

THE LANE COUNTY NEWS

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And Remember to Get a Stop-Over for Springfield.

SPRINGFIELD, OREGON, MONDAY, MONDAY, MAY 3, 1915.

Someone who has thought it out carefully reaches this conclusion: "If you buy out of town and we buy out of town and ALL OUR NEIGHBORS buy out of town, what in thunder will become of our town? Ever think about it?"—Alhambra, Calif., Advocate.

A TEST OF NEWSPAPER ADVERTISING

It is announced from New York sources that the Belgian relief fund in that field has passed the million dollar mark. It is the fact that this achievement in philanthropy is due first and foremost to newspaper advertising.

Most of that money has been directly contributed to collection centers designated by the newspapers and the method of contribution and the amounts contributed in specific instances indicate that the giving was in response to newspaper urging. For example, it is of record that the lowest contribution, one cent, was made by a Chinese laundryman, who said that he saw in the newspapers that that amount would be received.

Here is another instance covering larger contributions, yet evidently those made by people in moderate circumstances. By a certain committee there was simultaneous insertion of an advertisement with coupon attachment in three of the big New York dailies. In less than a week more than \$25,000 was collected, all of which was traceable to those coupon advertisements.

It was not only by the direct appeal in paid advertisements that the newspapers helped in this splendid work; nor was it the New York nor yet the Eastern papers alone that helped swell the financial result for the relief of the suffering Belgians. The case of Belgium was exploited as a stupendous human interest story the country over; and relief was vastly the more generously afforded on that account. The American newspaper never did better work in the cause of humanity; it never better demonstrated the value of the publicity which it gives.—Telegram.

BUILDING FOR A DAY.

Probably the most hopeful thing architecturally about American cities, says the Saturday evening Post, is that nobody expects them to last long. We read without surprise, for example, that a Chicago structure is so antiquated it no longer pays expenses and interest. It was erected nearly twenty-five years ago and naturally is out of date. It is considerably higher than any business structure we recall in London, or Paris, or Berlin. Probably an American builder would consider its modern improvements in advance of anything to be found in those cities; but to pay in an American city it should be twice as high.

All our skyscrapers are monuments to the landlord, piling ever higher and higher rental values to a given plot of ground. Their natural concomitants are vast and serried flat buildings, packed subways, and straphangers in the surface and elevated cars. A powerful tendency to pile up in one spot is visible in most American towns. The idea is to get all the business, if possible, on a given forty acres. Living business naturally means living people and tremendous demands for transportation in the hours when they shuttle between business hive and dwelling hive.

Perhaps this is more economical than the slow old European style of sprawling at large and mixing business and residence all up together; but its effects are less agreeable to the eye. That we have not, on the whole, made up our minds as to how a city should be built is indicated by the facility with which we tear down and build over. It we should presently decide to build New York, say, horizontally instead of perpendicularly, there is nothing in our architectural habits to prevent us from pulling the thing down in a few weeks and doing it over again.

Right now is the time to do some effective work on the dirt roads. Rains of last week moistened the ground a little, and now a treatment with a drag will level up the road and put it in shape for good travel during the summer. Constant repair is the one big secret of good roads. A railroad that failed to keep section men going over its line constantly would soon deteriorate and fall to pieces. If a shabby railroad is bad, so is a wagon road that is hard to travel over.

Tragedy came closer to Springfield Sunday and laid a heavy hand upon a near neighbor. Grief in degree is no less than that of the other accident of a week ago at Creswell.

A road scraper, presumably the property of the town of Springfield, has been standing on a vacant lot at Seventh and Main street for several weeks.

We reiterate: Those thistles that are growing up in the vacant lots ought to be cut NOW.

DECISION OF BOARD

(Continued from Page 1.)

ment. He is known to have been deeply offended by the recent attack made on him as an arbitrator by officers of the brotherhoods who pointed out that he was a trustee of the estate of the late Adolphus Busch, and that railroad securities form a part of the assets of the estate.

The brotherhoods were represented on the board by F. A. Burgess of Louisville, Ky., Assistant Grand Chief Engineer of the Brotherhood of Locomotive Engineers, and Timothy Shea of Peoria, Ill., vice president of the Brotherhood of Locomotive Firemen and Enginemen. The railroad members were W. L. Park, Chicago, vice president of the Illinois Central and H. E. Byram, Chicago, vice president of the Chicago, Burlington and Quincy. As explained by Mr. Burgess the essential concessions to the men were:

1. Standardization of rates of pay on the weight of locomotives on drive wheels.

2. Overtime pay to passenger firemen and engineers ranging from 44 to 75 cents an hour respectively.

3. Enginemen of steam power may transfer to electric power when installed without loss of seniority rights after May 1, 1915. The board was unable, because of the newness of electric railroad service, to fix rates to pay in detail, but named \$4.30 a day as the minimum for motormen in passenger service and \$2.50 for their helpers; \$4.75 for motormen in freight service and \$2.75 for helpers.

4. Enginemen of milk trains, circus trains and other irregular service, such as pusher and helper, receive the rate accorded on through freights, an increase amounting to an increase of from 10 to 15 per cent.

5. The men will be paid for delay while in their cabs at initial and final terminals, and for time in excess of 30 minutes spent in preparing their engines for service.

6. Switch enginemen will receive an advance in daily pay of 25 cents on small engines and 15 on large ones.

7. Men held a day from home terminals shall, after 22 hours idleness, receive a minimum day's pay for ten hours, based on last service, out of each succeeding 24 hours until he gets a run.

