

# 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, MAY 31, 1915.

## MEMORIAL DAY.

Memorial Day, 1915, looks both backward and forward.

Back, half a century, a divided nation was in the travail of reunion. Arms had just been laid down, and the bitterness of four years of strife was still hot. Time alone could cure the sore left by the sacrifice of a million able-bodied men.

Time, however, has worked its charm, and the bitterness and the woe of wartime has been forgotten and in its place has grown a pride in a united nation. Both those of the Blue and those of the Gray, look back with reverence to the years of sacrifice and toil, and think of the cruel pain only as a mean to the wider liberty that has come to the people of this wide country.

Looking forward, the future has much of doubt. Grim possibilities are present that Memorial day may in years to come take on new significance, and may unhappily commemorate the lives and deeds of men of later years.

The wish, however, is not in the thought. War at best is horrible business. It brings want and suffering and woe in a measure incommensurable. It is the last extremity, to be thought of only as the final means of maintaining that dignity and respect to which this nation is entitled. We do not—we will not—play the bully and fight for the love of fighting. We can not—we must not—play the craven and yield unresistingly the rights which are ours inherently.

The observance of Memorial Day for nearly half a century has softened the heart of the American people, and has made for a union of purpose never before attained. Its observance has also made firm the heart of the American people to stand steadfastly together for the protection of one and all, and for the maintenance of American principles of liberty. Differ as we may from the officials in power over questions of internal administration, yet we stand unitedly behind the administration in the effort to secure, peaceably if possible, the rights to which American citizens are entitled.

## STATE CASUALTY LISTS.

One of Oregon's many industrial and labor commissions supplies the press each week with a list of casualties.

Another commission then takes up these cases and makes claims against the state treasury for compensation and pensions. Here are some of them as reported for the past week:

Eight persons had a single finger or thumb bruised or cut.

Four persons had a single toe cut or bruised.

About twenty were bruised in some way about one of their limbs.

One man had two fingers scorched by an electric wire.

The legislature tried in vain to consolidate the numerous boards and commissions that are exploiting industries and the taxpayer in the name of labor.

Oregon has so many of these laws and officials that industries are handicapped and labor is unemployed.

The state needs less boards and officials and commissions, and more industries and lower taxes.

The Portland Telegram is paying a good deal of attention these days to the subject of wood block pavement, now that Multnomah county is expecting to spend a million or more on the improvement of its main county roads. A recent issue of the Telegram says:

Holding, that with all other things equal we should in public activities give preference to home industry, and that we should encourage it in those respects in which it is not developed, we submit that wood block paving should be considered on whatever meritorious showing it has made and is making.

In the Engineering News of May 6, there appears a half page article on the use of wood block as paving material, as a matter of practical experience in Minneapolis and St. Paul. The article says that these two cities have had many years of successful experience with wood block pavement, and at the present time this is the most popular type of pavement in those cities. The pavement has been laid by municipal day labor, so that the cost has been reduced to compare favorably with sheet asphalt pavement laid by contractors.

Supplementing this, we quote from a report on creosoted wood block pavement in the central business district of Chicago, prepared by consulting Engineer Charles K. Mohler for the Loop Protective and Improvement association. Mr. Mohler summarizes the defects of the district surveyed as follows: "Rough and uneven surface; noise from traffic; dirt and dust; difficulty and expense of cleaning, and slippery surface of blocks." Conversely he describes the ideal pavement as one "that will give sure footing; of smooth and uniform surface; durable and of uniform wearing quality; easily cleaned of refuse and litter; easy of repair and of reasonable cost." To all of which we have this added comment:

"At the present time there is no kind of pavement that will fill all these requirements to the fullest degree. Creosoted wood block comes nearer to the ideal than any other pavement so far devised," and then the further statement that "a perfectly constructed and smooth even wearing surface of creosoted wood blocks may wear almost indefinitely."

All this testimony for the wood block based on experience and upon expert, practical and unbiased opinion. It is to be con-

# KNOW THY COUNTRY

## II—Railroads

In discussing the commercial achievements of this great age, we shall approach the subject as the historian chronicling events. This series will endeavor to record in writing the supremacy of American men and industries in the world's affairs and perpetuate an appreciation of our marvelous industrial achievements by presenting simple facts, figures and comparisons that are overpowering in their convictions.

America holds her proud place among the nations of the earth today on account of her supremacy in transportation facilities. The mighty minds of the age are engaged in the problems of transportation, and the greatest men in the history of the world's commerce are at the head of the transportation systems of the United States.

In the discussion of transportation, let us consider separately our Railways, Telegraph and Telephones, Express, Public Highways, Steamships, Street Railways, Interurban and other forms of transportation, and this article will deal with railways.

The United States has the largest mileage, the best service, the cheapest rates, pays labor the highest wages, and we have the most efficiently managed of the railways of the world. They stand as a monument to the native genius of our marvelous builders, and most of the railroads in foreign countries have been built under American orders.

