

THE LANE COUNTY NEWS

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And Remember to Get a Stop-Over for Springfield.

SPRINGFIELD, OREGON, MONDAY, FEBRUARY 15, 1915.

WHY I SHOULD BUY AT HOME

- Because my interests are here.
- Because I want to see the goods I am buying.
- Because I want to get what I buy when I pay for it.
- Because my money is part of the local circulating medium.
- Because I believe in transacting business with my friends.
- Because my money can go into every channel of local trade.
- Because my home merchant will take care of me when I run short of cash.
- Because the merchant I buy from pays his share of the city and state taxes.
- Because the community that is good enough for me to live in is good enough for me to buy in.
- Because the home merchant I buy from stands back of the goods, thus always giving value received.
- Because the dollar sent away seldom returns, while the money spent at home is apt to leave a scrap at every door.
- Because some part of every dollar I spend at home stays at home and helps work for the welfare of the city and state.
- Because the merchant I buy from helps support our poor and needy, our schools, our churches, our lodges and our homes.
- Because in buying here I am building the city for my own future welfare in my home city, where I live, and where I enjoy all its benefits.

OUR TOWN AND OTHERS.

We paid a visit to Corvallis and Albany last week when we observed a few things wherein our town compares very well indeed with the others, and some respects in which they are suitable examples for us. When it comes to streets, Springfield has the cities outdistanced. In both Corvallis and Albany the paved streets were good, and the unpaved streets were lakes of mud. Both cities have their business streets paved in compact formation, as is the case in Springfield, but they lack the fine macadamized residence streets that we have here. Lawns and parkings in both cities are better kept than they are here in Springfield.

Corvallis has seven miles of pavement, a large part of which is on the residence streets in the vicinity of the Agricultural college. There outlying streets are paved to but a width of 20 feet, with correspondingly wider parkings. The cost is materially less than for the wider pavements, and the service is adequate. In fact, the narrower streets discourage speeding on account of the lack of passing room. Albany's paved streets are wide and well cleaned.

Business blocks of Springfield compare well in modern appearance with those of either of the middle valley cities although not so large. Public buildings of the other cities are superior to those of Springfield. Both Corvallis and Albany have fine high school buildings, that of Albany being particularly fine. These buildings occupy the centers of large blocks, and the lawns about them are beautifully green. Corvallis has a good brick city hall, though not of modern design. Albany has no city hall, but has recently acquired a block of land opposite the court house, and in time will erect a suitable building for the use of the municipality.

These cities are two or three times the size of Springfield, but this city in no way suffers in comparison with them.

The market reports from the stockyards of Portland and Seattle show there has been an excessive number of hogs marketed since January 1. This is due, no doubt, to the high price of wheat.

The same condition prevailed during 1907.

It will be remembered that a number of buyers went East to secure brood sows the next year and not only paid excessive prices for them but a heavy transportation charge as well.

The same condition will soon prevail in the Pacific Northwest if the farmers do not provide some means of retaining a reasonable supply of brood sows.

Too many farmers depend on wheat alone as a hog feed. There is no reason why every farmer cannot raise his own hog feed such as alfalfa, corn, peas, etc. He should conduct his business so he may buy wheat for feed when the market justifies, but to depend on it almost solely is sheer folly.

Retain the brood sows even if it becomes necessary to borrow the money to do so.—Oregon-Washington-Idaho Farmer.

President Wilson objected to having his grandson named Woodrow, saying it would be better for him to develop his own personality. Then they named the youngster Francis, after his father, which leads to a natural wonder as to what opinion Woodrow has of his son-in-law.

The street cleaning department spoiled one perfectly good joke Saturday. We had expected to advertise for some seed to start a market garden along Main street curbs, but that is now out of the question.

RAILROAD DEPRESSION DECRIED BY ATTORNEY

A. C. Spencer, Speaking at The Dalles, Points to Burden of Legislation Laid on Carriers and Cites Their Importance in Making Prosperity.

