

# THE LANE COUNTY NEWS

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

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SPRINGFIELD, LANE COUNTY, OREGON, **Monday**, DECEMBER 13, 1915.

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## REAL ESTATE BECOMING MORE ACTIVE: MAIN STREET PROPERTY DEALS MADE

Several real estate deals of some magnitude, two of them involving Main street property, marked the close of the week.

C. F. Eggiman purchased from Webby Stevens two lots on the north side of Main, between Ninth and Tenth, being the fourth and fifth lots from the corner on which the cement block plant is located. This is just beyond the present business section, but Mr. Eggiman considers it will be very central in its location when the car shops are built. He has a frontage of 64 feet, which is ample for three store rooms, as soon as condi-

tions justify building. A verbal agreement was reached for the exchange of a corner lot on Main street nearer the business center, but as the papers have not been signed, the deal has not been given out for publication.

The Andrew Bossen ranch of 279 acres on Camp Creek was tarded last week for 320 acres at Corpus Christi, Texas, to a California man, and will now be for rent. The Camp Creek land was put in the deal at \$60 an acre, which makes the tract go at \$16,740. Gore & Rowe handled this deal.

## Grange Elect Officers for 1916

The Springfield Grange at its meeting Saturday elected the following officers for 1916:

Master, Philip Saul; Overseer, S. E. McBee; Lecturer, Mrs. D. W. Roof; Steward, Mr. Atkinson; Assistant Steward, C. O. McBee; Chaplain, P. W. Emery; Treasurer, Mary McPherson; Secretary, Mrs. S. E. McBee; Gate keeper, J. R. McPherson; Ceres, Mrs. M. Fenwick; Pomona, Mrs. Kiser; Flora, Mrs. A. D. Ruddiman; Lady Assistant Steward, Miss Christian Caul.

## INMAN IS AGAIN HAPPY Man Who Wanted to be President Reunites With Wife

James Inman, who at one time several years ago was a candidate for the presidency on an independent platform, formerly residing at Looking Glass in Douglas county, now at Springfield, has effected a reconciliation with his wife in that city after a long separation. In a letter to friends in Roseburg, Inman says:

"I am once more enjoying connubial felicity and still find favor in the alluring glances of the fair sex. My wife and I have, a few weeks since, adjusted our trouble, and resumed marital relations. So, to quote a line from Shakespeare, 'All's well that ends well.' I spend my mornings writing for the newspapers, while in the afternoons I visit with the neighbors and talk with the lovely women and pretty girls, who in turn love me. Selah—a Biblical expression."

Inman first came into prominence when he announced himself a candidate for president, and later by espousing a doctrine of free love. A divorce action preceded Inman's separation from his wife.

## RAILROAD MEN OF U. S. MAY STRIKE

If Western Members Join in Movement, Walkout of 35,000 Men is Possible

Chicago, Dec. 10.—Representatives of locomotive engineers and firemen on the 98 railroads west of Chicago met here today to consider whether the Brotherhoods of Engineers and Firemen would co-operate with the Conductor's and Trainmen's unions in demanding from the railroads an eight-hour day with no reduction of pay.

In the Eastern association, covering the roads east of Chicago and north of the Ohio, the

engineers and firemen have already agreed to co-operate in the demand for shorter hours with the conductors' and trainmen's unions, and similar action has been taken by the engineer's and firemen's unions on the southern roads.

Should the Western association decide to join in the demand for the four railroad brotherhoods, including more than 350,000 engineers, firemen, conductors and trainmen, would be solidly together for the first time in a demand for a uniform eight-hour day.

The various contracts which the unions have with the railroads governing working conditions and pay expire next April.

The 98 Western railroads employ approximately 66,000 engineers and firemen and 25,000 conductors and 75,000 trainmen.

Timothy Shea, assistant to the president of the Brotherhood of Locomotive Firemen and one of the members of the board of arbitration in the case of the locomotive engineers and firemen last spring, said:

"This time there will be no arbitration. The principle of arbitration is excellent, but it has been abused. There has been no secret about what we are after. We will demand an eight-hour day and time and a half for overtime. We may decide to add other demands at our conference. If we don't get what we every railroad in the country, involving more than 350,000 men, will be affected."

## RIGHTS OF WAY AWAITED Start of Roseburg Railroad Work is Set for February.

Roseburg, Ore., Dec. 11.—S. A. which are yet to be obtained. Kendall, member of the firm of Kendall Brothers, of Pittsburg, Pa., who passed the past week here in the interests of the proposed Roseburg and Eastern Railroad, has left for Portland to confer with A. Welch and other capitalists of that city.

