

# THE LANE COUNTY NEWS

Continuing the Springfield and Lane County Star, Which Were Consolidated February 10, 1914

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SPRINGFIELD, LANE COUNTY, OREGON, THURSDAY, AUGUST 12, 1915.

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## ATTORNEY TOLD TO INVESTIGATE BILLBOARD RIGHTS

Council Hears Communication from Company—  
Water Supply Pure

The erection of billboards in Springfield was one of the principal subjects of discussion at the regular monthly session of the town council Monday evening, and as a result of the talk, the city attorney was instructed to investigate what rights the municipality has in the way of regulating these boards. A communication was read from Paul Kelly of the Willamette Poster company, asking that the council give careful consideration to the claims of the boards as a legitimate business. He offered to furnish the city with copies of the bill board ordinances of other cities of the size of Springfield, and stated he would have no objection to any reasonable regulations the city might make. A representative of the company was also present, and submitted copies of high court decisions regarding the billboards.

Councilman Peery reported that tests had been made of 14 samples of drinking water from wells and from the city mains, and that all tested good.

Councilman Fenwick reported on the streets that had been oiled and the repairs to Second street.

Peery and Fenwick reported in favor of making arrangements to take water from the mill race to flush the lagoon into which the town sewage runs.

The matter of appointing a town health officer was discussed at some length and was then laid on the table.

Chief Staniger was given a leave of absence for a few days.

## ROAD CHANGES ARE MADE IN SEPTEMBER

New Amendment to Law Provides One Certain Time.

Changes in the boundaries of road districts in the county must be made at the September term of the county court, according to an amendment to the law as passed by the last legislature. The members of the Lane county commissioners' court have by mistake been telling the road supervisors and others interested that the changes are to be made at the October term, but in looking up the law they found that the amendment reads September.

Heretofore the changes have been made at any time of the year, but the new law says that they can only be made once a year and only at the September term. As the term begins on the first day of the month, those who desire changes in the road districts will have to get their petitions circulated at once in order to present them in time. The amendment as passed by the legislature reads as follows:

"Sec. 6313. The county courts of the several counties of this state shall, as often as they may deem necessary, but no oftener than once a year, divide their respective counties or any part thereof, into suitable road districts, each of which shall be numbered, and cause a brief description of the same to be entered upon the county records.

Each county court, at the September term thereof, 1915, shall so arrange the road districts of the county as to conform to the provisions of this section, and at the September term of said court every year thereafter and at no other term make such changes in the road districts of the county as may be deemed necessary, provided, that all road districts formed under the provisions of this act shall be formed from contiguous territory."

## KENNETH PARKER FALLS TO DEATH

Nephew of Lane County Sheriff Meets Tragic Fate at Colfax, Washington.

Kenneth Parker, 10 year-old son of C. A. Parker and nephew of Sheriff J. C. Parker, died Monday, at Colfax, Washington, as a result of injuries received when he fell from a load of hay and was run over by the wagon, according to a telegram received in Eugene Monday.

The boy's father was known as Al when living in Lane county. The little fellow was a twin. The message received by the sheriff did not give any details of the accident.

## Mandate Made in O. & C. Land Case

Portland, August 12.—The United States supreme court mandate in the Oregon & California land grant cases was received yesterday morning by United States District Attorney Reames. It will be filed next Monday, the next filing day, and the formal decree will be submitted to the local federal court within ten days after that. The mandate, dated August 7, gives Congress six months in which to determine what shall be done with the 2,300,000 acres of land for which, however, the railroad is to receive \$2.50 an acre.

## RURAL SCHOOLS WILL BE THEME FOR GRANGE

Mrs. Lucina Richardson, who is an instructor in the Springfield public schools, and who has been taking special work at the University of California summer school, will be the principal speaker at the open session of the Springfield grange Saturday afternoon, August 14 at 1:30 p. m. The session is an open one and the public is invited.

Mrs. Richardson's subject will be "Rural Schools of Oregon and California."

## NEW TAX LAW IS EXPLAINED

A rush in tax paying during the latter part of this month and all of next is expected by Sheriff Parker, who now has charge of tax collections. Mr. Parker finds that there is much confusion concerning the state tax laws, which have been changed a number of times during the last few years.

