

THE LANE COUNTY NEWS

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OREGON ELECTRIC EXPECTED THIS SUMMER

Unofficially but Supposedly Authentic Report Given Out in Portland

"Unofficial, but seemingly well authenticated" is the way the report of extension of the Oregon Electric to Springfield was characterized in a telegram to The News Tuesday evening. This telegram had reference to an article to be published in the Oregonian the next day, which was as follows:

"Extension of Oregon Electric railroad from Eugene to Springfield 4 miles distant, is a probability for the coming summer."

"Officials of the Oregon Electric have been considering this improvement seriously for three or four months. If the present activity in the lumber market continues it is likely that the extension will be authorized within a short time. Two or three surveys have been made."

"The desire of Oregon Electric people to extend into Springfield is caused by the heavy movement of lumber out of the Booth-Kelly mill at Springfield. At present this mill is served exclusively by the Southern Pacific."

"During the recent car shortage a carload or more of finished lumber was hauled every day from Springfield to Eugene by motor truck and loaded on Oregon Electric cars."

"It is understood that the Booth-Kelly officials are eager for the extension, as this would provide them with competition in railroad service and would extend their markets to the territory served by the Oregon Electric's parent lines—the Northern Pacific and Great Northern."

This story, which has been considerably amplified by the Eugene papers, confirms in a large measure the rumors which have been prevalent in Springfield for the past three or four weeks.

Over two years ago the Oregon Electric made several sur-

veys from Eugene to Springfield, planning to cross the Willamette not far east of the steel bridge on the Eugene-Coburg road, and then coming eastward through the Chase neighborhood, to Springfield. One of the surveys lies just to the north of the Emerald heights butte, and another is said to follow the riverbank south of the butte. At any rate the route has not been definitely chosen, and there is plenty of room to dodge any excessively priced right-of-way.

One perfectly good rumor of last week had the Electric built as far as Waterville this summer, with a city line into Springfield along Fifth street. Plans of a few years ago brought the line in by Mill or Second streets, which would be the more probable streets for a line to reach the Booth-Kelly yards—the Electric's objective in building to Springfield.

A month or more ago there was a rumor afloat that Eugene business men had made a definite proposition to the Hill interests to put in the line, or they would organize a company of their own. It has been further reported that right of way men are at work, but this has not been verified.

Creates Much Interest.

News of the word received by The News gained some circulation Tuesday night, and by Wednesday morning there was much interested discussion on the streets regarding the coming of the electric line, and also much felicitation that this construction work would mean a general quickening of all lines of endeavor in Springfield.

The construction work would be comparatively expensive for the distance, on account of the bridge that would have to be constructed.

No information is available as to when the official announcement will be made.

could be moved in a trainload; whether or not sleeping cars would be used and so forth.

Krutzschmitt reports widespread prosperity throughout the country he has visited. The increased activity in copper mining and the consequent activity in allied lines and the good crops he points out particularly, as evidences of prosperity. He sees no solution of the freight congestion problem until the congestion in British ports decreases. The products of peaceful commerce, he said, must give way to the commerce arising from the war until the conflict ends.

The Southern Pacific has done a larger business since the beginning of the present fiscal year than in any similar period in its history, according to Krutzschmitt. The company has leased every available pier in New York to handle its business and recently ordered 4700 freight cars, 20 locomotives, 60 pieces of passenger equipment and three new steamships for its Atlantic coast trade.

BOOM TIMES APPEAR COMING TO CORVALLIS

Electrification of S. P. Line, With Probable New Depot.

Corvallis, Or., March 20.—Everything indicates a building and business boom in Corvallis this summer. Work on the new forestry building at the college will start this week. The building will cost about \$50,000, and will give considerable employment. Electrification of the Southern Pacific from Whiteson to Eugene will soon start, and it is expected that the company will erect a new depot on Sixth street. The enlarging of the present or building of a new high school building is under consideration, and will no doubt soon be presented to the voters.

High Wind Lays Light Wires Out

A high wind storm Tuesday noon torn down a number of light wires in different parts of town, and when the current was turned on that evening, there were a number of short-circuits resulting in the burning out of all the incandescent street lamps in town. Near the Fischer-Boutin mill wires were crossed and set fire to a pole, and at two down-town corners small fires were started on the poles. All the current in town was cut off for a time at 8 o'clock, and temporary repairs made so the Main-street arcs were on, but there were no other street lights in town that night. New lamps were placed in the sockets yesterday.

The snow of the first of the month weakened many of the wires, and the wind completed the work.

The same wind storm blew the door of the Moe tailor shop shut, breaking the glass.

ROSEBURG RAILROAD PROJECT ANNULLED

Salem, Ore., March 21.—Efforts on the part of the city of Roseburg to build a railroad met with a reverse in the Oregon supreme court here today.

The court declared void the contracts entered into by the city with the Roseburg and Eastern Railroad company for the construction of a railroad to a point on the Umpqua river. The decision reverses the Douglas county circuit court.

