

# THE LANE COUNTY NEWS

Continuing The Springfield News and Lane County Star, Which Were Consolidated February 10, 1914.

Entered February 24, 1903, at Springfield, Oregon, as second-class matter under act of Congress of March, 1879.

SPRINGFIELD, LANE COUNTY, OREGON, MONDAY, MARCH 1, 1915

VOL. XIV. NO. 9.

## BELIEVES IN SINGLE LEGISLATIVE HOUSE

M. Fenwick, Member of the Legislature, Gives His Impression of Recent Session.

## BUSINESS, WATCHWORD ALL ALONG THE LINE

Senate Criticized for Attitude on Anti-Lobby Measure Passed by House.

By M. FENWICK

I wish to say that I was most favorably impressed with the personnel of the House of Representatives. It did seem as if this body of 60 members was composed of persons who were determined to do all in their power to better conditions throughout the state, not only in a financial way, but from a moral and educational standpoint as well.

There were no political plays made that did not meet with the disapproval of the membership, and every attempt in this direction was invariably called down by some member in such manner that attempts in this direction soon ceased.

Business and business methods were the watchword all along the line. We had trouble with the Senate for the reason that they seemed to think that the House of Representatives were a lot of weaklings mentally and were incompetent to either originate or pass a law that would fill the bill unless this great body of mental celebrities, commonly known as the Oregon Senate, in their infinite wisdom, had overhauled the whole bill, had revised and re-revised it and tacked on numerous amendments and showed their superior wisdom in law-making affairs. Or, as in the case of the Anti-lobby bill, passed early in the session, put it to sleep along the indefinite postponement route, and turned a horde of lobbyists with all kinds of edged tools, as it were, to influence the law-making powers to enact laws for the special interests and nothing for the people. This may be good politics, but it is a very poor state of affairs for the best interests of the people, or the state as a whole.

But I don't wish to be understood as finding fault with any individual of whom this body was composed, but I do really think that, as a body they overrated themselves, and underrated some less pretentious bodies. It is also my humble opinion that the people would have better laws and less expense if one or the other of the houses were abolished, for the reason that the house that originates a bill has in the committee and on the floor thrashed out every principle to the minutest detail with the maker of the bill, who gives a detailed statement of the reasons for presenting the same and why the same should become a law. But when the bill goes to the other house for its approval or rejection the members there, never having given the question a thought, very often defeat a measure of great merit. The maker of the bill has not the right to make any statement on the floor, as to the bill, but can only go before the committee having the bill in charge and make a statement in skeleton form, as it were, and

very often has not the time or opportunity to do this, as his attention must, if he does his duty by his constituents, be constantly on the business of the house where he holds membership. At the session just closed the average member worked 16 hours and very often much longer.

Then, the worst feature of the two-house organization is the fact that one house passes numerous bills and withholds them from the other house until on the eve of adjournment and then rushes them in to be passed upon in a few hours, with no time for consideration, when all is excitement and turmoil, and many bills that would be of great benefit to the people are snowed under on the old adage, and not by any means a bad one, when in doubt vote no. Also, when everything is in a whirl is a mighty fine time to pass the bill that contains a beautiful joker that often makes trouble and causes people to lose confidence in the legislature as a body.

## Fry Buys the Cafeteria.

J. P. Fry completed a deal on Saturday whereby he purchases from Green & Morris the cafeteria and restaurant in the Fry-Rankin building. He has leased the business to Mrs. Minnie A. Hefner of Brownsville.

## Mrs. Gertrude Brigham Dies.

Mrs. Gertrude Brigham, wife of Edward Brigham, died at the family home on A street between Fifth and Sixth at 10 o'clock Sunday evening, February 28, 1915, aged 37 years. The funeral services will be held at Walker's chapel at 2 o'clock on Tuesday afternoon, and interment will be made at the Laurel Hill cemetery.

## Rev. Eisenmenger Resigns as Pastor

Rev. C. F. Eisenmenger surprised his congregation at the Baptist church yesterday by offering his resignation and then preaching his farewell sermon. Rev. and Mrs. Eisenmenger came to Springfield from the east seven months ago, and found a firm place in the hearts of their people here. All their relatives live in the east, and when the invitation recently came to return to Williamsport, Pennsylvania, the call could not be resisted. They expect to leave Springfield the last of this week or the first of next.

## Creamery Contract To Be Let Tuesday

W. N. Long, who with his associate, Mr. Cross of Eugene, are to erect a concrete building for the Springfield creamery, expects to let the contract tomorrow. Plans for the building were completed some little time ago, and figures asked. It is expected that the building will be completed and turned over to the creamery company by April first.

