

# THE LANE COUNTY NEWS

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## THE GOOD ROADS QUESTION

The good roads committee of the Lane County Grange has reported to the Grange its endorsement of some form of hard-surface roads for the county, expressing the belief that some form of hard pavement can be found that will not be much more expensive to build than macadam, but will be more permanent.

If there is any one thing that a county needs it is good roads. The cost of good roads is not the big item to be worried about, but rather the high cost of bad roads, as Col. Mercer would say. The real cost to the users is the outlay for getting their products to market. A sale lost on a high market price that could not be realized because the product could not be hauled in, and the low price obtained when the goods could be sold, represents the real cost of bad roads.

How best to secure permanent roads is the problem that is facing the people of Lane county. There is some talk of a bond issue, but this does not appeal to the News as feasible for such a large and sparsely settled county. The largest amount of bonds that could be sold would hardly make a beginning on the 2,000 miles or more of roads in the county, and the interest on such a bond issue would be exceedingly heavy. It would be far better to take the \$30,000 or so that would be required for interest, and put that into a few miles of hard-surface each year, and thus gradually extend the permanent roads.

As to the materials: Marion county last year, by leasing a city paving plant and securing the rights to use a patented pavement, secured hard-surfaced roads and a figure much less than was paid in Multnomah county where nearly 100 miles of hard surface were laid. A few years ago Prof. E. H. McAlister of the University of Oregon issued a bulletin in which the use of certain diatomaceous earths to be found in western Oregon, was advocated as a basis for concrete roads. In fact the county court was once asked by a good roads convention to lay a sample mile of Prof. McAlister's pavement, but that has never been done. Straight concrete, reinforced with poultry netting, and washed with a bituminous surfacing might offer a cheap, yet permanent road. Eastern states—and the state of Washington, too—are finding vitrified brick an excellent material for country roads.

Undoubtedly, now is the time to begin a program of permanent road construction. Eventually all the main roads will have hard surfaces, so why not begin now, mapping out a program that will cover a term of years and provide ultimately good roads for the whole county.

And don't forget to keep the roads in repair.

## OREGON FIRST IN POULTRY

It was "Oregon first" again at the Panama-Pacific exposition, and the latest time in the twelve months' International egg-laying contest, involving 560 hens from the four corners of the earth. The contest ended ten days ago, and as a matter of fact it was Oregon first, second and third—three pens of White Leghorns, Barred Plymouth Rocks and a hybrid of the two, entered by Prof. James Dryden, head of the poultry department of the Oregon Agricultural College, capturing all the places worth mentioning. The Oregon chickens were so far ahead the past three or four months that there really was never any doubt about the final outcome, and the score shows the Canadian pen, the closest competitors, showed

about twenty eggs behind Oregon's lowest. To add to Oregon glory, a Barred Plymouth Rock, developed from college stock and entered by F. M. Sherman of Lebanon, and two White Leghorns among the college hens, proved to be the highest individual scorers. Apparently, the only reason Oregon did not win a greater victory lies in the fact that the Oregon college did not enter more hens.

This contest, the largest and longest at the Panama-Pacific exposition, was conducted on the exposition grounds under the auspices of the University of California. The great feature was the contest between pens of birds, and pens were entered from practically every state in the Union, from Canada and from England. Among the also-rans are two pens entered by that "blasted Britisher" Barron, who had been hitting the high spots at practically all the American egg-laying contests in recent years. To have gotten the goat of this champion of the champion breeders is no small honor, and to have brought to Oregon the grand prize, the cash, and a score of trophies offered at the greatest exposition in modern times it about all that might be expected even of college hens.

## News From Springfield High School

We have a few new shingles on our roof.

The typewriters in use in the Commercial Department underwent a cleaning and repairing during Thanksgiving week.

Reverend Wigmore of the Christian church spoke to the assembly Wednesday afternoon.

When the Leaves Come Down  
 When the leaves come down in the autumn,  
 And the wind is blowing through  
 When the branches of the oaks  
 and the maples  
 Seem whispering to me and you,

When the pines and the firs on the hillside  
 Show green in the midday sun;  
 The oaks and maples of the valleys  
 Drop their brown leaves one by one.

