

THE EUGENE DAILY GUARD

GUARD PRINTING CO., INC.
Charles H. Fisher

MEMBER OF ASSOCIATED PRESS

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TUESDAY, JUNE 8, 1909.

Give me a taste of life!
Not the twang of a seasoned wine;
Not the drug of an unearned bread;
Not the grape of an untitled vine.
The life that is really life;
That comes from no fount afar,
But springs from the toil and strife
In the world of things as they are.

Give me the whole of life!
The joy, the hope and the pain,
The struggle whose end is strength,
The loss that is infinite gain,
Not the drought of a cloudless sky,
Not the rust of a fruitless rest;
Give me the sun and the storm;
The calm and the white sea crest.

Give me the best of life!
To live in the world with God;
Where the seed that is sown and dies
Lifts a harvest over the sod.
Where beauty and truth are one,
Where the right must have its way,
Where the storm-clouds part for stars,
And the starlight heralds the day.

Give me the toll of life!
The muscle and mind to dare,
No luxury's lap for my head,
No idle won wealth to share.
Whether by pick or plane,
Whether by tongue or pen,
Let me not live in vain;
Let me do a man's work among men,
Charles P. Cleaves in Youth's Companion.

WORLD'S LONGEST RAILROAD.

If the Cape-to-Cairo railroad is completed—and it is more than half finished now—the world's longest railroad will be in Africa, according to the Baltimore Sun. Then the men who have had a passion for girding the globe will have a new interest in life. In eleven days after he begins the journey in a luxuriously appointed vestibuled train from Cairo he will arrive, if all goes well, in Cape Town, South Africa, a distance of approximately 8000 miles from his starting point in Egypt. In about three years, it is estimated, the Cape-to-Cairo trunk line will be in operation. But there is a stretch of 2500 miles between Khartoum, in the Egyptian Soudan, and Broken Hill, the present terminus of the railroad in Rhodesia, on which not a mile of track has yet been laid.

The estimated cost of completing the Cape-to-Cairo railroad is \$1,000,000,000. The financial problem seems to present more difficulties than the engineering. South Africa has vast treasures of gold and precious stones, and the men who control its mineral wealth are the dominant influence in the syndicate organized to complete the long connecting link of 2500 miles between Khartoum and Broken Hill. That this railroad, traversing Africa from north to south, will be a profitable enterprise in a business sense is doubtful. But it appeals to the imagination of many Britons who are imbued with the imperial spirit. This stupendous project was the conception of Cecil Rhodes, who died in 1902, when the accomplishment of his project seemed very remote, if it should ever be consummated. It is doubtful whether Mr. Roosevelt will find in all Africa anything more interesting and edifying than the extraordinary development which Cecil Rhodes inspired.

Of course there may be failures and tedious delays in efforts to secure another railroad for Eugene to the Siuslaw, or anywhere else. These projects require time and a great deal of strenuous labor, but they are worth it. One more railroad, whether it be the Carver road up this side of the valley to Eugene, or a road directly to the coast, would assure the commercial future of Eugene, and make it in due course of time one of the really important interior cities of the Northwest. A second road would soon cause the building of one or more other lines into the city and make it a certainty that when the Natron extension (Oregon Eastern) is completed to Klamath Falls and Ontario the real terminal will be located at Eugene. For these reasons there should be no dissensions, or no conflicts of opinion, when any reasonable proposition for the building of another railroad into Eugene is submitted to the people.

There is a tradition in Italy that the king cannot catch fish. There are others who cannot, though you would never suspect it from their fish stories, unless you happen to know them well.

For getting speedy ups and downs, the baseball player has 'em all beat. For a needed hit, or a grandstand play, he's put on a pedestal as high as the sky, and a few minutes later, for a punk error, he's dropped to the lowest depths.

More proof has been dug up showing pre-historic man's connection with the ape family, though we can't see that it was needed, with such a bunch of man monkeys living right "in our midst."

Merchants of Eugene report business unusually good during the past week.

EATON WILL OCCUPY NEW EIGHTH STREET BLOCK

Art Store Will Have New Quarters in Building to be erected by Mayor Matlock

The Guard is informed that A. H. Eaton has secured a lease on the ground floor of the proposed three-story concrete block to be erected by Mayor J. D. Matlock on West Eighth street, opposite the postoffice, and will move his book and art store there as soon as it is completed. The Eugene Loan and Savings bank, which owns the building

occupied by the store at present, has given Mr. Eaton notice to vacate, and the room will be remodeled and occupied by a department of the bank. Work on the new Matlock block is expected to begin this week and it will be completed by early fall.

The Salem public schools have, through their enterprising board of education, taken up the problem of introducing manual training and industrial arts as a part of the educational system of the public schools.