## School Rally at Jasper

One hundred and 60 people attended the standard school rally which was held at Jasper Thursday evening. The program given by the school was highly pleasing to the audience. It was followed by very instructive addresses by Supervisor A. I. O'Reilly, Prof. French, of the O. A. C. and Mr. Coglon, county agriculturist.

## EMPLOYERS FIRST TO BE OUT OF JOB

President Sproule of the Southern Pacific Tells Real Reason of Unemployment.

## WORK FOR LABOR ONLY WHEN EMPLOYERS BUSY

Business of the Nation Bewildered by Attacks of Platform Performers.

Chicago, Feb. 25.—The country is in the midst of a period of unemployment and distress the like of which the nation never saw before, William Sproule, president of the Pacific system of the Southern Pacific company declared here tonight in an address at the annual dinner of the Traffic Club. He attributed this condition to what he said was a long continued clamor against all sorts of public businesses and predicted its end only when returning prosperity for employers should spell prosperity for the employed. Beginning by outlining difficulties faced by transportation business which, he said, "had lost its momentum," he broadened to the state of business generally, and took vigorous exception to any suggestion that business conditions would be better if business men believed they would be better.

"The booster lifts nothing higher than the level of his own teeth," declared the railway executive. "The trumpeter of prosperity beguiles only his own ears. Prosperity is real, or it does not exist. We do not have to look for it; it comes to us. It grows within our sight like a plant coming to flower. It comes to us when the employer resumes employment, and it will not come to us until the people generally, whether their capacity be large or small, whether they work with their muscles or their minds (and all work requires mind) discover that their condition improves only as their employer is prosperous.

"It is the habit of the time to speak of unemployment as if it related only to those who work for a specific hourly, weekly or monthly wage. It is thought of chiefly as relating to those engaged in minor places or in the humbler duties of life.

"The facts run quite to the contrary. It is the employer who is first out of employment. As a natural sequence he is followed by the employee.

"Unemployment begins only when the employer himself is unemployed. When the employer is prosperous and his energies are properly employed, employees have abundant employment, and they also prosper.

"But why is this period of unemployment? It is because all business is bewildered and uncertain. A long period of misrepresentation, misunderstanding, and pettifoggery has so misled the public mind that, throughout the country, every prosperous business, indeed every organization, prosperous or not, which is big enough to attract the public platform performer finds that it exists in an atmosphere of attack.

"The nation is filled with political economists. Business is filled to satiety with economic theories.

"When men ask for work they

are handed an epigram.

"But the sad fact is, the more political theories are proposed, the poorer become the people.

"I urge the prosperity of the average man.

"To secure that prosperity, I urge the imperative necessity of taking business out of an atmosphere of attack into the old-fashioned go-ahead atmosphere of business initiative and American enterprise. I urge relief from the fads, fancies, and isms which have filled the streets with unemployment and put away the dinner pail of the workman empty upon the shelf of the impoverished home. I urge the restoration of confidence in the fact that American businessmen are the peers of any in the world. Finally, I urge that the public interest in transportation is that it shall be prosperous in order that it may be a successful, energetic aid to all the business it is designed to serve."

That the president and many governors are "anxious students of the needs of our time," Mr. Sproule said, was "happy augury and patriotic assurance that the present is a passing phase."

A letter from James J. Hill said that legislation of the last two years which he termed the most important in commercial and financial affairs since the Civil war, has so distracted business that not the best informed legislator nor the ablest lawyer can give any more than a hint what the effects of these regulations will be on business.

Mr. Hill did not offer an opinion as to the ultimate effect of this legislation but said whether it be good or bad, the adaption of the country's business to the new conditions would produce a trial period extremely critical for every kind of activity.

## Finds Springfield Is a Busy Place

Z. T. Kintzley, formerly a resident of Springfield, but for the past year or more a resident of Lents, a suburb of Portland, is here for a week or ten days to look after property interests. Mr. Kintzley declares business in Springfield is much better than it is in Portland, and he thinks the operation of the mill has a lot to do with the busy aspect of this town.

## Trades for Idaho Farm.

T. B. Ryan of West Springfield last week traded his tract of 2 1/4 acres for a farm of 120 acres in Idaho. He left this morning for his new home, but Mrs. Ryan will remain in Eugene for a time before going on to Idaho.

## FOREST NEWS

The district forester at Portland, Oregon, announces that a report has recently been completed upon a study made last summer and fall to determine the amount of damage done by rodents, notably the pocket gopher. The study was made by the Biological Survey, and the area chosen for the investigation was upon the Ochoco National Forest in central Oregon. The facts brought out by the study are somewhat startling.

