say that fire flew from his feet. His white tennis shoes were calined before he reached the end of the pier. There, posing all his faculties for one tremendous effort, he dove madly into the lake. How deep was the water? Some authorities say six feet; some say eight feet; some say 20 feet. No man of science will accept a figure less than the last number. Diving headlong, Mr. Fairbanks would run aground in less. Hand in hand, the rescuer and the rescued walked back to the hotel. There was not a dry eye among the spectators or a dry rag on the vice president. Some stories say that he carried the lady in his arms. This, however, romantic and welcome, must be sternly rejected. Save me, says the rescuee, but don't spoil my clothes! And here the passionate adjuration of a born leader must lead, but he is born too keen and fleet a racer to carry extra weight.

A Love Story of Mexico.

In Mexico it is the custom for the man who is about to be married to pay all the expenses of the wedding. He must furnish all the household effects required, the wedding feast and all the wine that the guests can drink. In addition to this, he must provide the bride with a trousseau.

Frankline Osmore, a civil engineer, went to Mexico to assist in the survey and construction of a railroad. While thus engaged he met Marina Olmedo, a girl who had been well born, but whose father had died and left his family with little or nothing. Marina was at this time arrived at a marriageable age, and it behooved her to select a husband who would take care of her. She did not think of love or, if she did, considered it in her case out of the question. But there were no men of means in the place where she lived, and she could not go elsewhere in quest of a husband. At home there were several young men of indifferent ability to make a living, any one of whom would be glad to marry her. So she settled upon Diego Escobar as the most promising of the lot and engaged herself to him.

Now, Marina, it will be seen from this preface, was a practical young woman, and it was her purpose to help the man she married to obtain this world's goods. Osmore fell in love with her and asked her to marry him, but the fact that he was not of her race or religion, that as soon as he had finished his work in Mexico she would probably have to go with him to some benighted land, most probably the uncongenial United States, caused her to decide against him. But Osmore was in receipt of a good salary, and she would have liked to share it. She regretted that she could not marry both men, remaining in Mexico with the one and being provided for by the other. Either would have suited her if he had had the qualifications of both.

Marina, being, as has been said, of an acquiring nature, concluded to get as much as possible out of Osmore in the way of household effects and trousseau, then send him off and marry Escobar. Osmore, who was madly in love, fell into the trap. He was a self-made man, and Marina, though of a different nationality, was a lady and at the only age when most Mexican women are beautiful. He sent her to the City of Mexico with ample means to spend in any way she liked. She did not need much for household effects, for she owned the furniture that her family had possessed in their halcyon days. She spent most of what her lover had given her on a trousseau.

After her return, instead of fixing a day for the wedding, as Osmore begged her to do, she began to cool toward him and within another month broke off her engagement with him. Now came for her the critical moment. Would Osmore try to take back the trousseau, and, if so, how could she keep it? She offered to return it to him. He would not accept it.

Later he was informed that the girl had not intended to marry him and was intending to marry Diego Escobar. Osmore would not believe it till the announcement of Marina's engagement to Escobar. Love, like, he threw all the blame on the man and resolved to take revenge upon him. He sent Escobar an invitation to walk on the line of the railroad at 6 o'clock in the morning, armed with a rifle, and he, Osmore, would meet him, armed with a similar weapon. A reply was sent stating that the challenge was accepted.

At the appointed hour the engineer took his rifle and proceeded on his way, the stretch over which the combatants were to walk was straight for a mile. Presently Osmore saw a small figure—Escobar, like most Spaniards, was diminutive—coming, bearing a rifle. The American's rifle would have carried a bull for the distance, but he did not fire. The figure kept advancing and Osmore finally stopped and raised his weapon. After a time the Mexican did the same, but took no time to aim. He took aim at Osmore, and he, Osmore, could not easily have shot him. At that moment the number in which he had been tricked came up to influence Osmore, and, thinking him he pulled the trigger. The figure fell.

Regret at once took the place of passion, and Osmore ran toward his enemy, who was standing blood oozing from a wound in the shoulder. As Osmore joined him he turned his face and revealed the features not of Escobar, but of Marina Olmedo.

In a moment Osmore had the girl in his arms, imploring her forgiveness. Hastily examining her wound, he saw that it was not in a vital part.

"Why did you come instead of Escobar?"

"Escobar had nothing to do with your wound. It was I."

"But why did you come at all?"

"Because I would have been ashamed to keep you from your revenge."

"But you were not ashamed to accept from me a lover's gift when you intended to marry Escobar?"

"I did wrong. It shall all be yours."

Osmore was astonished. The girl had deliberately tricked him, then to make an honorable amendment permitted him to shoot her. He drew her nearer and kissed her. A faint tinge of red was left on the spot his lips had touched, the first evidence of love he had ever seen there, though he had kissed her often.

