

THE LANE COUNTY NEWS

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OREGON CATTLE WIN PRIZES AT PANAMA FAIR

Oregon Building, San Francisco, October 28.—Oregon milk and beef cattle made a magnificent showing in the great stock show still in progress. The Swiss herd brought down by Inman, of Junction City, had no competition and landed everything. The Judges, however, were confident that the Junction City animals would win anywhere and against any sort of competition.

The Harry West Jerseys, from Scappoose, captured all but two of the blue ribbons for this breed of milkers. Among these was the champion two-year-old bull, G. G. Hewitt and Frank Loughry of Monmouth, contributed to the West group. The Hereford animals brought down by George Chandler, of Baker, captured the big prizes for that class, and Mr. Looney of Jefferson, came in for several winnings, as did W. I. Domes, of Polk county. The Porter Red Polled animals won several first places. Only in the Holsteins did Washington nose us out of anything worth while. The stock show was not as large as hoped for, but many fine animals were on exhibition.

All Ready For Oregon Day
There is great anticipation over the coming of Governor James Withycombe and his party, expected to arrive here made public before the end of pite in the Exposition occasion honoring Oregon on the 30th. Elaborate preparations for occasions worthy of a great state have been made and for a week the distinguished Oregonians, official representatives of the state, will be the center of great social activity. The Exposition will be sponsor for much of this, but the Oregon commission will add to the festivities in a splendid way. It was expected that all of the Commissioners would be here, but it now appears that this will not be possible in certain instances. The week will be one of "open house" at the Oregon building, and large events at the Exposition at this time will make it an especially desirable time to see the exposition, which is to close within a month. Word received here indicates that many will come from Oregon to join in the festivities incident to Oregon's final effort.

Liked Oregon Juices.
On Horticulture day, the opening of Horticulture week, Chief C. N. Ravlin and a bevy of madiens fair gave away 4,231 wine glass samples of loganberry juice and 1,400 samples of good old Oregon cider. If the Oregon horticulture both had been larger and the juice had not failed they could have dispensed double the quantity of liquids, for the palace of Horticulture was crowded throughout the day. Besides the juices the Oregon booth gave potted ferns and cut dahlias. It was a very noticeable fact that many stayed to enjoy the Oregon exhibits of fruits, and not before has the Oregon showing been so excellent. There is much fine fresh fruit from various sections of the state and it is displayed with splendid advantage. In connection with Horticulture Week is the Fall Flower show and there are now on display great quantities of chrysanthemums, roses, carnations and begonias—chry-

santhemums eight inches across tuberous begonias beyond the belief of those who have not seen them, and hot house roses that certainly are lovely.

No Fruit Awards Yet
To answer in a general way many specific inquiries, it may be stated here that no fresh fruit awards have yet been made, and it is the opinion of Director Ravlin that there will be no awards on Friday, the 29th to part of November. Just as long as any fresh fruit of any kind is available, the jury of awards will be too busy to work out the voluminous detail of the various awards.

STRAHORN RECEIVES REPORT COVERING 23 MILES OF THE SURVEY

Supplementary Investigation of Railroad Confirms First Estimates.

Robert E. Strahorn, president of the newly organized Oregon project into Central and Southern Oregon, received a supplementary report from his engineers covering 23 miles of survey immediately north of Lakeview. An analysis of this report showed Mr. Strahorn that the preliminary estimates of cost were more than ample to provide for this stretch, which is the most difficult piece of work that would be encountered in the whole 400 miles of proposed construction.

The feature that made Mr. Strahorn somewhat apprehensive regarding this portion of the proposed line is the topography of the country. This 23 miles covers the divide between Summer Lake and Goose Lake. While it is not a high divide, a good deal of canyon work is necessary on both sides of the ridge. Inasmuch as this route was found to be the only feasible one in the construction of a north and south line between Klamath lake and Warner lake, keeping the construction cost down was most important.

With this, the heaviest survey, found to be well within the first estimate, Mr. Strahorn was confident that the final reconnaissance on other parts of the work would show equally favorable results. It is now believed that the final report of the engineers will be ready for study by the Portland citizens' committee within a few weeks, so that steps may be taken on a definite plan to finance the line.

COBURG LOG TRAIN HAS FINISHED ITS WORK

The train, which has been hauling logs from the Booth-Kelly pond at Coburg for the past several weeks, finished its work yesterday and has been discontinued. This crew had been doing a part of the switching in the Springfield yards, and this work will now have to be cared for by the Wendling freight crew, and by the Eugene switch engine.

There remains about four million feet of lumber, largely dimension stuff, in the Coburg yards, and this is being used in the filling of orders.

Salem, Oct. 18.—The Marshfield Record of Oct. 8 contains four pages of views of the work being done by the S. P. Co. on their new line to Coos Bay, including a view of the new \$1,500,000 bridge across the bay. These are the best photographs yet published and give the world the first graphic picture of the immense work being done in that section by the railroad.

A \$200,000 timber sale in Coos County to a Minneapolis syndicate is reported by Frederick A. Kribs.

Portland, the Big Brother of the Willamette Valley

"This rate of the Southern Pacific is the result of a desire of the Southern Pacific to build up the mills along its line in the Willamette valley at the expense of the Portland mills. If the valley mills cannot compete for business with the Portland mills on the basis of the same rate then the best thing for them to do is to draw their fires and close down; and the sooner the better."—O. M. Clark of Clark-Willson Lumber Co., Portland, in an interview in the Wednesday Telegram.

Soil Expert to Address Meeting

The regular meeting of the Springfield Development League which will come on Nov. 2, has been postponed one week on account of the city election which is held in that room. S. J. Seane, a soil expert will be in Springfield on November 9.