The supreme court also rendered a decree inhibiting the issuance of \$300,000 in bonds to assist in the construction of the line.

ROAD TAX QUESTION IS STARTED AGAIN

Attorneys in the case of L. N. Roney, against the county court filed an amended complaint late Tuesday afternoon, in the circuit court. In this case the plaintiff recently sought an order from the court restraining the county court from levying 2.79 mills upon property in incorporated cities for county road purposes.

As the case now stands it is a matter of legal procedure, as the facts in the case have not been materially changed.

Dr. G. H. Parkinson Speaks at Banquet

A most interesting talk on the ancient Babylonian and Assyrian languages was given before the Methodist brotherhood here Monday evening by Dr. G. H. Parkinson, the new pastor of the Eugene Methodist church. Dr. Parkinson took up the study of these languages as a recreation, and has found in them many things of deep interest.

Dr. Parkinson had a large number of diagrams showing the design of this writing of 4000 B. C. It was a sign language, made by wedge-shaped markings on stones, bones, and clay bricks. Laird and Rossard were two of the early students of the language, and together they gathered a library of 80,000 examples of this writing from Mesopotamia. This region he said, is an exceedingly rich one, and when the Turks shall have been dispossessed, it will be one of the garden spots of the world.

The 45 or more in attendance were greatly interested in the lecture, and asked many pertinent questions of the speaker after he had completed his address.

At the business session of the Brotherhood there were admitted to membership, Herbert Hansen, J. H. Holbrook, O. H. Jerry, Walter Boessen, R. H. Knox, Vance Cagley, M. W. Weber and D. W. Hatch.

BOND ISSUE MUST BE VOTED UPON AT GENERAL ELECTION

The \$700,000 bond issue for hard surfacing roads in Lane county cannot be voted upon at the primary election, even though a separate ballot is used for the measure.

This is the opinion given yesterday by District Attorney J. M. Devers, when asked regarding the law by persons interested in the measure. Petitions have been in circulation for some time and it was rumored today that those interested in the plan were seeking to place the measure before the people at the primary election held here May 18.

Mr. Devers holds, however, the question must be voted upon at the general election in November.

HEARS OF UNCLE AFTER FIFTY YEARS

E. E. Lee received an interesting letter the other evening when he heard from his cousin, Delbert Cook, with whom he played in boyhood days, 50 years ago in Iowa, and of whom he had not heard for 30 years. Mr. Cook now has an orange and lemon grove of 150 acres seven miles north of Los Angeles, and writes that, despite his 66 years, he feels as chipper as a lad. He asks Mr. Lee all about himself and family.

Mr. Cook came to Salem, Oregon, 30 years or more ago, where his father died, after which he went to California, and Mr. Lee did not hear from him again until this week. A little time back Mr. Lee wrote another uncle in Iowa regarding this lost uncle, and from him received Mr. Cook's address.

Mr. Cook's mother and wife have both died since he left Oregon.

FITTING UP OFFICES FOR POWER CO.'S FORCE

Partitions in the Oregon Power company's office here were torn out Tuesday, preparatory to fitting up the room for the general offices of the company, which are to be located in Springfield after April 1. The walls were tinted yesterday, and linoleum will be laid on the floor. A railing will cut off a portion of the east end of the room for a public lobby, and desks of the clerks will utilize the rest of the room.

The small office room used by Mr. Mummey, has been taken to the power plant to form a private office for Chief Engineer McCulloch.

Fertilizer Works Now in Operation

The Springfield Fertilizer works, of which P. A. Johnson is proprietor, began operation this week, at the new plant, located two miles east of Springfield. The new company will at once place on the market, ground bone for fertilizer or for chicken feed, and also meat scrap for chickens. Neets foot oil is also being manufactured now. The company will remove animal carcasses on short notice. Phone 128-J.

10,000,000 FEET OF FIR SOLD

Portland, Ore., Mar. 22.—Orders for more than 10,000,000 feet of Douglas fir lumber have been received here during the last few days by the Duncan Lumber company of this city. While the total amount of the contract is not positively known, it is believed the orders will represent an outlay by the purchasers of something like \$500,000. Part of the lumber is for a European government, considerable is for domestic account and the balance goes to Mexico.

The largest single order received by the company is for three train loads, or approximately 4,500,000 feet, to be shipped to a foreign government. The contract is said to be worth \$225,000.

Next in importance is an order booked yesterday for 4,000,000 feet of fir to be used by the Great Northern railroad in building freight cars. The lumber is to be sawed and shipped within a specified time.

Recently, in conjunction with the Booth-Kelly Lumber company, of Eugene, the Duncan company received an order from the Southern Pacific railroad for lumber also to be used in the build of freight cars. The amount of the order and its value is not made public.

Christensen have re-opened logging and sawmill operations on Neil Creek.

