

# THE LANE COUNTY NEWS

W. A. DILL

Editor and Manager

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And Remember to Get a Stop-Over for Springfield.

SPRINGFIELD, OREGON, MONDAY, OCTOBER 25, 1915

## THE HARMONY PLEA—AND ACTIONS

A number of Portland business men have been touring the Willamette valley the past few days, asking support for the Land Products show in Portland, and urging greater co-operation between the metropolis and the country back of it. Their move is a very proper one, because Oregon as a state cannot prosper unless Portland, and the Willamette valley and southern Oregon and eastern Oregon all prosper.

Actions, however, are said to speak much louder than words. Just at this time some of the lumber mills of Portland, with the support of one of the newspapers—the Telegram, are making a great noise about the new freight rates on lumber from Willamette valley points to northern California points, and they are trying to get the Portland Chamber of Commerce to champion the fight against the rates.

Let us examine the situation. Portland is a large lumber manufacturing center, and has the means of shipping its product eastward, and southward by rail, and both to California and foreign ports by water. The foreign trade offers a very great outlet for its product, and is a field the inland mills cannot hope to reach. On shipments eastward, as far as the Montana lines, Pocatello, Idaho, to be exact, Portland mills enjoy a lower rate than do the Willamette valley mills. This differential, which varies from 2 1-2 cents to ten, gives over eastern Oregon to the Portland mills and shuts out the Willamette valley mills.

Now to the southward of Portland there are a number of lumber mills that must depend entirely upon the railroad as a means of getting their product to market. The differential on east bound traffic cuts them off from the eastern Oregon and the Idaho fields. Nearer, however, and without other large supply is the California field, which geographically is the logical, near-by field for the valley mills. These mills, being nearer, are entitled to a lower rate, just as the Portland mills, being nearer the Idaho market are entitled to lower rates into that country than are the valley mills.

The Portland mills are selfish, and want the whole show. They want the Idaho differential increased, and now they are demanding that they be given the same rates into California that the valley mills have.

They need not be censured for asking for all they can get, but they are censurable for their misrepresentations. They attempt to create prejudice by quoting the northern limits of the valley rates—practically at the limits of Portland. As a matter of fact, there are no shipping mills within miles of Portland, nor are there likely to be, for the timber in that immediate territory is cut. When the Telegram howls about a rate of four cents from Portland to Oregon City, and 17 1-2 from Oregon City to California, it states a freight tariff fact, but not a lumber-shipping fact, for the nearest large mill on the Southern Pacific is at Salem, 53 miles from Portland, and under the rules of the Interstate Commerce commission the shorter haul should be for the less rate. The same article in the Telegram gives differentials of 4, 7 1-2 and 11 cents, and does not explain the discrepancies. A hypothetical mill is put up at Ashland and its product is hauled, by newspaper, into Idaho at the same rate as the product from a real Portland mill, forgetting that the Portland product can be given a rate into southern California, equal to that from a mill at Ashland, if there is one. To read the complaint, one would think the Portland mills would have to stop if they could not get a big slice of the northern California trade away from the Valley mills.

And then we turn the page and find that Portland mills have orders for shipment this month of ten million feet of lumber to foreign ports.

## LABOR'S SHARE OF RAILWAY EARNINGS.

(From the Spokane Spokesman-Review)

Computations by the United States bureau of railway economics just published from Washington, do not bear out the contention that capital is taking an undue share of the earnings of American industry.

As shown by the appended table, 1,695,483 railway employees received in wages in 1914 a little more than 45 per cent of the gross earnings of the railroads of the United States.

These figures, however, do not tell the whole story. They cover only the sums paid out directly by the railroads for the labor of their own employees.

A large part of the remaining 55 per cent of gross earnings went indirectly, but none the less tangibly, to labor.

For example, railroads must make great outlays for coal. Labor took its share of that. Millions of new ties must be laid every year. Woodsmen took something from the 55 per cent. Old locomotives and cars must be constantly replaced with new. Work and wages there for the employees of the car manufacturers and the locomotive works. Steel rails must be laid in place of old; work and wages for men in iron mills.

The railroads require countless tons of printed forms, stationery tickets, etc.; work and wages for the printers; and they must advertise, and that distributes another portion of the 55 per cent.

Vast payments are made in taxes, and these are distributed to the employees of the states, counties and cities.

Portions of the remaining 55 per cent should be traced to probably 100 different ramifications; and what is left after all that sifting goes to capital—to payment of interest on the bonded debt and dividend on the stock, if payment is left after the bonds have been satisfied.

But good times or bad times, labor must and should be paid, and the government records show that it is better paid than was the case 10 years ago.

In 1905 the average per man was \$607. In 1914 it was \$810, and increase of \$203, or 33.4 per cent.

Every generous minded person would be pleased if the railway workers could be still better paid. But it must be apparent to the reflecting mind that any considerable increase under existing conditions would lead inevitably to one of two ends—most of the railroads would go into bankruptcy, or freight rates and fares would have to be advanced.

## Jitney Ordinance Arguments

### ARGUMENT IN FAVOR OF SAID ORDINANCE

SUBMITTED BY J. H. BOWER

The Ordinance provides for the Regulation, Licensing and Taxing of Public Carriers of Passengers, making regular trips at stated times, which are not under the control of the Railroad Commission of Oregon.

Section 1 provides that all such carriers shall furnish to the City Recorder a schedule showing—

1. Time of arrival and departure of their conveyances.
2. Location of the terminals of their line.
3. Rate of fare to the various stations.
4. Name of owner of the business.
5. The location of the principal office.
6. The name of some person in Lane County, authorized to receive notices for the said carrier.

As all transportation companies under the control of the State Railroad Commission are required to furnish such statement, and as the facts called for are of vital interest to the public, we fail to see how anyone intending to conduct a legitimate business could object to furnishing any of them.

