

THE LANE COUNTY NEWS

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Editor and Manager

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And Remember to Get a Stop-Over for Springfield.

SPRINGFIELD, OREGON, MONDAY, MARCH 15, 1915.

SPRINGFIELD MUCH INTERESTED.

Springfield has a large interest in the outcome of the proceedings now under way in San Francisco, whereby the government seeks to dissolve the Southern and Central Pacific railroads—or rather, seeks to compel the Southern Pacific to sell the Central Pacific. Just what will happen to Springfield in the event the government wins, is a matter for conjecture; the result for this place is more settled in the event the railroad wins.

Should the railroad win, there is every indication that plans as before outlined for the development of immense yardage facilities in Springfield will be carried out. The railroad has the land necessary, and with the completion of the Willamette-Pacific to Coos Bay and the Natron cut off, Springfield will become the logical center for the assembling of freight from a wide range of territory. Springfield then will be the real hub of the Willamette valley—the centering point and the distributing point of the freight of a vast area of western Oregon.

Should the government win, and the Southern Pacific be compelled to sell its holdings in the Central, the results upon Springfield would be more a matter for conjecture. At the present time the Southern Pacific company owns in Oregon the P. E. & E. division down the west side of the Willamette valley to Springfield; it owns the line from Woodburn to Springfield; it owns sundry cross lines like the Salem & Falls City, and the Corvallis & Eastern, and it operates under a lease the line of the Oregon & California railroad from Portland to the state line at Ashland. The Southern Pacific operates also the Central Pacific's line from Natron to Oakridge and from Weed to Klamath Falls—portions of the Natron cutoff. These various lines have been knit together into a system that serves all parts of the Willamette valley and western Oregon.

If the Southern Pacific company is compelled to sell its holdings of the Central Pacific, the latter road will be left with 30 miles of track from Natron to Oakridge disconnected from its other lines by a stretch of approximately 100 miles across the crest of the Cascades. It was the government's intention, so McReynolds, then attorney general, to compel the Central Pacific to build from Natron to Portland and thus give competition from Willamette valley points to California. The high official overlooked such a trifle as a missing \$11,000,000 link across the mountains. And he also overlooked the presence of four lines already traversing the Willamette valley from end to end. A fifth would only complicate business, and create business for the railroad commission and the courts in controversies over inadequate service and discrimination in rates. Should the Central be thus induced to build from Natron into Portland, there might, and again there might not be shops located at this point.

It is more likely, in the event of a dissolution order, that the Central Pacific would secure an exchange of this short section of road that was useless to it, and would abandon construction of the line over the mountains. The Southern Pacific would have no object in pressing on across the mountains, for it would have no tracks of its own on the far side with which to connect.

Clearly the hopes of Springfield lie in a decision favorable to the continuance of the present relation of the Southern Pacific and Central Pacific and in a revival of railroad building sufficient to encourage the completion of the Natron cutoff.

STATE HIGHWAYS ACHIEVEMENT.

While we are talking about good roads locally, and preparing to build more of them, it is not amiss to consider what other states in the Union are doing along the very same line, says the Telegram.

From a tabulated statement appearing in the Good Roads Year Book we get a total of \$200,000,000 appropriated and 31,000 miles of hard-surfaced roads built since the good roads movement began. That in itself is a pretty good beginning, and it is only by indulgence in fancy that we can figure out what the total will be ten or fifteen years from now.

Eleven thousand miles of these hard-surfaced roads have been built during the past two years—5000 miles in 1913 and 6000 miles in 1914. This fact shows the accelerated impulse in the entire movement. It is the summarized effect of it; and there is every indication that it is about to accomplish much greater things.

Good roads are fast becoming a national gospel, and manifestly we are passing quite rapidly from the preaching to the practicing stage. So true is this that already the state hard-surfaced roads in this country are said to exceed by some 6000 miles the roads that, for more than a century, have made France famous.