"If one-half of the taxes on any property for this year, that is, the 1914 tax roll, shall have been paid before the first day of April, 1915, the second half of such taxes may be paid at any time before the first day of October without any interest or penalty of any kind, but if the second half is not paid by the first day of October, 1915, a 10 per cent penalty, together with 1 per cent interest, shall be added," he said in explaining the new law.

"If in case there has been no payment or no half payment made before September 1, 1915, then on that day there shall be added a 10 per cent penalty and an interest charge of 1 per cent a month thereafter."

## OREGON HOP CROP FOR 1915 WILL BE LESS THAN 100,000 BALES

J. L. Clark, Vice-President of Oregon Association, Finds Heavy Damage by Mould and Vermine.

The Oregon hop crop for 1915, which had been variously estimated at from 140,000 to 160,000 bales, will be less than 100,000 bales, according to J. L. Clark, vice-president of the Oregon Hop Growers' Association, who this afternoon completed an inspection of the greater part of hop acreage in Oregon. He has traveled 600 miles since Saturday, and has been able to form now an accurate estimate of the crop. Vermine have entered the yards of the Middle Willamette Valley counties, and in many cases have wrought so much damage that the yards will not be picked at all. In the vicinity of St. Paul, Mt. Angel, Silverton and Yamhill the greatest damage has been wrought and the crop in this territory will be 75 per cent short, according to Mr. Clark's estimates. Around Independence, Dallas, Aurora the crop will be fair, with fields of superior hops to offset any damage there may be by mould. In Lane County there has been little damage done, and the crop will be approximately the same as it was last year.

Failure to spray at the proper time, following a period of cloudy and rainy weather, is ascribed by Mr. Clark as the cause of the damage.

On Tuesday Mr. Clark, W. H. Brothy and C. G. Coad, as a committee of the Hop Growers' Association, visited 87 yards in the lower valley, and found that in 51 of these there would be no hops picked.

## TRAINS TO COOS BAY BY MAY 1, SAYS CAMPBELL

Declares the Country Through Which Line Traverses Beautiful, and Has Great Possibilities.

D. W. Campbell, assistant general manager of the Southern Pacific company, hopes for the completion of the work on the Willamette Pacific railway between Eugene and Marshfield by the first of May, 1916, so that trains may begin operating to Coos Bay by that time. Manager Campbell returned to Eugene last night from a trip to the Bay. He was accompanied by Frank L. Burekhalter, superintendent of the lines in Oregon, T. W. Younger, assistant superintendent, Ralph Moody, attorney for the Southern Pacific in Portland, and Engineers H. F. Hoey and W. R. Fontaine, in charge of construction. He left a few minutes after his arrival for Portland.

"I was agreeably surprised to find such a splendid country through which the road extends," said Mr. Campbell. "Particularly around Marshfield and North Bend. There are splendid opportunities in that part of the state, and I hope we will not regret building the road."

"My trip to that country, which was the first I have made, was for no other purpose than to get the location in mind. The operating department of the company will not take the road

over until it is entirely completed to Marshfield. It will not even take over the portion that has been completed and in operation for some time, until the work is completed. It will be entirely under the supervision of Mr. Hood, chief engineer of the company, until then. I expect the road to be in operation to Coos Bay by May 1.

"The country through which the new road passes is one of the most delightful places in the west," continued Mr. Campbell. "I have never seen a more beautiful country for tourists. Fishing is good, the shooting is good, and the water is good. It is a magnificent layout."

Manager Campbell made the prediction that the big bridge across the Siuslaw river at Cushman would be completed within six weeks, and said that work on the Umpqua bridge will begin just as soon as some of the machinery can be spared from the work on the Siuslaw span. This will be in a short time, he said. He stated that there will be no train service south of Cushman before the road is entirely completed, as there would be no business in that section of the territory traversed to speak of until the trains are operated out of Marshfield and North Bend.

Ballast for the entire track between the Siuslaw and Coos Bay will come from the pits at Natron, a short distance above Eugene. Manager Campbell said the gravel from the pits there makes first-class ballast.

as evidenced by the smooth track between Eugene and Cushman.

"The completed track is an excellent piece of workmanship," said the assistant general manager. "It is first class construction all the way through. Mr. Hoey and his assistants have built a splendid road."