PRASES TIMBER AND FARM LAND NORTHERN END OF O. & C. GRANT

L. W. Williams, Special Representative of U. S. Attorney General Gregory, will continue inspections.

S. W. Williams, Special representative of Attorney General Gregory, who is examining the lands of the Oregon & California railroad grant in this state preparatory to making recommendations as to legislation concerning its disposition, returned to Portland after making a survey of the northern end of the grant.

"I think this must be the finest timber in the world," he said. "At least I have never seen such fine trees myself, and many timbermen tell me that it is the best anywhere."

"Much of the land offers possibilities for development, although there is some of it that one could not reach without an aeroplane. A lot of it, however, could be settled and cultivated profitably."

Mr. Williams covered districts near Eugene, Oregon City, Salem, and went over the lands of the Coos Bay wagon road grant near Roseburg. He will leave for Southern Oregon soon to examine the grant lands in that part of the state and will return to Washington without revisiting Portland.

Revival of railroad activity in Oregon is the surest indication of returning prosperity. According to reports Newport

POTATO BLIGHT LOSS STOPPED BY SPRAYING

Cannot Be Stamped Out But Can Be Checked

Losses such as have been suffered for several seasons by Lane county potato growers from the common potato blight positively can be avoided by proper spraying, according to R. B. Coglon, Lane county agriculturist. It is not believed that the disease can be stamped out, once it gets started, but it can be kept from doing damage, says Mr. Coglon.

Although it is extremely difficult to get figures to show the actual damage from potato blight in Lane county, the losses in past years are known to be very heavy. And unless precautionary measures are taken by every grower of potatoes, the disease will be here next year and each year following. In fact it will spread from field to field if not stopped and in the end probably will infect the whole county.

News From Springfield High School

Personals

"Say Harold, how do you form the plural for Miss," Harold, "I think it is Mrs."

Who knows who it is that is shed. Oh, it is some green Freshman.

We are all expecting a Freshman party soon. Some class, about 70 in all. The room will look like a gren pasture.

Green for manager. He gets the money to pay for our games. Green every time.

Mart has not been to school for several days.

Two Freshmen girls have a new style started. They have fur top shoes. Some more class for freshmen.

The Souhomores put the best yet '18 or any other number on the hill.

You had better stop putting numbers on the wood shed. That means for you freshmen to be better.

The Student Body sang "Music in the Air." It sounds like it all right.

Many deaths are expected this week. We take our exams. Harold St. Clare has moved to the front row in our English III class.

Did you see the '19 the Freshmen put on the bill?

Springfield high has narrow escape. Mr. Stroud's room came near getting on fire when discovered by him. The wall was smoking but a blaze had not yet started.

We need some fire drills! Our football rally was a great success for there were a great many out to the game.

The business men who helped us financially are as follows: Mr. Kessey, 50c; Dr. Rebhan, 50c; Perry, 25c; Hall, 25c; Ketels, 25c; DePue, 50c; Eggmann, 75c.

GRAVEL TRAINS REACH 9 MILES BELOW SIUSLAW

Ballast from the Natron pits is now being delivered on the Willamette-Pacific nine miles south of the Siuslaw river, according to J. W. Williams, who is trainmaster in charge of the operations out of Springfield. Two trains a day, or fifty carloads of material are being hurried to the front in an effort to get the first lift under as much track as possible before the rains come and make ballasting operations difficult. One of the trains is getting back about 7:30 each evening, and the other is getting in at 10, 11 and 12 o'clock. The haul is nearly 80 miles from the pits.

In anticipation of the difficulties of crossing the Umpqua river at this time of the year, the Willamette Pacific is exerting every effort to rush supplies to the Umpqua river bridge, according to a statement made by W. R. Fontaine, assistant engineer of the Southern Pacific company in Eugene.

"Already we have shipped all the rails necessary for track laying," said Mr. Fontaine, "and but a short stretch of grade, less than twenty miles, remains now without rails."

"Unless we had all of this heavy material delivered now while the good weather lasts," continued Mr. Fontaine, "it would be impossible for us to complete this work this winter. But we have taken advantage of the conditions as they now are and have delivered our last load of rails. These rails were shipped to Portland, thence by steamer to Coos Bay."

"Three pile drivers are now working on this uncompleted stretch of twenty miles of road, between the two rail head spans. One pile driver is stationed at north rail head and is working in a southerly direction. Another pile driver is working at the south end of the rail head working north. The third one is stationed midway and is working south."

"As soon as the pile driver located midway reaches the Umpqua river it will be taken across the river to tunnel No. 7, working from that point back north to Umpqua river. Track laying of course being kept up with the pile driver crews."

as many as turned out last Saturday.

The students attended loyally Saturday and were very enthusiastic over the game. They yelled from beginning of the game to the end, and between halves formed a big S on the field and sang the football song, "Poor Junction City."

Tennis
Rain for the last week has stopped the girls from practicing at tennis. As soon as it is clear they will begin again in preparation for the tournament.

Alumni Notes
Robert VanValzah and Ralph Miller, both graduates of '15, are employed by the Mohawk Survey company.

Grace Emery, '15, is staying at home this winter. Albert Soleim, '15, is working in Cox & Cox department store. Grace Copenhaver is spending the winter at her home in Goshen.

THE PLOW THAT IS BEST

is the plow that has strength because of combining good material with good workmanship, and in consequence of which will give good service to the user. The plows we handle—the Scotch Clipper and the Bluebird in steel and the Oregon Model in chilled steel—are being offered at prices which are bound to find acceptance with the shrewd buyer. Come in and look them over. Everything in hardware.



Beaver-Herndon Hardware Company