

THE LANE COUNTY NEWS

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And Remember to Get a Stop-Over for Springfield.

SPRINGFIELD, OREGON MONDAY SEPTEMBER 13, 1915.

CAUSES OF BUSINESS DEPRESSION.

The lumber industry like all others suffers in Oregon and Washington from the same cause as other industries—too much state regulation and thereby making operations uncertain.

Continual changes of laws affecting employment and investment to gether with national and international conditions puts business ventures under a handicap that has a paralyzing effect.

Any investment of an industrial nature, from a sawmill to a new railroad, takes a long chance on development of business, and business men fear to move forward and capital hesitates.

They find obstacles in the way of employment of labor, and new obstacles threatening and are reluctant to branch out, while the activities of the State and yellow journals are all negative.

Capital is piling up in the banks, and while some lines of industry have been stimulated by the war, declaration of peace would remove that and then new experiments in political surgery begin.

The constant activities of the State Labor Commissioners in Oregon and Washington are to hamper industries instead of helping them onto their feet in times when they need encouragement.

Public improvements, the railroads and public utilities are great factors in making demand for lumber and timber products, but they are universally attacked by the state activities.

The Labor Commissioners have been busy arresting contractors for violations of the eight-hour law, when that law was voted down by the people in both states.

The result is suspension of public work and this in turn affects other industries and keeps down the payrolls.

The people can no longer be trusted to buy wood of each other without the services of a state sealer of weights and measures.

The railroad companies, steamship companies and nearly all the organizations that employ men are teaching morals these days. And it is the kind of instruction that is most effective. It is not because men of money have any special love for their fellow men, or feel philanthropic thrills and a desire to benefit humanity. It is business. It is because a better class of employes is wanted. The big railroad companies have placed a ban on habitual cigarette smokers. There are no places for them. Those in the employ of the company who make a practice of smoking cigarettes will not be retained. "Because," said a railroad official, "the habitual cigarette smoker is almost sure to be more or less color blind." One good thing that can be said of the present system of trade competition is that it has raised the standard of men, and the time is coming when only the clean-limbed, bright-eyed, well-developed and well-equipped man can secure or hold a position of trust. It is possible for all men to be good. It is probable that more men will be good when the lash of necessity stings them, for such is the way of the world.—Hamilton, (Mont.) Republican.

THE GOVERNOR'S WARNING

(Grants Pass Daily Courier.)

Governor Withycombe issues a warning to the delegates who are to attend the Oregon and California land grant conference to be held at Salem radicalism as the Pinchotism that tied up fifty per cent of the acreage of Josephine county, in common with scores of other western counties, in reserves must be steered clear of. The convention will undoubtedly favor the putting of the lands into the hands of the people and upon the tax roll at the earliest possible moment. For 50 years they have been held as a reserve by the railroad company, and should they now be put into a government reserve the situation will be much aggravated. They have yielded something in taxes in the past, but in Uncle Sam's reserve they will become an expense for administration. The best interests of those communities in which the lands are situated must be the keynote of the convention. Unfortunately, all the meeting can accomplish will be to indicate to congress the desire of the district affected most.

TAXES AND WHO PAY THEM

There is always more or less discussion regarding taxes and what class of property pays the greater per cent of them.



THE "GREATER OREGON"

With new buildings, better equipment, enlarged grounds, and many additions to its faculty, the University of Oregon will begin its fortieth year, Tuesday, September 14, 1915. Special training in Commerce, Journalism, Architecture, Law, Medicine, Teaching, Library Work, Music, Physical Training and Fine Arts. Large and strong departments of Liberal Education. Library of more than 55,000 volumes, thirteen buildings fully equipped, two splendid gymnasiums. Tuition Free. Dormitories for men and for women. Expenses Lowest. Write for free catalogs, addressing Registrar.

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OUR PUBLIC FORUM

R. P. Schwerin
On the Seamen's Bill



The American plowmen are interested in sea commerce. It is expensive and likewise humiliating to have to salute a foreign flag every time a farmer wants to ship a bushel of wheat, a bale of cotton or a pound of farm products across the ocean. The American farmer is entitled to the protection of his flag in sending his products across the sea, and Congress should give such encouragement to shipping interests as is necessary to meet foreign competition in ocean commerce. A recent bill known as the Seaman's Bill became a law under the President's signature and Mr. R. P. Schwerin, vice-president of the Pacific Mail Steamship Company, when asked to define this law and outline its effect upon American steamship lines, said in part:

"The bill provides that no ship of any nationality shall be permitted to depart from any port of the United States unless she has on board a crew not less than seventy-five per centum of which, in each department thereof, is able to understand any order given by the officers of such vessel, nor unless forty per centum in the first year, forty-five per centum in the second year, fifty per centum in the third year, fifty-five per centum in the fourth year after the passage of this Act, and, thereafter sixty-five per centum of her deck crew, exclusive of licensed officers and apprentices, are of a rating not less than able seamen."

