

## COURT ADMITS OREGON BRIEF

Washington, April 23.—Attorney General Brown of Oregon got permission from the supreme court today to file a brief urging that the state's right to tax the Oregon and California Railroad land grant be protected. He will not be allowed to participate in the argument, it was decided.

Mr. Brown suggested that the railroad be required to sell to actual settlers, and that the purchase price should inure to the benefit of the United States instead of the railroad.

Because of the importance of the controversy the court set aside two full days for oral argument. P. F. Dunne of San Francisco made the opening argument for the railroad and the case then went over until Monday.

The land in western Oregon is valued at approximately \$50,000,000, and about 2,500,000 acres are involved. They were included in the domain granted to aid in the construction of the Oregon and California railroad. The railroad now claims title under this grant.

The federal government is seeking to have the courts declare the land forfeited because of the sale of a part of the land in disregard of the section in the grant which provided the land should be sold to actual settlers at not more than \$2.50 an acre and in 160-acre tracts. The railroad sold in large tracts to timber companies.

Hundreds of actual settlers and claimants of land are engaged in the litigation to protect their rights.

The government won in the lower courts. John W. Davis, solicitor general of the United States, with a battery of associate counsel from the department of justice, was on hand to argue the case on behalf of the government. It is expected the oral argument will extend into tomorrow.

## Body of One Man Found in River

The body of Hagbert Tronson, who was drowned in the McKenzie river below Coburg on last Thursday, was recovered Saturday forenoon and taken to Eugene. Tronson was a sister of Miss Nettie Tronson, who teaches the Maple school, just east of Springfield.

With Tronson at the time of accident, and a fellow victim, was Charles Cole of Coburg, whose body had not yet been recovered this morning. Cole was a brother-in-law of Nelson Whitaker, an employe of the Booth-Kelly mill here.

The accident happened four miles below Coburg near the mouth of the McKenzie. The two men were in a boat taking some cattle across the river. N. J. Hansen, uncle of young Tronson, was on the shore of an island pulling the boat across by a rope. As they were crossing, some of the cattle became tangled, and Cole dropped off of the rear of the boat to release the animals. At this time the rope on the boat broke, leaving it adrift in the river. Cole in his efforts to get into the boat, upset the craft.

Mr. Hansen made desperate efforts to rescue the men. He could not swim, but he jumped upon a horse nearby and waded the animal as far into the stream as possible. He was able to recover the boat, but saw nothing of the two men. Using the boat

## Deafness Cannot Be Cured

by local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube is inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed, deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition, hearing will be destroyed forever; also cases of deafness caused by Catarrh, which is nothing but an inflamed condition of the mucous surfaces.

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he crossed to the main land and called for help.

Immediately after the drowning was reported, a call was sent to the Oregon Power company in Eugene for the pulmotor in the hope that the bodies might be found in time for resuscitation. The car made the trip in 10 minutes and A. Norman, manager of the Oregon Power company followed in a second car with a physician.

## RAILWAY TRAFFIC GAINING

Eastern Roads Report Iron and Steel Mills Resuming.

"Eastern railroads report substantial increases in traffic," says Frank W. Robinson, assistant traffic manager of the O. W. R. & N. Company, who has returned from Washington, D. C., where he attended last week the hearing before the Interstate Commerce Commission on the proposed readjustment of west-bound transcontinental freight rates.

"Representatives of the lines operating in the iron and steel territory informed me that many of the mills are resuming operations and that traffic is increasing in volume."

"From a traffic standpoint the carriers ought to have a better season this Summer and Fall than they had last year or two years ago."—Oregonian.

## RAILWAY SURVEY IS BEGUN

Crew Starts Running Line From Roseburg Over Proposed Route

Roseburg, Ore., April 22.—A crew of surveyors, under the direction of F. M. von Plata, chief engineer for Kendall Brothers, today began making a preliminary survey of the railroad which it is proposed to construct from Roseburg to the line of the Cascade National Forest Reserve. The first stake, from which observations and grades will be taken, was driven near the Southern Pacific depot.

Mr. von Plata believes it will take a month to complete the first survey. Two other surveys probably will be made.

## Lived in Lane County 68 Years

Isaac Stevens of Springfield was in Creswell Tuesday. Mr. Stevens, who is 83 years old, is younger than most men at 60. He came to Oregon with his parents in 1847, locating three miles north of Springfield, and has been a resident of Lane County 68 years.—Creswell Chronicle.

## VALLEY EDITORS ENJOY MEETING AT SPRINGFIELD

(Continued from Page 1.)

called on for remarks.

A resolution supporting the plan of the University school of journalism to give practical training for country newspaper work was passed, the resolution reading as follows:

Whereas, Rural journalism is an occupation worthy of the efforts and ambitions of the best trained young men the country can produce, and

Whereas, When properly conducted the country newspaper creates for its owner a position of influence and leadership, with great power to benefit the community as well as to acquire adequate material reward, and

Whereas, It is to the interest of every man, woman and child in Oregon that our successors in the control of the country press of Oregon shall be chosen from the best and ablest of the rising generation, and that they shall be thoroughly trained for this work, be it therefore

Resolved, That the Willamette Valley Editorial Association approves of the plan of the Department of Journalism of the University of Oregon to give such a course of training as not necessarily to drive its graduates to the cities for employment, but to so equip them that each may be fully competent to conduct all departments of a country paper, and be it further

Resolved, That this Association assures the President and Board of Regents of the University of our unanimous belief in the importance of the practical business and mechanical sides of this work, and of our belief that it ought to be given adequate facilities.