'Tis then that the evenings grow chilly,  
 And we warm by the bright burning blaze.  
 And we listen outside to the blowing,  
 The shadows change black from the grays.

Then when the glad streaks of the morning  
 Color the brightening east,  
 And the frost is thick on the windows,  
 We watch the brown, falling leaves.

They call to us and beckon us,  
 "Come join in our work and our

play."  
 But with dim eyes we still watch them falling,  
 Then turn sad, from the window, away.

C. D.

Springfield, which is older than Eugene, was once the donation land claim of Isaac Briggs, one of the pioneer settlers of Oregon. At this time the valley was filled with grain fields, the most important of which were those of wheat. It derived its name from these fields and also from the large spring on the J. L. Clark place on 2nd street, near which the house of Briggs stood. The stones on which it was built are there still. Mr. Briggs dug what is known as the mill race taking water from the Willamette about three miles up the river. This work occupied three years and at the end of that time, about 1854, the flour mill and saw mill were built, both run by water power. These, and the fertile valley, brought settlers here, and accordingly, Mr. Briggs laid out a few acres along Mill street for the town of Springfield. It remained a very small village until about 1900. Three years later Booth and Kelly bought the saw mill and ran it until they had enough lumber to build a steam mill. About this time Springfield began to grow and soon became a thriving little town. A few years ago the old steam mill, which stood on the site of the present fine new mill, burned down.

## S. P. LINES SERVE TWO THIRDS OF THE PEOPLE OF OREGON

Portland Nov. 27.—Copies of a circular prepared by H. A. Hinshaw, general freight agent of the Southern Pacific lines in Oregon, have been distributed to shippers, inviting their attention to the system's important activities in the commercial life of this state. According to the circular, the company employs 5000 persons in Oregon, disbursing to them \$4,750,000 annually. Sixty-five per cent of the state's population is served by the company's lines. Its taxes amount to about \$1,220,000, or 12 per cent of the taxes collected by the counties through which its lines run.

The Southern Pacific's purchases in Oregon of material and supplies, including lumber, during the fiscal year of 1914-1915 average \$104,000 monthly.

Referring to the construction of the line from Eugene to Marshfield, the circular says:

"The Southern Pacific is now of approximately \$10,000,000. It is the only line that is opening up new territory in Oregon at the present time and there is not a merchant, dealer or resident in any line of business in Oregon who is not indirectly benefited through the expenditure of these vast sums of money."

## FOREST NOTES

Over a million and a quarter board feet of wood is used annually in the mines of Oregon for props, lagging, ties, and rifle boxes.

In 1914 in the construction of ships and boats at the ship building yards of Oregon and Washington, nearly 13,000,000 board feet of high grade lumber and timbers were consumed. Australian ironbark contributed 35,000 board feet to this total.

To repair the spokes, tongues, and reaches of broken wagons, the blacksmiths and wheelwrights of the towns and cities of Oregon and Washington used over 400,000 board feet of oak, ash, hickory, etc. The average cost per thousand board feet of

this raw material was over one hundred dollars.

A new process of creosoting Douglas fir has recently been developed which does not impair the strength of the timber.

The 1915 returns from Hood River Valley will be over \$1,000,000.

Jas. Corsaw has re-opened his shoe repair shop in the west half of the Stevens bicycle shop, Main St. near Seventh.

## O. A. C.

FARMERS' AND HOME-MAKERS' WEEK and RURAL LIFE CONFERENCES  
 January 3 to 8, 1916

Live information, Practical Help for the Home the Farm, the Community.  
 Conventions of Oregon's Greatest Industries  
 Conferences on Oregon's Most Vital Problems  
 LECTURES—DEMONSTRATIONS—EXHIBITIONS—ENTERTAINMENTS  
 Two thousand people attended last year. It is a great place to make friends—with live thinkers and live thoughts, good workers, and good work.

WINTER SHORT COURSE  
 January 10 to February 4, 1916

A Practical Agricultural Course in a Nut shell, Applied science in Actual Work of the Farm and Household.

Courses in FRUIT RAISING, FARM CROPS, MILK STOCK RAISING, DAIRY WORK, POULTRY RAISING, GARDENING, COOKING, SEWING, HOUSEHOLD ARTS, HOME NURSING, BUSINESS METHODS, ROAD BUILDING, FARM ENGINEERING, RURAL ORGANIZATIONS, MARKETING.