It has been known to the Forest Service for some years that certain areas had the appearance of being overgrazed, but it was not until a more intensive study of the range was made that suspicion turned toward the pocket gopher so frequently seen in these localities. As a result of the study of the ways of these little animals, it is safe to

## FATHER WRITES SLOGAN SON DONATES POSTER

1915 Rose Festival Receives Work of Art from Famous Oregon Boy.



Portland's 1915 Rose Festival has a unique poster—the most artistic ever used and it is the work of an Oregon boy, Fred G. Cooper, now one of the world's foremost artists. His father, J. C. Cooper, of McMinnville, Oregon, wrote the winning slogan, "The Whole World Knows the Portland Rose." At his father's personal request young Cooper donated the poster to incorporate the slogan. Portland has co-operated with Seattle, Tacoma, Walla Walla and Spokane in securing conventions that will bring more than 250,000 visitors to Washington and Oregon.

say that on many areas 50 per cent of the grazing value of the range is destroyed by their work.

This destruction is brought about in three ways: First, by the actual food which they consume or store away, which consists of the roots of various grasses and forage plants. In one store-room alone over 1,000 bulbs of the malice of bulb grass were found. Second, the mounds of earth thrown out by the gopher cover considerable forage. This may appear of small consequence, but each mound will average a square foot in size. On one area there was found an average of 3,800 mounds to the acre. This means that one-fourth of each acre was rendered valueless. Third, their system of burrowing countless runways fairly undermines the ground, increases the friability of the soil, destroys the root systems of the plants above, and when stock in bands passes over the ground, it is as badly torn up as if it had been plowed.

After having ascertained these facts, the agent of the Biological Survey set about a method of combating the pests. Pieces of sweet potato, seasoned with a preparation of sugar and strychnine, were placed in the gopher runways by means of a long pointed stick. In going over the area a second time, it was found that from 95 to 100 per cent of the gophers were poisoned the first round. Those that survived the first dose of poison would soon throw up fresh mounds and could be easily detected and poisoned on the second round.

## PLAN TO START REBUILDING ROAD

The completion of the Willamette river wagon road will be commenced by May 1, weather permitting, and a force of fifty or sixty men will be placed at work at that time, according to Thomas O. Russell, assistant Southern Pacific engineer, who returned this week from a trip north. This is the work that the Southern Pacific company was required to do by the circuit court, following the \$100,000 damage suit filed by Lane county.

Hill line will operate gas-electric cars on Portland-Rainier line.

## SPRINGFIELD MAN HAS A MADSTONE

Remembers that His Mother Several Times Cured Persons Bitten by Dogs.

## STONE STICKS TO WOUND UNTIL FULL OF POISON

Cousin Traveled for Thirty Hours to Reach the Riggs Home for Treatment.

The recent passage of a town ordinance requiring that dogs be kept off the streets on account of the possible danger of rabies, reminded Thurman Riggs of a madstone he now has, received from his mother, and a gift to her from her grandfather. This stone is said to have the property of absorbing from the human system the poison of snakes or of the bite of a mad dog.

Riggs relates that on a number of occasions he had seen his mother use the stone, and always successfully. When the stone is applied to the wound, it clings firmly to the flesh until it is saturated with the poison, and then it drops off. If placed in sweet milk the poison is removed and the stone can be used again. A cousin of Riggs once rode for 30 hours to reach Mrs. Riggs after he had been bitten by a mad dog. The stone was applied five times before all the poison was removed.

"Many people do not believe the madstone has this power," said Riggs, but I have seen my mother use this stone many times, and she always cured her patient."

The stone is about two inches in diameter and is porous, much after the structure of a sponge.

## Seventh Street Is Again Being Used

After being closed for nearly a month while being macadamized, Seventh street was thrown open to travel this afternoon, after the city had given its portion of the street a final rolling.

The Southern Pacific company first macadamized the portion of the street extending from the station to the edge of the right of way, including in the improvement also the space in front of the freight house and the loading track west of the depot.

The city completed the macadamizing of its portion of the street a week or more ago, but let it stand for a week to settle.

While the improvements were being made the railroad company handled local freight at the Morrison warehouse.

## Will Use Big Engines.

Beginning this week the Southern Pacific expects to introduce a new type of monster locomotive on several of its overland trains through the Willamette valley. These engines are larger than any ever used on the Southern Pacific. They weigh 105 tons, or fifteen tons more than the heaviest engine now in use on the Southern Pacific. One of the big "Mikados" as they are called, was run over the line a few days ago to determine whether or not it will take the turns satisfactorily. The big locomotives will probably be first used on the San Francisco express.