

# THE LANE COUNTY NEWS

W. A. DILL Editor and Manager

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And Remember to Get a Stop-Over for Springfield.

SPRINGFIELD, OREGON, THURSDAY, JULY 29, 1915

## THANK YOU

The Bargain Days announced by the News for Tuesday and Wednesday of this week were entirely successful, both from the standpoint of the newspaper and that of the subscribers. The subscription lists are in better shape than they have been for a long time, and what the collections would have cost has gone to the subscribers instead of to a collector—the subscriber has reaped the benefit. The number who are in arrears is greatly reduced, and the army of readers who are in that delightful list of paid-in-advance, is materially recruited. For their co-operation, the readers have the sincere thanks of the News.

## PRESERVE THE COUNTIES' INTERESTS

The Eugene Commercial Club has taken steps toward calling a conference to consider plans for the disposition of the O. & C. railroad granted lands, to the end that the people of Oregon, and especially the Willamette valley in which the lands are located, shall present to congress, when it meets, a single, workable program. That some such unity of action is desirable is generally conceded, and it is appropriate that such a meeting should be held in Lane county, one of the counties most interested, in a financial way, in the disposition of the lands.

Springfield, whose interests are so largely identified with those of the lumber industry, and that in turn with the disposition of the timbered railroad lands, should take an interest in the plans being formulated, and should co-operate as far as possible in the formulation of a suitable policy.

Unquestionably something will be done with the lands; the present situation, under the decision, can not stand, and congress must take some action. But what shall it be?

There are so many interests involved, that it will be a very difficult matter to work out a plan that will even measurably satisfy each. There are the claims of the railroad; there are the clamors of the eastern conservationists who, having run through their own state's heritage, would tie up for unborn generations the resources of the west; then there are those who look upon the lands as a possible source of profit for the state; and then there are the counties in which the lands are located, and which have advanced money to the state as the state's share of taxes on the lands.

Just how much weight to give to each of these claims is the problem that will face congress. Any consistent plan, backed by a considerable number of the interests affected, will undoubtedly have weight with the national lawmakers.

The railroad can be counted on to look out for its interests.

Any plan to transfer the lands into the forest reserve, or other reservation should be discouraged, for Oregon needs most of all these days, developed land.

Just what claim eastern Oregon will have in the distribution of the lands is a problem. Eastern Oregon lands have

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contributed to federal irrigation funds, and it is not unlikely that eastern Oregon will welcome the sale of the railroad lands as an opportunity to secure from the federal government a partial return.

The interests of the counties in which the grant lands are located, it would seem, are worthy of considerable consideration. The counties, it is pointed out in the last week's issue of the Oregon Voter, that have been retarded by the tying up of these lands, and have suffered by the keeping of these lands out of productivity.

This claim of the counties would be met, in a large measure, by any plan that put the lands upon the market, and secured settlers for the agricultural lands or consumers for the timber.

The more immediate and more tangible claim of the counties would follow the opening of these lands. The county is the administrative unit of the state. The county collects the taxes and administers the laws over these lands as well as other portions of the county. Lane county, for example, has already advanced to the state of Oregon, tens of thousands of dollars due as taxes on these lands, and any plan of disposing of these lands should take care of these delinquent taxes.

The county, as the administrative unit, will be called upon to provide roads and schools as soon as the lands begin to be settled. This is a county, not a state expense, and so provision should be made to assist the county in this work.

Undoubtedly the lands will bring more than the \$2.50 which was set as the railroad's limit of price. Some of the land, of course, is valueless, but much is worth \$10 and \$15 and more an acre for its timber or its productiveness as farm land. Rep. Fenwick is right in advocating that the land be appraised and sold at its value, not at some arbitrary price.

With the sale of the land at more than par, there would be money available to pay the railroad a fair sum for its equity and leave a balance to take care of the claims of the counties which have advanced tax money on the lands. Over this, the remainder should be divided so as to provide for the new county the conveniences it needs in the way of schools and roads, and then what is left may well be divided in a way to provide for the general needs of the state, or to appease the claims of the eastern conservationists.

One, S. A. D. Puter, who has had considerable experience in locating settlers on government lands, declares the railroad lands must be sold to settlers, and settlers only. Wonder what Mr. Puter would do with those railroad lands which are valuable for timber, but not for agriculture. Perhaps he would like to become a settler and make a living off a heavily timbered bit of rocky hillside.

## NOTICE FOR PUBLICATION

Department of the Interior,  
U. S. Land Office at Roseburg, Oregon,  
June 21, 1915.

Notice is hereby given that Orlando O. Voss, of Lowell, Oregon, who, on November 20, 1911, made Homestead Entry, Serial No. 07649, for the S½ of SE¼ of Section 30, Township 19 S Range 1 E., Willamette Meridian, has filed notice of intention to make Final Three-year Proof, to establish claim to the land above described, before I. P. Hewitt, U. S. Commissioner, at his office at Eugene, Oregon, on the 2nd day of August, 1915. Claimant names as witnesses: Dexter Carter, of Lowell, Oregon; Lorenzo S. Winfrey, of Lowell, Oregon; Frank Mc-Masters, of Land Axe, Oregon; Ora E. Carter of Lowell, Oregon.

J. M. UPTON,  
Register.

Notice to Creditors.  
Notice is hereby given that the undersigned Vana McLean has been appointed administratrix of the estate of Jabanian T. Witter, deceased, by the Probate Court of Lane County, Oregon, and that all persons having claims against said estate are required to file the same, duly verified, with the said administratrix at Springfield, Oregon, or at the law office of Williams & Bean, Eugene, Oregon, within six months from the date of the first publication of this notice.

Date of first publication, July 22, 1915.

VINA McLEAN,  
Administratrix.

WILLIAMS & BEAN,  
Attorneys for Estate.

Th 108-19.

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