"The overseas trade of the world is competitive, therefore the original cost of the ship and the operation of the ship have to be reckoned with in the keen competition of these rival nations with one another. The Oriental sailor is obedient and competent and is the cheapest sailor in the world. It is therefore manifestly clear that if this law applied to all nationalities in the transpacific traffic, all would be on the same economic basis, but it works a single hardship to all the ships of the world, except the Japanese and American ships, and with the latter it works two hardships. With the European, the cost of constructing a ship is no higher than the cost of constructing a Japanese ship, but if they had to provide European crews, while the Japanese operated with Japanese crews, the condition of competition would be such that they could not overcome the handicap and they would be driven off. But the American ship would have to contend not only with the tremendous increase of cost of wage in the substitution of the European crew for the Chinese crew, but also the greater initial cost of the ship. As the Japanese have now done away with their European officers and Japanese crews, all of whom speak a common language, there is no difficulty for them to comply with all the conditions of the bill and continue their Japanese crews, with Oriental wages."

"The law, therefore, instead of assisting the American ship, adds another heavy burden, while it places none whatever upon the Japanese ship, but, on the contrary, turns over to the Japanese the traffic of the Pacific Ocean, which the American ship is forced to forego by act of Congress of the United States."

As a means of determining who is the greater tax payer the Oregon Voter has worked out the problem on the basis of the 1914 collections and gives the following as the percentage paid by each of the following sub-divisions of property within the State of Oregon:

	Per Cent
Agriculture, including farm lands, improvements, livestock, etc.	26
City of Portland, town lots, improvements, merchandise, accounts, etc.	25
Cities and towns other than Portland	16 1/2
Railroads and Public Utility Corporations	13 1/2
Timber, including lands, sawmills, logging railroads	19

Total 100

Stated another way, agriculture pays on one-fourth the taxable property, lumber on about one-fifth, city and town property on about two-fifths and railroads, banks and public utility companies on the rest.

A COUNTRY GIRL'S CREED

I am glad that I live in the country. I love its beauty and its spirit. I rejoice in the things I can do as a country girl for my home and my neighbors.

I believe I can share in the beauty around me; in the fragrance of the orchards in spring in the weight of the ripe wheat at harvest; in the morning song of birds and in the glow of sunset on the far horizon. I want to express this beauty in my own life as naturally and happily as the wild rose blooms by the roadside.

I believe I can have a part in the courageous spirit of the country. This spirit has entered into the brook in our pasture. The stones placed in its way call forth its strength and add to its strength of song. It dwells in the tender plants as they burst the seed cases that imprison them and push through the dark earth to the light. It sounds in the nestling notes of the meadow lark. With this courageous spirit, I, too, can face the hard things of life with gladness.

I believe there is much I can do in my country home. Through studying the best way to do my everyday work I can find joy in common tasks done well. Through loving comradeship I can help bring into my home the happiness and peace that are always so near us in God's out-of-door world. Through such a home I can help make real to all who pass that way their highest ideal of country life.

I believe my love and loyalty for my country home should reach out in service to that larger home that we call our neighborhood. I would join with the people who live there in true friendliness. I would wholeheartedly give my best to further all that is being done for a better community. I would have all that I think and say and do, help to unite country people near and far in the great Kingdom of Love-for Neighbors which the Master came to establish—the Master who knew and cared for country ways and country folks.—Jessie Field.

FITTING WORK AND WEATHER

By C. E. DAVIS

Even with years of experience many of us never learn to fit our work to the weather, and in consequence work ten times harder than necessary. When the ground is wet and sloppy and posts could be driven deeply and would stand solidly, we loaf, so to town, or do odd jobs; when the ground is so hard that it cracks open we build the fence, and as the posts can

be driven only a sort distance in the ground they are shaky ever afterward. It is like my stone path. Every year when the spring rains come and I wade ankle deep in mud I grumble, "I'll bet you if I live until dry weather I'll make that stone and slate road here." Then the dry weather comes, work rushes, and it is, "Oh, well, I don't need it now."

On a cold, stormy day in winter or fall the farmer will do grubbing, chopping, or other heavy work, contract a severe illness, and lose two weeks of fine weather by it, when he should have done odd jobs and indoor chores on that day. He will let all the fine fall weather slip past while he dawdles over his work or goes hunting while the roads are solid as iron, and then has to haul the winter's coal and mill feed in the teeth of an early blizzard. In summer he will haul loads of truck to market, sell at good prices, and spend money lavishly, and in fall and winter depend on dairy and henyard for the weekly family groceries instead of adding to the winter's store each week.

Look at the weather. View the crops and waiting jobs. If it is raining there are stable and repairing jobs to do. If the ground is too wet and no posts to drive, and too wet to plow or haul manure, try chopping the winter's supply of stove wood.

In the fine fall weather haul all the coal you will need, and buy sufficient sugar, coffee, and canned fruit that you do not put up yourself, winter clothing, and all such, with flour and other mill feeds to last through the winter months. You will save loss, hard labor, and discomfort to self and stock.—Farm and Fireside.

NOTHING FREE

Mr. Citybred—Do your cows give you milk?
Mr. Tallgrass—No one ever gives me nothin'. I have to swap 'em fodder for it.

Donald Young and L. L. L. Ray announce the formation of the law firm of Young & Ray, with offices over the Loan & Savings Bank, Eugene, Oregon.

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