From time to time The Lane County News publishes a number of the written exercises prepared by pupils of the public schools, printing the stories without correction so that the work may be used in class room for study and improvement. That the publication of the articles is fulfilling its mission is the belief of The News, judging from the reports it receives of the interest that is taken in the department by the school children. They read the department eagerly, watching for a composition from their own class. Each little reader becomes a critic, quick to find the errors and anxious to make his next story one free from mistakes. The News is glad that it can be of service in the education of the young people of the community, and will publish in the future just as many of the stories as it has room at its disposal.

State Engineer Bowlby is quoted in a letter as saying that the roads in the Willamette valley, from Grants Pass to Medford, will be impassable for automobiles after June 1. Wonder where the S. E. got his idea that Grants Pass and Medford are in the Willamette valley. And what kind of an automobile could he have been riding in if he found the roads of the Willamette valley "impassable."

Eugene is taking the preliminary steps toward the location of a lace factory in that town, and Springfield is getting in line for a beet sugar factory. With these two great industries safely under way in the upper Willamette valley, the coming year ought to be one of considerable business activity.

WORK OF PUPILS OF THE SPRINGFIELD SCHOOLS

The Lane County News today presents a few examples of the work of composition in the classes in the Springfield Public schools. The articles are published as written, without correction, in the hope that the printing of them may prove an assistance to the young people in developing their power of expression. Other teachers are invited to submit such articles as they may wish to have published in this column.

[Written by pupils of 4th grade West Springfield school.]

How I Went Boat Riding

One day last summer I was over at one of my friends. They were going for a boat ride. They asked me to go with them.

When they were ready to go another family came to go with us.

On the way down to the river we had to go down a steep bank.

We had to go up the river to get to the landing. When we got under the street car bridge we got in shallow water, and could not go. When we arrived there we got out. The man had to go back after the rest. When they got there we ate dinner. After dinner we went in bathing until evening. We then started back.
 Ruth Leith.

How I Caught a Weazel

Once upon a time I went walking along a railroad. When I was up the railroad, I came to a bridge. On each side of it was a barrel. Inside of the barrel was some water. In side of one of the barrels was a weazel and he could not get out so I pulled him out and killed him.

The weazel was very big for a weazel.

When I killed him I took him home.

Mamma told me to lay him up and wait until papa come home.

When he come he told me that weazel hides were worth about 2 dollars. Then he took it and skinned it, and then we put it away and left it.

Arthur Landis

How We Caught a Mouse

Last Sunday my sister went to get some potatoes. When she reached the store house, she yelled, "Ernest, come here quick I have a pet."

When we got there, there was a mouse in a jar with some wheat.

Ernest said, "Get a trap and we will have some fun."

So Muri got a trap. Ernest put the trap in the jar. Finally the trap caught the mouse by the tail. But the mouse got away. Ernest got a stick and hit it until he killed it. Then Muri threw it away.

Ester Lee.

When We Went Fishing.

Once when we were fishing in Dakota and had just started to fish, I caught my line on a fence that reached out in the lake. As Harry had his shoes and stockings off he was going after it but, when he got behind mamma, she caught a bullhead which stuck his horn in his foot. The blood just flew out of the hole. Then mamma told me to get some cowwebs but I could not find any. So we went home.
 Walter Lee.

How a Dog Killed a Cat.

One day Dickie and I and our dog were going to town and we saw a big cat. The dog took after the cat and caught it I tried to take the cat away from the dog.

When I got the cat away from the dog the cat scratched me and I let it go. The dog caught it and killed it.

Willard Carpenter

Going After the Cows.

It was a nice summer evening when we started after the cows, so we stopped to eat some fruit as we passed by. We had not been eating long when we heard a noise. Then we stopped and looked around. We heard the noise again and again. We also heard something walking on the leaves. Then we began to run towards home. We ran away and stopped to look back. We saw our cat coming over a little hill. Then we went after it and took it home with us.

Florence Lee.

One Sunny Morning.

One day when Florence Lee came down to my house we started out to play.