Correspondence Courses Without Tuition. Expert Instruction in Music. Reduced railroad rates.

For program write to The College Exchange, Oregon Agricultural College, Corvallis. (15-12-1 to F-1)

## SPRINGFIELD DRUGGIST PLEASES CUSTOMERS

M. M. PERRY DRUG CO. reports customers greatly pleased with the QUICK action of simple buckthorn bark, glycerine, etc., as mixed in Adler-ika. This simple remedy drains the old foul matter from the bowels so THOROUGH that ONE SPOONFUL relieves almost ANY CASE of constipation, sour or gassy stomach. It is so powerful that it is used successfully in appendicitis. Adler-ika never grips and the INSTANT action is surprising.

Thur 3

HERBERT E. WALKER  
 NOTARY PUBLIC

Office in City Hall, Springfield, Ore

Every life has its December. The careful man banks his money while he can earn so when old age comes he can be comfortable and independent.



YOU HAVE SEEN MEN LIKE THIS—ARE YOU GOING TO BE ONE OF THIS KIND? IF YOU DON'T COMMENCE NOW PUTTING MONEY IN THE BANK AND PREPARING FOR YOUR OLD AGE, YOU WILL SOME DAY BE WHERE THIS MAN IS. OLD AGE IS BOUND TO COME UNLESS YOU SHOULD BE TAKEN AWAY IN YOUTH.

DON'T YOU THINK YOU SHOULD START A BANK ACCOUNT?

BANK WITH US.

WE PAY 4 PER CENT ON TIME DEPOSITS.

96-223  
**The First National Bank**  
 of Springfield, Oregon

## The Best Groceries For Less Money

## The Fifth Street Grocery

Thos. Sikes, Prop. Phone 22



### OUR GROCERIES

are famous for quality and we save you money on what you buy here. We sell Dependable Coffees and Teas and everything else is dependable which we sell.

Nice & Miller

Op Commercial State Bank Phone 9

## FIRST NATIONAL BANK, EUGENE, OREGON.

Established 1883

Capital and Surplus - - - - \$300,000.00

Interests on Savings Accounts and Time Certificates

## IF YOU HAVE NEVER TRIED THE SPRINGFIELD CREAMERY

Chas. Barkman, Manager.

Try us and be convinced that it pays to patronize home industries.

## CAREFUL, CONSCIENTIOUS Dentistry

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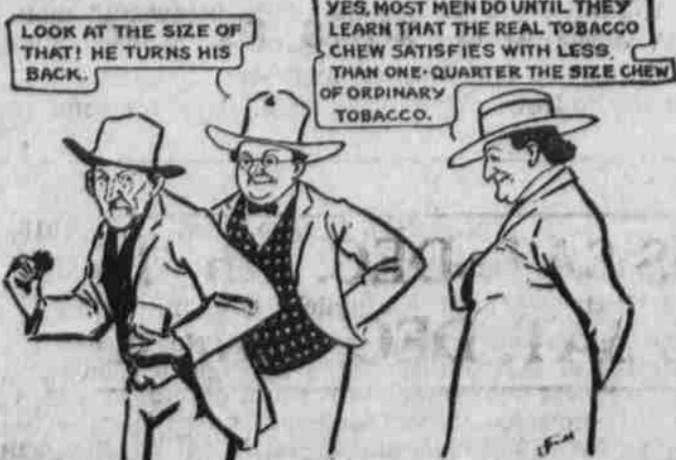
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 Repaired at  
**The Harness Shop**

## WHEN IN NEED OF

**HARDWARE, FURNITURE, A RANGE, HEATER, RUG, OR PAINTS AND OILS**

SEE HOLBROOK & JOHNSON

## THE GOOD JUDGE IS SORRY FOR THOSE MEN WHO ARE SLOW TO LEARN.



SOME men are so used to taking a big wad of ordinary tobacco that it seems to be hard for them to remember that W-B CUT Chewing—the Real Tobacco Chew, new cut, long shred—is rich tobacco; that a small chew satisfies.

Tell such men to give it a quality test—to take a small chew and to notice how the salt brings out the rich tobacco taste.

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