The railroads represent a larger investment of capital than any other branch of human activity. The mileage in the United States exceeds

the accepted distance from the earth to the moon. We had in 1911, the last year in which figures for all countries are available, on the earth's surface, 639,981 miles of railway divided as follows: United States 241,199, Europe 307,432 and other countries 191,350. The United States has 38 per cent of the world's mileage, seven per cent of the estimated population and about five per cent of the area. The total capital invested in the railways of the world is \$50,000,000,000, divided as follows: United States \$13,000,000,000, Europe \$25,650,000,000 and other countries \$11,350,000,000. Reduced to a mileage basis the capitalization is as follows: The world \$78,000, United States \$54,000, Europe \$124,000, and other countries \$59,000.

A comparison of rates is equally as interesting and the United States takes the lead in economy and service. The average rate per ton per hundred mile haul is as follows: United States 76c, Great Britain 22.53, France \$1.44, Germany \$1.44, Russia 92c, Austria-Hungary 1.30, Italy \$2.30 and Switzerland \$2.82.

The average yearly pay of all railroad employes in the principal countries is as follows: United States \$757, Germany \$392, Italy \$345, Austria \$322, Great Britain \$279, France \$260 and Russia \$204.

About 30 per cent, or 138,000 miles, of the railways of the world are government owned. About half the railway mileage of Europe is government owned.

A comparison of the economy, in time and money and the convenience in travel, will be made in a later article.

sidered with much else of the same character hitherto presented. We have the material and the enterprise to make and use wood blocks in this section of the country. And as they are good elsewhere they ought to be good here. As a matter of community interest it is up to us to consider the wood block and encourage home industry.

There's a prosperity item from Pittsburgh which states that the locomotive works which have been idle for two years are about to start up on their share of orders that are to be distributed among the different parts of the American Locomotive company. A thousand employes will have work at the plant. So the story goes day by day, of reviving business in the east, and now the railroads of the northwest are beginning to find their lost nerve again and purpose to carry out their suspended program of improvement and extension.—Salem Capital Journal.

## Exercises from Miss Staniger's Class

### The Trout

The trout are a pretty kind of fish and are allowed to be caught not below six inches long.

The trout is not a slow fish, indeed they are as quick as a flash. They are hard to be seen under water because they and the water are so much the same color. There are different kinds of trout, too, there are the Cut Throat and the Silver Trout.

The trout is caught in the river or a brook in a pool or on a riffle. They are caught on a fly hook or a spinner. The Indians used to spear them but that is against the law now.

There is no commercial value for trout because it is against the law to sell them and besides people want them for their own use.

RALPH LOVE

### Grade 5

### Salmon

The salmon is more plentiful than any other fish. Its flesh is red and sometimes pink. The salmon is a very large fish weighing as much as seventy-five pounds or even more.

They are caught in the Salslaw and Umpqua but most extensively in the Columbia river. There are four ways of catching them by traps, gill nets, seines and fish wheels. The seines, however, are used more than anything else. They are very long and wide nets which are stretched far out into the channel. Horses are used to draw them in.

These fish after being caught are sent to the canneries where they are sorted according to size, cleaned, and put into cans then cooked. From the canneries it is sent all over the world to constitute one of the foods for man.

PHYLLIS KESTER

### Grade 5

Wheeler—The Bailey sawmill plant begins operations this week, cutting 50,000 feet a day.

Beaverton—L. L. Gilbert will erect a two story brick store building 40x100 feet.

Fossil—L. A. Johnson will erect a stone or brick store building.

The O. W. R. & N. announces that construction work, entailing the expenditure of \$1,000,000 will be undertaken immediately. It will include new terminal facilities at Walla Walla,

new division headquarters at The Dalles, completion Coyote-Echo cut-off in eastern Oregon and the establishment of another terminal at Pilot Rock junction near Pendleton.

Salem school board refuses demand of central labor council that only union labor be employed in erecting new school buildings.

Portland—East Alder, Water, Clay and other streets to be paved.

The Washington-Oregon Corporation, formerly managed by A. Welch, Portland, has been reorganized on a plan to become operative July 1, 1915, under a new management with headquarters at Vancouver, Wash. Earnings for seven months ending March 31, were \$168,537 gross, \$61,990 net. The Company operates at Vancouver, Sifton, Centralia and Chehalis. The new company handling the properties is understood to have considerable financial strength.

## FATHER WRITES SLOGAN SON DONATES POSTER

1915 Rose Festival Receives Work of Art from Famous Oregon Boy.



Portland's 1915 Rose Festival has a unique poster—the most artistic ever used and it is the work of an Oregon boy, Fred G. Cooper, now one of the world's foremost artists. His father, J. C. Cooper, of McMinnville, Oregon, wrote the winning slogan, "The Whole World Knows the Portland Rose." At his father's personal request young Cooper donated the poster to incorporate the slogan. Portland has cooperated with Seattle, Tacoma, Walla Walla and Spokane in securing conventions that will bring more than 250,000 visitors to Washington and Oregon.

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