Mr. Kendall will go east later to pass the holidays. He expects to return here in January. Mr. Kendall is optimistic over conditions here, and expressed the opinion that work on the railroad would begin some time in February. The exact date of beginning operations, he says, depends on the rights-of-way

**CAMP CREEK**  
(Special to the Lane County News)

Dale Commings, the eight year old son of Jim Commings, died at his home on Camp Creek Saturday morning at eight o'clock. His death was caused by tuberculosis of the bones.

**RUTA BAGA REACHES 12½ POUNDS WEIGHT**

Lafe Moore brought to the News office this morning a ruta baga that he had raised on his place and it tips the scales at 12½ pounds. A single ruta baga seed had gotten into his cabbage seed, and when he discovered the species of the plant, he let it grow in the space reserved for a cabbage.

## TRAVEL FROM EAST TO KEEP UP FOR NEXT YEAR

"Report from Eastern hotels and tourists' agencies indicate that more travelers will visit the Pacific Coast this winter and next spring and summer than ever before," said John M. Scott, general passenger agent of the Southern Pacific, on his return from San Francisco. "So long as the war lasts tourists can not go to Europe and California and the Pacific Northwest will attract them.

"Plans of the railroads contemplate routing as much travel as possible through the Portland gateway. Many will pass through here during the winter months from the North to California and in the spring the movement, largely increased, will be to Portland, from where all points of interest can be easily reached. Continuation of the San Diego fair another year will be a great attraction.

"For the summer the scenic attractions of Oregon and Washington will be played strong, and the railways are preparing for another season of record-break-Coast.

"The daily illustrated and description lectures of Major Clum in the Southern Pacific building at the San Francisco fair, featured Oregon's scenic attractions, including Crater lake, Mount Hood and the Columbia River highway. The same efforts to win the attention of the travelers are going ahead under Southern Pacific auspices in the East, the lecturers maintaining headquarters at New York and Chicago.

"With the co-operation of the Portland Chamber of Commerce great results will be attained in bringing travelers through this city during next year.

## HOGS VALUED AT \$4000 ARE SOLD

In the three months that the Eugene public market has been in force, C. J. Hurd, the market master, has collected and shipped over \$4000 worth of hogs for the farmers of the surrounding country.

"By using the public market as a headquarters, and by combining interests, the farmers who could not find a ready market for their small quantities of farm products, can now ship in lots large enough to obtain the best prices," said Mr. Hurd. "I think that the market does more service to the community

## GRAVEL OPERATIONS SUSPENDED AFTER 6 MONTHS' WORK

Gravel operations out of the pits between Springfield and Natron, which have been in progress all fall came to a temporary end yesterday when the last two of the extra train crews were taken off. Two crews ended their work Saturday night.

Ballasting operations are expected to be resumed again in February, when the work will be carried through to completion.

The big steam shovel which has been in the pits for many months will be taken to Brooklyn tomorrow for repairs.

Gravel has been hauled from here to ballast all the track of the Willamette-Pacific from Eugene to the present railhead, within seven miles of the Umpqua river. This remaining seven miles will be ballasted with gravel from here, and it is possible that the Natron gravel will be used almost all the way to Coos bay. As it is, the haul from the pits to the end of the track is nearly 100 miles.

## DR. S. L. VAN VALZAH AT ROOSEVELT HOSPITAL

A letter in the Oregonian yesterday, from its New York correspondent, under date of November 28, contains the following paragraphs of interest to Springfield people:

"Dr. S. L. VanValzah of Springfield, will arrive in New York this coming week to serve two weeks in the Roosevelt hospital as a substitute for a friend who is called home."

"Dr. Van Valzah, like most native Oregonians, intends to find a permanent location in Oregon after gaining hospital experience."

Dale Eldon Cummings, eldest child of James and Pearl Cummings, was born near Lebanon, Neb., Aug. 11, 1907, and died at the home of the family near Camp Creek, Dec. 11, 1915, of tuberculosis of the bones, after an illness of about a week. The funeral was conducted at the home, at 10 A. M. today, by Rev. J. T. Moore. Interment at Laurel Grove cemetery this afternoon.

His parents moved to Springfield, Oregon, in October 1914, where they resided until March this year, when they moved to McKenzie Butte Farm near Camp Creek. They have made many friends during their short residence in Oregon who deeply sympathize with them.

It is estimated Oregon will spend \$4,000,000 on roads in 1916.

Farmers plan to open co-operative store in Albany.