Taking occasion to commend the people of The Dalles for their fair treatment of the O. W. R. & N. Company in their dealings with it, A. C. Spencer, general attorney, said this was a refreshing change from the attitude towards the railroads, in his address delivered before The Dalles Business Men's Association at the Hotel Dalles on the night of January 23. A banquet was served to the railway officials at that time and was attended largely by heads of departments and others from the Portland headquarters. Mr. Spencer said:

"For several years past this country has been flayed and oppressed with unjust and burdensome legislation until an almost intolerable condition has resulted, not only to the misfortune and loss of the railroad, but of the public. Samuel O. Dunn, in his work entitled 'The American Transportation Question,' reports: 'In 1909 41 State Legislatures passed 664 provisions, and in the spring of 1911 40 State Legislatures passed 276 provisions affecting railways. When it is considered that Congress and the Legislatures had passed 500 provisions affecting railways in the five years 1904-1908, inclusive, and that numerous such laws have been passed since, one is disposed to wonder if there can be many subjects pertaining to transportation left for the lawmakers to deal with!'"

"This harrowing assault has continued; rates have been cut, legislative regulations and burdens imposed, and taxes increased until railway credit has been almost destroyed. But the end of the type of the legislator responsible for this sort of thing is here. The railroads have carried their case to the court of last resort, the court of public opinion—the people—and in recent elections in this and other states the people have declared in no uncertain terms that these great properties are to be no longer unjustly assailed or unreasonably burdened, that considerations working to the welfare of the railroad companies operate equally to the benefit of the community at large, and that railroad dollars, whether secured from abroad or at home, are to receive the same protection under the law as the possessions of the most humble citizen."

"When, after two hearings before the Interstate Commerce Commission, the plea of the Eastern roads for living freight rates was declined, the roads tottering on the verge of bankruptcy made their third appeal, and it was supported by public sentiment from the country at large so general, so positive and so certain that the Commission respected it and granted the application."

"Today in Congress the railroads are asking for fair treatment in the matter of railway mail pay. That they are not receiving fair consideration for services rendered the Government for the transportation of mail is generally recognized, and yet the Government continues to appropriate the services and facilities of the railroad companies, itself determining the compensation to be paid, preparing its own plans and specifications for facilities and service; and itself fixing the penalties to be suffered by the railroad companies if its own demands so made are not complied with. No fair man

will deny that if the Interstate Commerce Commission is qualified to fix a fair freight rate for individual shippers it can and should apply the same yardstick and the same considerations of justice and fair dealing in fixing rates of service for the United States Government, and it should be called upon as the arbiter in this matter if Congress and the railroads cannot agree, and public sentiment will see to it that this great injustice is promptly corrected."

"During the years to which I have referred while this hostile legislation has been in progress the railroads of the country, and particularly in the states of Oregon and Washington, have expended large sums of money in new construction and betterments. From the year 1905 to 1914, inclusive, this company in the three states of Oregon, Washington and Idaho has expended in the development of this property \$98,249,000, and during the same period its total net income has been \$22,275,000. The excess of its expenditures over its income will be observed to be \$65,974,000. The figures disclose an expenditure of \$9,500,000 a year, and during the same period our competitors, the Hill lines in Oregon and Washington and the Milwaukee in Washington, have made expenditures on approximately as large a scale. "That these expenditures have been so small a factor in the prosperous era that these states have enjoyed it recent years will not be questioned, and the people now are becoming restless and impatient in the hope that expenditures by the railroads in a large way may again commence. But let me say, and say to you seriously, as thinking men, that such tremendous expenditures cannot be continued indefinitely. Expenditures beyond the necessities of the country and beyond its ability to support and sustain the public utility should not be expected or requested, but the people should not be discouraged, but, on the contrary, they should become more active in the development of their country and its resources."

"We think that Oregon, with its 96,000 square miles of territory, is a productive state, and, compared with some others, it is. But what are its possibilities? From the year book of the Department of Agriculture of 1911 we find that Belgium, with only 11,373 square miles of area, produced in wheat, oats, barley and rye a total of \$2,390,000 bushels, while Oregon produced in the same year 33,478,000 bushels. In potatoes, Belgium produced 90,358,000 bushels in 1909, while Oregon in 1911 produced 5,980,000 bushels. In 1841 Dr. Atkinson, the missionary from Oregon City, advanced to the settlers in Wasco County the theory that wheat could be raised upon their hills. The cattlemen opposed him, but today Wasco County and Eastern Oregon take an entirely different view of the matter. Today we are sending among the farmers of Eastern Oregon and Washington Farmer Smith as an apostle, preaching the doctrine of corn-growing. Hardly a resident would consider Farmer Smith's appeal seriously at first, but by continued effort he is making the people succeed in corn-growing in spite of themselves, and as your silos multiply you will look at the matter differently."—Oregonian.