8. Through freight wage rates were advanced five to 20 cents, increasing with weight of engines and 25 cents on some of the extremely heavy engines.

9. Way freight enginemen will receive 30 cents a day more than through freight men.

10. Surprise tests will be conducted in such a way as not to endanger life, limb or nerves.

11. Firemen will be assisted where assistance is available in keeping coal forward, and the coal shall be broken into proper sizes at chutes.

12. Where firemen on big engines deem an assistant necessary the matter may, if necessary, be adjusted through arbitration.

13. Firemen will not be required to clean engines, nor will engineers be required to fill grease cups, set up wedges or perform other minor duties about an engine where others are available to do the work.

14. The weight on drive wheels of each engine shall be posted where the enginemen can have convenient access to the information.

Among the requests which were not granted were the automatic release, time and a half for overtime in freight and switching service, and the five hour day in passenger service.

Salem, April 26.—Supreme Court knocks out freak law of 1913, placing all commission merchants under railroad commission.

NEW THROUGH TRAIN TO BE PUT ON BY S. P. CO.

Will Leave Portland 8:30 a. m. Eugene 12:30 p. m.

A new through train between Portland and San Francisco has been announced by the Southern Pacific company.

The train will leave Portland each day, beginning on May 16, at 8:30 a. m., arriving in Eugene about 12:30 p. m. and arriving at San Francisco at 5:30 p. m. the next day, thus making the trip in 33 hours. This time is three hours faster than No. 15, which passes through Eugene at 6:10 a. m., and three hours slower than the Shasta limited.

Coming north the new train will leave San Francisco at 11 p. m. and arrive at Portland at 8 a. m. on the second morning. It will pass through Eugene about 4 a. m.

This train is put on to meet the demands of the increased traffic to and from the Panama-Pacific exposition. It will be an all-daylight train through western Oregon, going south.

Upon this date there will be a number of minor changes in the schedule of other trains on the main line. No. 17, the afternoon local, arriving in Eugene at the present time at 2:23 p. m., will probably leave Portland at 8:50 a. m., and arrive in Eugene about 3 p. m., and there may be a few other changes.

Powers will build \$18,000 school house.

Owing to new seaman's act passed by Congress, requiring union crews, Pacific Mail steamship line from Frisco to Orient is forced to quit.

O. W. R. & N. Co. spends \$10,000 on Alsworth dock.

It really begins to look as if economy is on the way, and that perhaps some credit should be given the legislature for a turn in the road.—McMinnville Telephone Register.

The cafeteria-grocery is growing in popularity.

Classified Ads

For Sale, Rent, Wanted, Etc.

WANTED—Boarders and roomers at the Elite Hotel.

R. O. A. hall for rent. Well ventilated and lighted, clean and warm. Kitchen and dining room attached. Rates reasonable. Apply to Fred Watke, Gilbert Davis or W. A. Hall.

5-ROOM HOUSE and lot for sale or rent. Modern conveniences. Easy terms. Call at News office

9-ROOM rooming house for rent—furniture for sale. Fifth and A. Phone 122-M. 21

FOUND—Fountain pen on Main St. Owner may have same by calling at the Feed store and paying for this notice. 26

SINGLE MAN (Scandinavian) with agricultural education and able to do land-clearing, ditching, plowing, tree-planting and milking, wishes appointment. Can take small contract. Send reflection marked Box 73, Matsqui, B. C. Canada. 24-25

WANTED—A reliable and active man or woman in Springfield to organize neighborhood magazine clubs. Members receive their favorite magazines at 1-3 less than the regular price and pay monthly. New plan. Work of organizing pleasant and highly profitable and can be done in spare time. Regular monthly income. In replying give qualifications and reference. Magazine Company, Box 155, Times Square Station, New York City.

LOCAL DRUGGIST SAYS TAKE ONLY ONE DOSE

We want to tell those in Springfield suffering from stomach or bowel trouble that we are agents for the simple mixture of buckthorn bark, glycerine, etc., known as Adler-Ika, the remedy which became famous by curing appendicitis. This is the most thorough bowel cleanser known and JUST ONE DOSE relieves your stomach, gas on the stomach and constipation almost IMMEDIATELY. You will be surprised at the QUICK action of Adler-Ika. M. M. Peery, druggist.

96-223
The First National Bank
of Springfield, Oregon

Bound to Grow

Most large business enterprises of today were begun in a small way.

Proper banking facilities will help your business to grow and prosper.

This Bank gives the same careful attention to the small accounts that it furnished the larger ones—we know they will grow.

We will appreciate your account whether small or large.

ESTABLISHED 1907
SAFETY-CONVENIENCE-SERVICE

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 \$300,000.00

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.

This Will Whet Your Appetite

This store is filled with the choicest groceries money can buy—with groceries entirely free from all adulterations—with groceries of the most absolute and unquestioned purity—with groceries that build up the system and instill that remarkable energy which insures success in life.

NICE & MILLER

Opposite Commercial State Bank Phone 9

DR. P. H. EAGAN O. R. Gullion, M. D.

Veterinary, Surgeon and Dentist
Office: Warnock's Feed Barn
Phones: Office 904
Residence 1122-J. 1

Practice Limited to
Eye, Ear, Nose and Throat.
Graduate Nurse Attending
306, White Temple, Eugene.

EUGENE OREGON

We print butter wrappers.

We print butter wrappers.