Growers Association may build cannery at Scio this winter.

in this way than it does in its essential purpose of finding a market for the surplus produce."

The farmers merely make arrangements with the market master as to what day he can accept the hogs, or whatever it may be, and the market master attends to the collecting, shipping, selling and everything else, for which the farmer pays 10 cents per hundred pounds. The money received from this source goes to the public market fund.

According to Mr. Hurd, the farmers had not contemplated this means of disposing of their produce and for this reason, did not raise as much as they would otherwise have done, so that the stalls are occupied principally by farmers selling meats. Yesterday morning ten of the stalls occupied, displayed meat.

In the office of Mr. Hurd the farmers will find a library which contains work on agriculture, dairying, cattle raising and every kind of farm industry as well as statistics for reference.

—Guard.

## Important Subjects For Council Tonight

Several matters of more than ordinary interest will come before the council in its regular meeting this evening. Among these will be the appearance of S. J. Calkins to tell the councilmen his side of the discussion over his appointment as night-watchman.

The ordinance providing for the Bancroft bonds on deferred payments on the G. street improvement will be presented and probably passed.

Another ordinance to come up for consideration is one providing for the assessing against the property of the cost of sidewalk and curbing improvements made several years ago. The plan is to read the ordinance the first time, and if it meets the approval of the councilmen, notice will be sent to all persons notified and they will be asked to appear and show cause why the proposed assessment should not become a lien upon their property.

In the absence of Mayor E. E. Morrison, Carl Fischer, president of the council, will preside.

## OREGON RECEIVES VAST BENEFIT FROM BIG FAIR

E. M. Warren, Lane's Representative, Returns

That 90 per cent of the 18,000,000 people who visited the Panama-Pacific exposition entered the Oregon building, is the opinion of E. M. Warren, Lane county's representative at the fair, who remained on duty from the time it opened in the spring until it closed Saturday night. While there was no means of counting the number of people who entered the building, Mr. Warren says that it was crowded every day of the fair and he declared it to be the most popular building on the entire grounds.

Mr. Warren arrived in San Francisco on the day the fair opened and immediately began his duties. He was absent from the grounds only six days, and those days were Sundays. He very ably represented the county and it was through his efforts largely that Lane county received a great deal of notice.

"I actually believe that Oregon received 90 per cent of the benefit from the fair," said Mr. Warren, who, accompanied by Mrs. Warren, arrived home Friday night. "The Oregon building was the most popular on the grounds. California and Canada had wonderful exhibits, and these two buildings were highly

## CARS SHIPPED IN 1914, 52; AND IN 1915, 116

Lumber shipments from this place in November, 1915, were almost three times as great as they were in November, 1914, according to figures just available. This year the total of lumber out-going was 111 cars, compared with 39 last year. This year 5 other carloads were shipped and last year 13, making the total loads out this year 116, as compared with 52 last year.

The cars of logs received this year were 366, compared with 335 last year. Other cars received were the same both years—28, making totals of 392 and 361 respectively.

praised, but Oregon was the best, I believe. These three buildings were the most popular, as every one who visited the fair will tell you. The Oregon building was unique, and so different from the others that it attracted the most attention."

Mr. Warren had charge of the state's horticultural exhibit, when he first went to San Francisco, but during the five months previous to the first of November he alternated between the horticultural building and the Oregon building. The last month he spent in the horticultural building. He said that on the first day they gave away thousands of Oregon apples, and the people were so anxious to get them that there was a regular stampede, it being necessary to rope them off and allow only one person to pass the booth at a time.

Mr. Warren said the interior of the California building and others were practically wrecked by the crowds at the close of the fair. "But the people respected the Oregon building," he said, "and molested nothing in it. This was because, I believe, that we never sold anything. Everything was free, and the people, after the big show was over, remembered it and respected us."

"Our apples, our timber and our forage crops shown at the exposition," continued Mr. Warren, "will make us famous. I tell you, we made the most favorable showing with these exhibits."

Regarding the disposition of the Oregon building, Mr. Warren said that the commissioners twice offered it to the government and to let it stand where it is—on government land—but the offer was turned down each time. It was then bid in by wreckers at \$1520, but now the new general in command of the troops at the Presidio wants it as a club room for the army men, efforts are being made to allow it to stand.

—Register.

**Five Year Contract Granted.**  
—At a meeting of the Junction City council Wednesday evening, the Oregon Power Company was allowed a five-year contract to supply the city with lights. It was decided to redistribute the lighting system and instead of the 400 watt to install 600 watt arc lights in the business district.

Warren Construction Co. is paving Riverside Drive at Pendleton.

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