We went out in the woods to get strawberries and I wanted to scare her so I said, "There comes a horse on a trot. If it comes this way it will kick. So we'll have to climb a tree. Here it comes, so run." I was only saying it for fun but she climbed up a tree and then I said, "Let's get down because I think he isn't coming." So we climbed down and went home.

Ruby Clark

Report of the Condition of the

The First National Bank

At Springfield, in the State of Oregon, at the close of business March 4, 1915:

RESOURCES.		
Loans and Discounts.....		\$ 92,896.75
Overdrafts, secured, \$.....; unsecured, \$73.16.....		73.16
U. S. Bonds deposited to secure circulation (par value).....	6,250.00	6,250.00
Other bonds pledged to secure postal savings.....	3,000.00	3,000.00
Other bonds, securities, etc., owned unpledged (other than stocks) including premiums on same.....		18,940.47
Subscription to stock of Federal Reserve bank.....		1,700.00
Less amount unpaid.....		113.34
Banking house, \$802.61; furniture and fixtures, \$2500.....		566.66
Other real estate owned.....		10,582.61
Due from Federal Reserve bank.....		5,110.99
Due from approved reserve agents in central reserve cities.....	4,011.54	
Due from approved reserve agents in other reserve cities.....	18,091.81	22,103.35
Due from banks and bankers (other than included in 12 or 13).....		295.46
Outside checks and other cash items, \$ none; fractional currency, nickels and cents, \$142.01.....		142.01
Checks on banks in the same city or town as reporting bank.....		270.20
Notes of other national banks.....		85.00
Legal money reserve in bank: Specie.....	10,103.60	
Legal tender notes.....	10.00	10,113.60
Redemption fund with U. S. Treasurer (not more than 5 per cent on circulation).....		312.50
Total.....		\$176,742.76
LIABILITIES		
Capital stock paid in.....		\$ 25,000.00
Surplus fund.....		2,500.00
Undivided profits.....	2,361.84	
Less current expenses, interest, and taxes paid.....	1,034.99	1,326.85
Circulating notes.....	6,250.00	
Less amount on hand and in Treasury for redemption or in transit.....		450.00
Demand deposits.....		5,800.00
Individual deposits subject to check.....	89,894.66	
Certificates of deposit due in less than 90 days.....	50,534.22	
Cashier's checks outstanding.....	156.55	
Postal savings deposits.....	1,200.48	142,115.91
Total.....		\$176,742.76

State of Oregon, County of Lane, ss.
 I, Chas. L. Scott, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.
 CHAS. L. SCOTT, Cashier.

Subscribed and sworn to before me Correct—Attest:
 this 12th day of March, 1915.
 J. P. SMITH,
 E. E. BRATTAIN,
 E. F. McBEE, Directors.
 HERBERT E. WALKER,
 Notary Public.

MASQUERADE DANCE

At Reapers Hall, Springfield

Wednesday, March 17

All appearing in costume must present signed invitations. This applies to ladies not accompanied by gentlemen.

ADMISSION—DANCERS 50c — SPECTATORS 25c

THE 96-223 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 March 4, 1915, condensed from report to the Comptroller of the Currency.

RESOURCES.

Loans and discounts.....	\$ 92,969.91
U. S. and other Bonds and Warrants.....	28,190.47
Banking house, real estate, furniture and fixtures.....	18,693.60
Cash and due from banks.....	36,888.78
	\$176,742.76

LIABILITIES.

Capital Stock.....	\$ 25,000.00
Surplus and Profits.....	3,826.85
Circulation.....	5,800.00
Deposits.....	142,115.91
	\$176,742.76

The Best Groceries

For Less Money

The Fifth Street Grocery

Thos. Sikes, Prop. Phone 22

Pay Your Taxes Here

We are a depository for County funds and are authorized to receive money in payment of taxes. One half may be paid on or before April 1st. Bring in your tax statements if you have them, and if not ask us, and we will get them for you. No extra charge.

Commercial State Bank

Capital \$30,000.00

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

Blue Printing and Maps

Phone 955, Eugene.

W. A. REYNOLDS

Work Called for and Delivered.