Why don't you come in and let us play some of those new phonograph records for you. We have them. Red Cross Drug Co. J-9

INVESTIGATING CAUSE OF COTTAGE GROVE WRECK

Cottage Grove, Or., June 7.—"The greatest wonder to me is how anyone succeeded in getting out of the mass of tangled wreckage alive," is the statement of T. K. Campbell, of the Oregon railroad commission, who with George C. Goodall, also of the commission, arrived here yesterday to investigate the cause of the wreck which came so nearly annihilating the passengers and crew of the ill-fated train Saturday.

The commission is making a strenuous effort to locate the cause of the wreck, and the people responsible for it. The bridge which gave way was of the ordinary wooden type, 90 foot span over Rowe river, about six miles from Cottage Grove. The structure did not burn, as was reported at first, but gave way under the weight of the train, presumably from the decayed condition of the timbers. The commission will carry on the investigation until all the facts relative to the condition of the bridge and the traffic over it shall have been secured.

J. B. Protzman, only official of the company here, is suffering from serious injuries received in the wreck. "I have no statement to make," said Mr. Protzman. "I sent for the state railroad commission and they will fix the blame where it belongs."

Saved by Iron Rod. Fireman John Cooter escaped from the wreck by swimming across Rowe river, after having been dropped from the engine as the tender left it. He was using a strong iron poker when the accident occurred, and by holding to it firmly used it to break the force of his downward plunge, perhaps thus saving his life. He was first to reach safety and telephone for help.

It is now quite certain that Engineer Osterander will recover. Price Rogers, Mrs. William Southworth, Judge W. D. Foster and F. H. Hall, all seriously injured, are getting along as well as could be expected. L. Garner's condition improves very slowly. His injuries about the hips are serious.

Claude Kime, 8 years of age, owes his life to the quick work of Earl Garrotte, 12 years of age, who discovered the little fellow as he was sinking for the second time. With wreckage all about him he secured the hand of the boy and pulled him out of the water. With the aid of others the little fellow was restored to consciousness.

MORE MALES THAN FEMALES DIE AND ARE BORN IN LANE COUNTY

Interesting Statistics From May Report of County Physician

Males were far in excess of females in births and deaths in Lane county during the month of May, according to the report of County Physician J. W. Harris, which was made out today. During the month 12 males and 4 females, a total of 16 persons, died. Causes assigned were as follows: Pericarditis, 1; senile gangrene, 1; tuberculosis, 2; influenza, 1; exposure and exhaustion, 1; cancer, 3; pulmonary hemorrhage, 1; accidental, 1; pneumonia, 1; heart failure, 1; pneumonia, 2; blood poisoning, 1.

In the birth list there were 14 males and 8 females. The physician in one case failed to state sex. Total 22.

There were eight cases of contagious diseases as follows: Diphtheria, 1; measles, 4; typhoid fever, 3.

PRINTERS OF EUGENE ORGANIZE A UNION

Will Abide by the Eight-hour Rule—Sixteen Charter Members As Starter

The journeymen printers of Eugene have organized a union and have elected officers as follows: Chas. K. Barbour, of the Register, president; G. W. DeSucca, of The Guard, secretary-treasurer. The organization starts out with sixteen charter members. A charter has just been granted by the International Typographical Union of North America and the name and number of the organization is Eugene Typographical Union, No. 496.

The 8-hour-day rule will be observed by the local union, going into effect today, the proprietors of the several printers in the city having been so notified by the secretary.

We have all kinds of baseball goods and our prices are right. Red Cross Drug Co. J-9

A fine new residence is being built on the Allen & Blair stock ranch at Fall Creek.

KC
Baking Powder
Best at Any Price

SEEKS TO ENJOIN ELECTRICIAN FROM WORKING IN EUGENE

Suit Brought by Pacific Electrical Engineering Company Against H. H. Hunter

The Pacific Electrical Engineering Co. of this city, today began suit against H. H. Hunter, a former Eugene electrician, now residing in Salem, to enjoin him from working at his trade here. In the complaint filed by L. M. Travis, attorney for the plaintiff, the electrical company alleges that when it bought the business from Hunter and George F. Willoughby, a contract was entered into wherein Hunter agreed not to engage in a similar business in Eugene or Springfield until July 25, 1919. It is alleged that Hunter has secured the contract to wire the new Roney block at Fifth and Williamette streets, also the new Sanford block across the street from the Guard office, in violation of the contract.

The plaintiff alleges that it is damaged in the sum of \$50 by reason of the defendant securing the Roney job and \$40 in his securing the Sanford job. A decree to restrain Hunter from engaging in business here and for \$90 damages is asked for.