The resolutions committee's report was adopted as follows:

Whereas, we the members of the Willamette Valley Editorial Association have enjoyed the generous hospitality of Springfield, represented by the Springfield News and by the Springfield Development League, be it Resolved, that we express the heartiest appreciation of the entertainment received, thank our hosts most sincerely for the cordiality of our reception, and the opportunity of becoming acquainted with this progressive community and inspecting its important and growing industries.

Tillamook—Collier & Stevenson dredge starts work on dyking contract.

## WOOD BLOCKS FOR PAVEMENT.

(Continued from Page 1.)

is elastic and yields slightly. The traffic causes a slight brooming resulting in closing the joints between the blocks. For this reason during its early life a wood pavement loses a small fraction of its height. On Hudson street, New York, a small area of wood blocks were laid adjoining granite blocks. The traffic was exceptionally heavy and required removing of blocks but three sets of granite were removed before it was necessary to replace any of the wood. In 1900 a creosoted wood block paving was laid in front of the Auditorium Hotel, Chicago and adjoining it at the same time a strip of asphalt blocks. In 5 years the asphalt had worn down an average of an inch and so unevenly that ruts formed and the blocks had rounded. In the same period the wood blocks lost but 1-8 of an inch and the surface was still smooth. The blocks on Fourth street, Portland, have been down I think about 20 years. When in Portland note the excellent condition for such a period of wear of heavy traffic.

## Up-Keep Cost is Low.

Because of its durability no pavement shows so low an upkeep cost. No skill is required to replace blocks nor is it necessary to wait until a paving plant is operating somewhere near by before repairs can be made. If necessary to cut a hole in the street the same blocks can be replaced without expense of more asphalt, and skilled labor is not called for.

The value of a silent pavement is not easily over-estimated and it is interesting to note the effect of noise upon real estate values as well as upon the human ear and nervous system. West Broadway, N. Y., had been paved with granite. The second floors of the abutting buildings rented for much less than the higher floors and those who did occupy the second floors preferred, to keep their windows closed rather than to suffer the annoyance of the constant street din. With the change to wood blocks, these second floors readily found tenants even at increased rentals. Wood blocks were laid in front of a department store in Seattle and the proprietors have made the statement that elimination of noise means so much to them that they could well afford to tear out asphalt or other noisy pavement and replace with wood.

## Wood Blocks Sanitary.

Much might be said of the sanitary qualities of creosoted wood block pavement. All its pores are filled with creosote oil, therefore cannot absorb filth and the creosote oil is a thoroughly proved germicide. The brittle and unelastic pavements disintegrate and the fine powder is easily floated by the slightest breeze. No pavement is so easy on the eye and none radiates so little heat. This is appreciated by not only the merchants but anyone traveling the streets. It is pointed out that the wear and tear on the feet of draft animals as well as trucks and other vehicles is much less in the case of wood which gives some spring than in the case of hard stone or asphalt. Our teamsters and horse owners appreciate the foothold offered by wood blocks.

Haven't you all seen horses slip and fall on our asphalt pavements even though they had no load? Because of its uniformity at all temperatures, wood block pavement is of low traction resistance. Ask some of our teamsters about the pull of a load on warm asphalt streets. Just like pulling up a steep hill. Perhaps some of you remember of reading last summer of the wagon being stuck in an asphalt street of Eugene.

Now friends, with all these advantages do you wonder why 90 per cent of the important thoroughfares of Paris are paved with wood blocks? Why London has all of its principal streets so paved? Why Minneapolis put down 25 miles of wood blocks last year and why New York, Chicago, St. Louis and many other cities are replacing granite, brick and asphalt with wood blocks?

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## SPENDS ITS MONEY AT HOME

The Lane County News divided its expenditures last year, thus:

Supplies bought outside of Springfield, including paper and new machinery	20.4 p. c.
Supplies bought in Springfield, including rent, etc.	19.1 p. c.
Payroll, entirely in Springfield	60.5 p. c.

## 80% Spent at Home

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## ELECTRICITY

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NOTICE TO CREDITORS. In the County Court of the State of Oregon.

For Lane County In the Matter of the Estate of John B. Innis, Deceased.

Notice is hereby given that the undersigned has been appointed administrator of the estate of John B. Innis, deceased, and all persons having claims against the estate of John B. Innis, deceased are hereby required to present such claims duly verified as by law required to me at the office of John C. Mullen, Springfield, Oregon, within six months from the date of this first publication hereof.

First publication April 12, 1915.  
Last publication May 10, 1915.  
Squire Innis  
Administrator.

John C. Mullen  
Attorney for Administrator.

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