Osmore committed what would seem to be the height of folly by marrying Marina. He got a wife who loved him devotedly, and her talent for getting on downed in better channels. Osmore is still in Mexico, and his wife has been instrumental in making his fortune.

NELLIE EDNA CURTIS.

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CORDWOOD FOR SALE—Leave or orders with L. G. Brown at Dr. Brown's office in Chisman block.

FOR SALE—A 5-room house and lot for sale by parties wanting to go away. Inquire at 354 West Tenth street. j24

FOR SALE OR TRADE—Complete set of blacksmith tools to sell or trade for heavy horse. Telephone Farmers 239. C. R. Mead.

FOR SALE—A large barn, 18x24 feet in dimensions, 18 feet high; good material. Price, \$30. Inquire at 325 East 11th street. If

FOR SALE—230 acres, one-half bottom land, about 30 cleared; good nine-room house and barn, on the Mohawk river. Address A. J. Workman, Marcola, Or. s1

FOR SALE OR TRADE—Fine stock ranch with plenty of spring water for irrigating purposes. See Lee Hoselton, Oregon Cigar Store. If

RASPBERRIES FOR SALE—Raspberries on the vine for sale at 10 cents per crate. Inquire at the Mohawk river ranch, one mile from the Willamette river bridge, on the Patterson Island road. j25

FOR SALE—House and two lots at corner of West Sixth and Monroe streets for sale at a bargain. Call on R. A. Fox, 386 West Sixth street. j29

FOR SALE—Fir wood on the ground, Good roads, close to town. Inquire of W. L. or H. R. Kincaid, Eugene, Oregon. j30

FOR SALE—160-acre stock and fruit ranch in Western Lane. About 100 acres bottom land. 75 acres well watered pasture, 15 acres under cultivation. An orchard of about 300 fruit trees and nut trees in bearing. Large barn, good house, woodshed, fruit house, dryhouse and other buildings. \$800,000 feet of standing old growth fir and cedar on the place. School 1/4 mile. This is one of the finest homes in the Siuslaw country. Postoffice on place. For terms and further information call on or address, Address

LEONARD TABOR,
d&wt Mapleton, Ore.

PUBLIC AUCTION—I will sell at public auction at my place, one mile north of Fir Butte, known as the Purkerson place, 8 miles west of Eugene, on Saturday, August 3, all my stock and farm implements, consisting of three brood mares, one two-year-old horse colt, one three-year-old horse colt, one sucking colt, nine Jersey Cows, five yearlings, four hogs, one disc plow, one harrow, one stand of bees, two wagons, two sets harness, and other articles too numerous to mention. Terms of sale: On all sums under \$5, cash; on amounts of \$5 and over, one year's time at six per cent. James Offutt. a3

FOR RENT
WANTED—At once, six teams to haul cordwood. Dr. L. W. Brown. j24

FOR RENT—An 11-room dwelling house. Enquire at 641 Hilyard street. If

FOR RENT—Two or three furnished rooms for light housekeeping. Inquire at 683 Oak street. If

FOR RENT—Furnished or unfurnished rooms; free water. Enquire of Campbell-Fellman Company. If

FOR RENT—Suite of rooms in Warren block. See Lane County Abstract Company, in same building. If

WANTED
WANTED—At once, good reliable man to collect. 616 Willamette street. j25

WANTED—Teams to haul wood. Inquire of W. L. or H. R. Kincaid, Eugene, Oregon. j30

WANTED—Two or three carpenters for several weeks' work. See H.C. Mahon, Eugene. If

WANTED—At once, ten good axmen and twelve good teams. Apply to French & Reynolds, Room 21, McClung building. If

WANTED—Ten cords of oak, ash or maple wood to be delivered before September 1 at Eugene Market store. If

WANTED—A few men for sawmill work. Enquire of H. C. Mahon, Eugene, or Sunset Lumber Company, Mabel, Or. a19

MISCELLANEOUS
PASTURE—Good pasture, known as the Day ranch; abundance of water; prices reasonable. D. H. Watson, R. F. D. 3. a3

GOLD AND SILVER PLATING—On knives, forks and all household articles that do not look like new. Write the Oregon Plating Works, 128 Lowndale street, Portland, Oregon, for prices.

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The Wells shoe store can boast of having the best shoemaker that ever struck Eugene. Try him.



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NOTICE TO CONTRACTORS

Noted is hereby given that the Honorable County Commissioners of Lane County, Oregon, will receive sealed bids for the furnishing of all material and the erecting of a bridge across the Middle Fork of the Willamette River, at or near Lowell, Oregon. Said bridge to be built according to the plans and specifications now on file in the office of the county clerk. All bids to be accompanied by a certified check of five per cent of the amount of the bid to insure the faithful performance according to bid. All bids to be filed with the county clerk by July 29, 1907, at 10 o'clock a.m. The court reserves the right to reject any and all bids.

Dated this 8th day of July, A. D. 1907.
J. E. Kilborn
County Clerk.

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