Out look for mining in Baker county during 1916 exceedingly bright.

Oregon City Manufacturing Company adds 26 machines in garment department.

Hood River to have factory for preparation of candied fruits.

SPRINGFIELD S. P. YARDS CONGESTED BY MANY TRAINS

With 50 cars or more of gravel a day, and logs from two different directions, the Springfield yards of the Southern Pacific company are very much congested. This morning, for example, the Siuslaw log train had to wait here for freight No. 245 to come from Eugene, and 245 was held west of the oil tank for ten minutes or more while No. 98, the Oakridge-Albany train was doing some switching. Then 245 spent over an hour switching cars and dumping logs, and then had to get in the clear for the train down from Wendling. A train crew in the gravel service had to wait on the Y for quite a time while No. 245 was on the main line. In the few minutes that the freight engine was dumping logs, the gravel crew dropped in for water, sand, and a new light battery, and then, by not changing the caboose to the end of the train, grabbed a cut of gravel cars and got away to Eugene.

Cars have been coming in freely of late, and there are now all that can be used conveniently. Excluding the log and gravel service cars, there were 72 cars in the local yards yesterday morning. The track at Yarnell is stored with a large number of cars for use at Mohawk points. The Booth-Kelly company is loading at the rate of 35 to 40 cars a week.

STRAHORN ENGINEERS MAKE HEADQUARTERS NOW AT SILVER LAKE

Silver Lake, Ore., March 20.—A crew of Strahorn's engineers, headed by Chief M. H. Bogue, have just established headquarters at Silver Lake preparatory to making a survey from this place to connect with the Klamath Falls railroad. Both surveys running southwest to Kirk and south to Bend will converge at this place.

FARM EXPERT GIVES ADVICE ABOUT INSECTS

Garden Slugs—These pests attack nearly all kinds of plants grown in the garden or on the farm, and frequently destroy the entire planting, especially on low moist soils. They usually feed near the ground line of the plant, but may infest the leaves at some distance above the ground.

The slug is best controlled by a combination of poison bait and a poison dust spray. The bait is prepared from finely chopped green leaves, as kale, clover, wild mustard, etc., using one quart. To this add one tablespoon of powdered arsenate of lead and one of sugar and mix well. Place in small heaps along the border of beds or garden and scatter through the plantings. Renew every four to five days.

The plants should also be treated with a poison dust spray consisting of one part of powdered arsenate of lead thoroughly mixed with eight parts of well sifted wood ashes. Apply early in the morning with a dust gun or by shaking from a salt bag or from a cheese cloth bag, being certain that all parts of the plant are well covered. Renew the treatment often enough to keep the plants well covered with the dust poison.

Slugs will gather under bits of sacking, boards, damp straw, etc., and these may be used as traps under which to catch

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PIANO CONTEST HAS NOT CLOSED SO GET BUSY

While the first count has been piano contest, and the contest-piano contest, and the contestants have a wide range of votes, the contest is not yet over, and the piano has not yet definitely fallen to any one. The lead of one candidate over another is not insurmountable, nor can any one be sure of a certain prize. The field is yet open to any contestant who will work, for there are many who have not joined the News family of readers.

In just a short time another special prize of \$5 will be given, this time to the one who makes the greatest gain over the first count. Whatever the increase, it will help toward winning the piano, which is the capital prize.

Follow are the candidates.

Helen Roberts 46,825
Silvia Strubin 27,475
Mrs. Delbert Bucknum 25,275
Hazel Redmond 10,250
Ruby Crabtree 8,975
Eva Titus 8,250
Mabel Duree 7,850
Chlole Woolley 7,000
Gertrude Williams 1,900
Grace Male 1,875
Lola Chase 1,075
Duttee Fischer 1,050

CO-OPERATION OF U. S. WITH RAILWAYS FOR PREPAREDNESS URGED

San Francisco, March 20.—Practice of mobilization, or at least a study of the movement of troops and munitions by the government and railroad men, were advocated today by Julius Krutzschmitt, chairman of the executive committee of the Southern Pacific and president of the American Railway association.

After discussing the traffic congestion now prevailing on all railroads of the country, Krutzschmitt said:

"Movement of troops and munitions is a matter that should be considered by railroad men and the government. The government has never taken the railroad men into its confidence on this question. It is a vital part of the preparedness problem of the country.

"We would go into this matter cheerfully so that the railroads would be ready to aid in the defense of the nation, but the attitude of government officials is entirely antagonistic to conferring with or taking advice from railroad men.

"The railroads have no idea of what the army would need for sudden mobilization. They know nothing of the shipment of cannon; how many men or horses



IF THERE IS ANY-THING IN FARMING
implements worth carrying you will find them right here. In fact you can see a demonstration of all the new and up-to-date contrivances for flower culture and farming right here. Some of these latter day ideas you may never have seen before, nor heard of. All the more reason why you should drop around and get wise.

Beaver Hardware Company