Mr. Campbell, when asked if there were prospects for an extension of the road down the coast from Marshfield to connect with the Northwestern Pacific at Eureka, said: "We do not hope for a road down the coast very soon. Why should we spend more money while our main line to California can take care of all the business? This road will no doubt come some time in the future, but not in the near future—absolutely no. The territory is logically our, and it will be only good business policy for our company to take care of it as soon as it is needed."

"The construction of the Willamette Pacific," continued Mr. Campbell "will not only do the country on the coast good, but it will do Eugene good for all of this territory will be tributary to your city. The country through which the road extends is susceptible to development, and I think our line will have much to do with its being settled and its resources developed."

Mr. Campbell was asked as to whether the Southern Pacific was in any way identified with the much-discussed Grants Pass-Crescent City line, and he emphatically denied it.

"The Grants Pass-Crescent City line was projected by the people of Grants Pass to develop the Illinois Valley," he said. "There has been considerable talk of building this line for several years or more. Recently Mr. Twohy took the project over. The relations of Mr. Twohy and our company have always been most friendly, but we have no connection whatever with this project. Last week we rented him some cars and equipment to be used on the project, but he will pay for their use. It was simply a neighborly turn."

"The same is true of the new road at Roseburg. Mr. Kendall of Pennsylvania, is projecting 30 or 40 miles of road there to develop a mill and timber. We want to do all we can in a neighborly way to assist him, but we have no other connection with it."

Mr. Campbell has a very large territory and he laughingly remarked that while he had headquarters, most of his business was transacted in his private car while traveling. He has the territory between Oakland and Ogden, and the lines to Portland. In addition to this rail service he has all the ferries and boat service. At Oakland they now handle 127 trains per day.

## PUBLISHING ASSOCIATION HOLDS ANNUAL MEETING

The annual meeting of the stockholders of the Lane County Publishing Association was held last evening, at which time the board of directors consisting of Thomas Sikes, E. E. Brattain, J. H. Bower, J. F. Smith and M. Fenwick was unanimously re-elected. At the directors' meeting following, Mr. Sikes was re-elected president and Mr. Bower secretary. W. A. Dill was re-employed as editor and manager. The report of the manager showed a material growth in the business of the paper, with the most decided upward trend in recent months.

## FRUIT MEN WILL PLAN A CAMPAIGN AGAINST BLIGHT

Special Meeting of Association Men and Others is Called for Saturday

Concerned because of the ravages of the pear blight, orchardists of Lane County will hold a mass meeting in Eugene on Saturday afternoon, August 14 at 2 o'clock to consider the problem. Officers of the Horticultural society have issued the following call:

A special meeting of interest to all fruitgrowers in Lane county has been called for Saturday, August 14th, 1915, at 2 P. M., at the Commercial Club rooms at Eugene, Oregon, for the purpose of taking some action to quell PEAR BLIGHT which is manifesting itself in certain parts of the county.

Commissioner C. A. Parks of Salem will be present and address the meeting.

All interested in the fruit industry are urged to be present.

This meeting is called under the auspices of the County Horticultural Society.

C. A. MERRIMAN,  
President.  
C. H. SEDGWICK,  
Secretary.

## LANE COUNTY DIVIDED INTO HEALTH DISTRICTS

Local Registrars to be Named to Report to State Board—Will be Great Benefit.

Dr. David M. Roburg, state health officer, was in Springfield Monday evening in connection with the dividing of Lane county into local primary registration districts, in accordance with the new law passed by the last legislature and formulated by the census bureau of the department of commerce and labor, and called the "model law."

This law consists of a thorough and uniform system of registration of births and deaths throughout the state and to make the system through local registrars throughout the various counties of the state are appointed. These registrars are to receive reports from doctors and midwives in their respective districts as to births and reports from the undertakers as to deaths. When the undertaker files a death certificate the local registrar gives a burial permit until this permit is issued.

Dr. Roburg says it is practically the same law as the state had before, but formerly the county health officer received these reports. Previously the law could not be enforced on account of the great distances from the scene of death to the county seat where the county health officer is located. The death certificates came straggling in so slowly that it was impossible to enforce this part of the law.

Dr. Roburg spent a number of hours in the county seat court room dividing Lane county into these primary districts. He designates the following cities and towns as the centers of the various districts mapped out by him: Eugene, Springfield, Cottage Grove, Junction City, Florence, Creswell, Oakridge, Jasper and Elmira.

(Continued on Page 4)



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