Out of the Joke Book

A Bargain Hunter

A pleasant-looking Irishwoman walked into a store and asked the price of the collars she had seen displayed in the window.

"Two for a quarter," said the clerk.

"How much would that be for one?"

"Thirteen cents."

She pondered. Then, with her forefinger she seemed to be making invisible calculations on the sleeve of her coat.

"That," she said, "would make the other collar twelve cents, wouldn't it? Just give me that."

Not for Donald.

Sandy and Donald were discussing the domestic infelicities of a mutual friend.

"Ay, ay," said Sandy. "Jamies Thompson has a sair time wi' that wife o' his. They say they're quarreling."

"What else can ye expect?" was Donald's scornful retort. "The puir reckless creature marit after courtin' for only seven years. Man, he had no chance to ken the woman in sich a short time. When I was courtin' I courted for 20 years!"

This little dialogue took place on a railway journey, and in the further corner of the compartment sat an Englishman, listening and much amused.

"And may I ask," he inquired, "connubial bliss followed this long courtship?"

"I tell ye I courted for 20 year," he said, "and in that time I kent what woman was, and so wan."

Restitution.

Woman—Did you know that your dog killed my cat?

Man—Oh, yes, but I've put a muzzle on him so he can't do it again.

A Dakota Romance.

He—Now that you have obtained your divorce, we can be married at once, can't we?

She—Married at once! Indeed, we won't be married at once, I can just tell you that. For the first time in three years I am a free woman—free as a bird—and I am going to enjoy that freedom for a little while. It's lovely!

"My goodness! How long?"

"Well, two or three hours, anyway."

A Faux Pas.

They had just renewed their acquaintance after five years.

"Upon my word, Miss Weatherby," he said frankly, "I should hardly have known you, you have altered so much."

"For the better or for the worse?" she asked, with an arch look.

"Ah, my dear girl," he said gallantly, "you could only change for the better!"

Trouble Enough.

Junior—I hear Briggs got into a lot of trouble with that girl he was going with.

Soph—Yes? How's that?

Junior—He married her.

First Lawyer—Old Bullion's heirs aren't going to contest the will.

Second Lawyer—Well, they're a fine bunch of hogs. I hope th' money chokes 'em.

Change Without Variety.

Boarder—Her's a nickel I found in the hash.

Landlady—Yes. I put it there. You've been complaining, I understand, about lack of change in your meals.

The First National Bank of Springfield, Oregon

Report of the condition of the First National Bank of Springfield, in the State of Oregon, at the close of business December 31, 1914, condensed from report to the Comptroller of the Currency:

RESOURCES.	
Loans and discounts	\$102,135.81
U. S. and other Bonds and Warrants	21,810.91
Banking house, real estate, furniture and fixtures	18,457.85
Cash and due from banks	39,962.32
	\$177,366.89
LIABILITIES	
Capital stock	\$ 25,000.00
Surplus and Profits	3,002.73
Circulation	6,250.00
Deposits	143,114.16
	\$177,366.89

ESTABLISHED 1907
 SAFETY-CONVENIENCE-SERVICE

The Best Groceries

For Less Money

The Fifth Street Grocery

Thos. Sikes, Prop. Phone 22

Your Banking Business

Transacted here aids in the growth and development of this community as all of our loanable funds are safely distributed to people living in Springfield and vicinity assisting them in their various industries. Our policy is liberal. We want your business.

Commercial State Bank

Capital \$30,000.00

"THE HOME OF QUALITY GROCERIES"

It Is Due

To active selling of good good that our stock is kept fresh and clean. Try us.

Miller & Mosier

IF YOU HAVE NEVER TRIED

The Springfield Creamery

CHAS. BARKMAN, Proprietor

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

FIRST NATIONAL BANK, EUGENE, OREGON.

Established 1883

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

Interests on Savings Accounts and Time Certificates

WOLF & MILLER

Harness, Laprobes, Horse Blankets, Whips, Gloves, Harness and Shoe repairing, Springfield, Between 3rd and Main. We Give Fidelity Trading Stamps.

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