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REST AT EVENING.

The day is long andtrying, and heavy is the heat; and often I am sighing, while dragging weary feet. The sun is burning o'er me; there is no grateful shade; the rows stretch out before me, that I must hoe and spade. But when the sun has wended his pathway to the west, my weary toil is ended, and evening brings me rest. Then comes the kind word spoken by loved ones at the door; then comes the sleep unbroken, until the night is o'er; then comes the tuneful passage of restful twilight hours; then comes the mystic message of winds among the flowers. The day may treat me meanly, and rob my life of zest; but evening comes serenely, and evening brings me rest. And life is but a longer and sadder summer day; the weary heat is stronger, and rockier the way; the watchword is "Endeavor," and till the day is done the laborer may never escape the glaring sun. And thus the harsh world grinds him against its rugged breast, till starlit evening finds him and evening brings him rest.

—WALT MASON.

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GREAT POPULAR MOVEMENT.

That was a great outpouring of the people yesterday to celebrate the beginning of work on Eugene's railroad to the sea. Springfield sent a large and enthusiastic delegation, and evinced lively interest in the enterprise. This was a most commendable spirit and shows that the people of both towns realize at last that their interests are common; that they must both grow together and combine their energies and capital in the development of the resources of Lane county.

In this particular railroad movement every resident of the entire upper Willamette valley is directly concerned. A railroad to the sea will increase the value of every piece of city property and every acre of farm land in Lane county. It will open up undeveloped country, start new mills and add millions of dollars to the taxable property of the county. More than this it will reduce freight rates on exports and imports alike, and make it possible to establish factories with their attendant payrolls.

John F. Stevens, the great railroad engineer, until recently manager of the Hill lines in the Northwest, told a delegation of Eugene men, including the editor of this paper, at a conference in his office, a few weeks ago that the construction of a railroad to the coast from Eugene would reduce freight rates in the Willamette valley 50 per cent. This he explained was the reason why the Harriman people refused to build to the coast and opposed the efforts of other companies in that direction. Their long haul overland from Portland to San Francisco was a source of great revenue that they would not relinquish until forced to act. Mr. Stevens went further than this, when he declared that, after having traveled over the entire world, he considered the Willamette Valley and its surrounding foothills, 4000 square miles in extent, susceptible of the greatest development of any territory he had ever visited. Railroad building, he asserted, was its greatest need.

It is generally understood that Mr. Stevens resigned his position with the Hill lines because of a deal with the Harriman system by which the Oregon Electric and lines in this state were being held up indefinitely. He refused to be party to a deal designed to block the growth and development of a great state.

As to the building of a railroad from Eugene to the sea,—the people of Lane county are able to accomplish that. The hardest pull will be to complete the first section to Elmira, but if all the people who will share in the benefits will do their part the burden should be so distributed that it will fall heavily upon no one. A few shares of stock should be taken by every man and woman who owns a home in the city or a farm in the country. It is a popular movement to break the strangle-hold of railroad monopoly and the resident of Lane County who does not aid the cause is lax in his duty to the community in which he lives.

The attorney general now speaks of an effort, tentative, to indict officals of the Standard Oil company and the tobacco trust, found guilty, in the opinion of the supreme court, of engaging in a criminal conspiracy. There is some hope of effective work to break up the evils of these combinations of great wealth in that. When the individuals who direct their affairs, prey upon the public and disregard the laws of the country behind the shadow of a charter shall be brought to trial and conviction like ordinary lawbreakers much of the trust evil will be done away with.

The steel corporation is a billion and a half affair. Beside it the tobacco trust looks small. And yet the latter is not much of an infant. It has stock of $380,000,000 and about $148,000,000 of bonds. Its constituent companies number 68, and it controls the tobacco business not only of this country but of England.

Popular election of United States senators won at last because the "Oregon plan" forced action in that direction. The "big interests" will no longer own the upper branch of congress because its members must answer directly to the people.

Tobacco and oil are now the gold trust twins in adversity.

WOOD FOR SALE

Now is the time to buy your wood for winter. See Webster Kincaid, 81 East Ninth st. Phone Main 676. tf

$1.50 Trout Flies for $1 per dozen, at Hill's Gun Store. J-15

Those who wish to review and make up High School or common school work will do well to see me at once. C. L. Thorne, 685 West Sixth. J-12

YOU ARE ENTITLED

to purity, quality and prompt service. Demand it. College Ice Cream guarantees it. Phone 343. J-12