NO STREET SPRINKLING FOR SEVERAL DAYS

Don't Kick, the Streets Must Be Dry to be Repaired

For several days the business streets will not be sprinkled. The low places in the pavement, where the ground underneath the surface has been disturbed by sewer ditches or other causes, are to be patched free of all cost to the city. In order to do the best possible work, the company has requested that no water be sprinkled on the streets for two days, so that the pavement will be the same temperature and absolutely dry.

A representative of the paving company said this morning: "Of the 60 blocks in Eugene, only three or four have settled, and we intend to bring these up to a uniform condition." On Eleventh street the car track has sunk in some places an inch or more below the surface of the pavement and the track should also be repaired.

O. A. C. COMMENCEMENT TO BE HELD NEXT WEEK

Begins With Baccalaureate Sermon Sunday and Ends Wednesday Forenoon

The Guard has received an invitation to attend the fortieth annual commencement exercises of the Oregon Agricultural College, at Corvallis, to be held from June 13 to 16. The program is as follows:

Sunday, June 13.
Baccalaureate sermon, Dr. Luther R. Dyott, 11 a. m., Armory.
Monday, June 14.
Class Day Exercises, 3 p. m., Campus.

Opera, "Mikado," 8:30 p. m., Opera House.

Tuesday, June 15.

Regimental Parade, 3 p. m., Campus.

Alumni Banquet, 6:30 p. m., Waldo Hall.

Wednesday, June 16.

Commencement Address, 10 a. m., Armory. President Enoch Albert Bryan.

The Cause of Many Sudden Deaths.

There is a disease prevailing in this country most dangerous because so deceptive. Many sudden deaths are caused by it—heart disease, pneumonia, heart failure or apoplexy are often the result of kidney disease. If kidney trouble is allowed to advance the kidney-poisoned blood will attack the vital organs, causing catarrh of the bladder, brick-dust or sediment in the urine, head ache, back ache, lame back, dizziness, sleeplessness, nervousness, or the kidneys themselves break down and waste away cell by cell.

Bladder troubles almost always result from a derangement of the kidneys and better health in that organ is obtained quickest by a proper treatment of the kidneys. Swamp-Root corrects inability to hold urine and scalding pain in passing it, and overcomes that unpleasant necessity of being compelled to go often through the day, and to get up many times during the night. The mild and immediate effect of Swamp-Root, the great kidney remedy is soon realized. It stands the highest because of its remarkable health restoring properties. A trial will convince anyone. Swamp-Root is pleasant to take and is sold by all druggists in fifty-cent and one-dollar size bottles. You may have a sample bottle and a book that tells all about it, both sent free by mail. Address, Dr. Kilmer & Co., Binghamton, N. Y. When writing mention reading this advertisement in this paper. Don't make any mistake, but remember the name Swamp-Root, and don't let a dealer sell you something in place of Swamp-Root—If you do you will be disappointed.

C. L. BEADLE Stone Mason

Leave orders at White's restaurant on West Eleventh street or address at Springfield, Or.

ROSEBURG MEN ALSO IN BOX CAR ROBBERIES

The Guard yesterday printed a press dispatch to the effect that a large number of S. P. trainmen had been implicated in box car robberies. A dispatch from Roseburg, as follows, gives further details:

Investigations which it is expected will bring to light the operations of an organized band of boxcar thieves have been conducted in this city for some time by Southern Pacific Detective Reilly. For the past five years the company has been compelled to pay shippers for stolen goods. The company laid the blame upon hobos, but it is now almost certain the goods were stolen by Southern Pacific employees. A brakeman named Yokum was arrested in Junction City Saturday and it is said he confessed to the robbery with which he was charged and made a complete confession, implicating 27 other local railroad employees.

A quantity of the stolen plunder has been recovered by Detective Reilly. The first hint the officers had as to the identity of the thieves was when a woman in this city made a statement to a local officer that a lot of plunder had been divided at her house. The goods have been mostly taken from trains while en route between this city and Junction City, and in one instance so much stuff was taken from a car in the local yards here it is supposed a wagon was used to remove it.

Besides implicating train crews, it is alleged section men and in several instances residents of this city are in the game, the latter having received the stolen property. A most rigid examination is being conducted by the Southern Pacific officials and wholesale arrests are expected.

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Best for Men, Women and Children—Young and Old.

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Report of Condition of the Merchants at Close of Business April 28

RESOURCES

Loans and Discounts	\$166,602.20	LIABILITIES
Bank Premises	17,837.45	Capital Stock
Cash and due from banks	144,102.50	Profits
	\$328,542.25	Deposits

We take pleasure in presenting the following figures increasing deposits

Dec. 8, 1907	\$47,214
July 15, 1908	\$152,029
Nov. 27, 1908	\$171,850
Apr. 28, 1909	\$261,716

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