The Daylight Clothing Store

HAMPTON'S

Where CASH BEATS CREDIT :-: Cor. 6th and Willamette

Where Cash Beats Credit

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Hart, Schaffner & Marx

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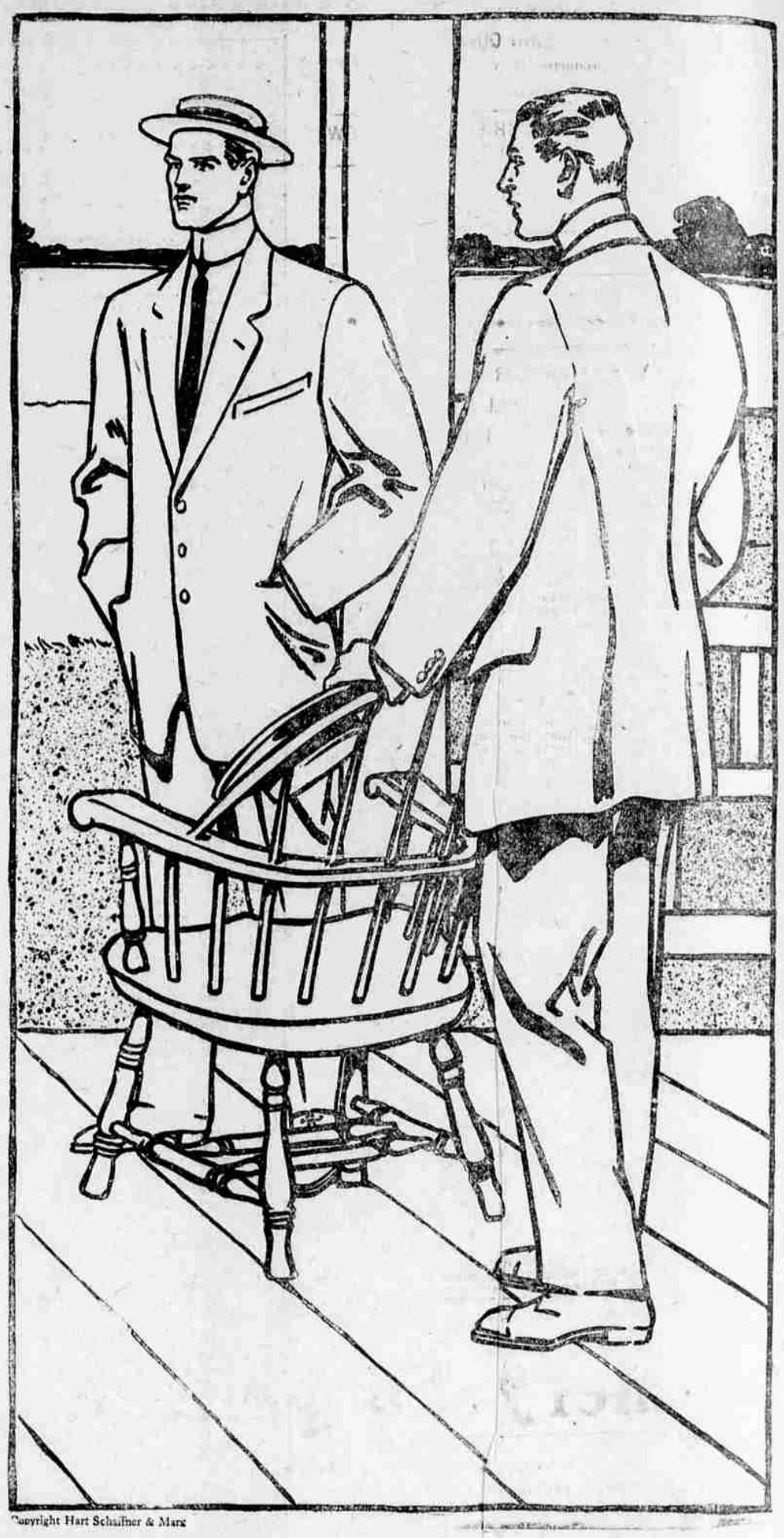

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TAKE ELEVATOR TO SECOND FLOOR.

HAMPTON'S

Cor. Sixth and Willamette

TAKE ELEVATR TO SECOND FLOOR.

Replica of Gown Queen Mary Will Wear t the Coronation

An expert replica of the gown that Queen Mary of England will wear when she nd King George are crowned on July 24th, will be on exhibition on our great second floor TUESDAY, WEDNESDAY and THURDAY. It was designed and made by Worth of London and all the materials used were ade in England.

The gown proper is princess robe of crimson velvet, close fitting, high necked with a train of about ten feet. The entire front from neck to eet is a series of white lace flounces, each about ten inch deep. The crimson velvet opens over the filmy front like coat, the fronts describing scallops edged wth ermine. he sleeves are made with three velvet puffs, separated fm the other by narrow bands of ermine. Below the final bnd of ermine is a velvet panel, beneath which a frill of whi lace falls over the arm and hand Around the throat is a fri of plisse mousseline which stands out all around like a smll edition of an Elizabethan ruff. Thus is the gown simple ans court train.

The court train is stened to the shoulders under a deep cape of ermine and alls in very graceful folds, widening as it lengthens. It is about fifteen feet long. It is edged with ermine and embroered at intervals with royal crowns in gold. The train is lin with white satin.

The replica of Qun Mary's crown—glittering Maltese Cross will be shown as well.

We welcome all Eugene to visit our Second Floor andview this wonderful creation.