As the business is now conducted, the owners of the conveyances are unknown to the public. Their names do not appear upon the vehicles or elsewhere, and the business may be sold and transferred from owner to owner at will without any public record so that in case of injury it would be impossible for the one injured to know who was the party liable to respond in damages.

The time of arrival and departure of the conveyance is wholly at the will of the owner, and he may and does change the same at pleasure, and any person relying upon the conveyance may be put to great inconvenience by a change of schedule of which no notice has been given.

The rate of fare now is wholly determined by the owner, and is subject to change according to his will.

At the time this ordinance was passed the rate was ten cents from Springfield to Eugene, but it has since been reduced to five cents, and he has the right to change it in any way he deems proper, without notice.

While this ordinance applies alike to all carriers, including the Blue River and McKenzie River stages, as well as to the Jitney, the latter will be the most affected by it, and is the only one raising any objections to it, so far as I have heard.

Whether the owner of the Jitney is a person, a partnership, or a corporation, and where such owner resides, or is incorporated or claims his residence and citizenship are all unknown to the general public who entrust their lives to his keeping when they ride in his busses, and in the event of an accident involving damages in excess of the value of the bus, it is extremely probable that no responsible owner could be found, or if found, he would be a non-resident of the state.

A just regard for the rights and welfare of the public demand that all the matters mentioned in Section One of the Ordinance be made a matter of Public Record.

Section 2 provides for the payment monthly in advance of five cents for each round trip scheduled to be run during the month.

This is an occupation tax, which under the terms of sections 23 and 49 of Section 50 of the Springfield Charter, the Common Council is authorized to impose.

Those sections are as follows:

"Section 50. The Common Council shall have power and authority within the corporate limits of the Town of Springfield—

"33. To control and regulate the manner in which Public Carriers operate and manage their conveyances, hackings, coaches, wagons, carts, drays and omnibuses, or other vehicles, and the shape and width of tire to be used upon the wheels of the same and to tax and license such carriers.

"49. To license, tax and regulate all such callings, trades, and employments as the public good may require to be licensed, taxed, or regulated and as not prohibited by law."

The street railway is under the control of the State Railroad Commission, which has power to regulate amount and manner of service and equipment, and the rates of fare, but the Jitney busses are not under the control of the State Board. The street railway is taxed, and a share of that tax is paid to the Town of Springfield, proportionate to the mileage of the railway within the town.

The street railway was compelled to build its own bridge and construct its own railroad, and is under obligation to keep its tracks and the portion of the street used by it in good repair at its own expense.

The Jitney is not under the control of anyone except its owner who.

## Notice

Our contract with the Fidelity Stamp Co. expires Oct. 29.—We do not know whether we will continue the Fidelity stamps. See about your premiums.  
COX & COX

## Trespass Notice.

All persons are hereby warned not to hunt or otherwise trespass on the Thomas Brattain estate.

PAUL BRATTAIN.

## NOTICE OF ROAD DISTRICT MEETING

TO WHOM IT MAY CONCERN: Notice is hereby given by the undersigned, members of Road District No. 5, constituting over ten per cent of the taxpayers of the said Road District, that a meeting of the resident taxpayers of said Road District will be held on the 29th day of November, A. D. 1915, at one o'clock P. M., at Lower Camp Creek school house, in said district, for the purpose of voting an additional tax for road purposes.

Stroud W. Long, W. R. Elliott, P. A. Wenger, J. C. Trotter, D. Stephens, G. F. Hirtley, J. A. Crabtree, J. K. Platts.

**Big Pay in Civil Service**  
The pay is good, the work congenial, and promotion rapid in the U. S. Civil Service. If you are an American man or woman over 18 you are eligible for any Government position. To learn how you can qualify in your spare time, write for our free Civil Service booklet.

I. C. S. Box 463, Eugene, Ore.

## Classified Ads

For Sale, Rent, Wanted, Etc.

**TAKEN UP**—Twelve head of cattle on hill ranch south of town. Owner should claim the same and pay pasturage within one week, or the animals will be put in the city pond.  
J. W. MACHEN.

**WANTED**—A second hand bicycle with clincher tires. Must be in good condition.  
D. S. Jordan, Phone 130W3.

**FOR TRADE**—Eugene residence property for Springfield Residence. Address News.75

**FOR SALE**—First class Jersey cow, giving a good flow milk. See E. M. Crawford, Springfield Junction.

**FOR SALE**—At a bargain close in residence lot. Browning Realty Co.

**FOR SALE**—Wagon and harness cheap. Call at News office.

**LOST**—Between Fifth and A streets and Booth-Kelly office a merchaum pipe, gold-

96-223

# The First National Bank of Springfield, Oregon

## We Have a Will Box

in our Vault at The First National Bank of Springfield, and you are welcome to deposit your will in this strong box for safe keeping without cost.

# The Best Groceries

For Less Money

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Thos. Sikes, Prop. Phone 22

## OUR GROCERIES

are famous for quality and we save you money on what you buy here. We sell Dependable Coffees and Teas and everything else is dependable which we sell.

## Nice & Miller

Op Commercial State Bank Phone 9

# FIRST NATIONAL BANK, EUGENE, OREGON.

Established 1883

Capital and Surplus - - - \$300,000.00

Interests on Savings Accounts and Time Certificates

mounted. Finder please return to News office or Booth-Kelly office. 73

**J. H. BOWER**  
Lawyer.  
Phone 1221  
831 Willamette St. Eugene, Oregon

NOTICE TO CREDITORS

Notice is hereby given that the undersigned has been appointed by the County Court of Lane County, Oregon, administratrix with the will annexed of the estate of James A. Ebbert, deceased. All persons having claims against said estate are hereby notified to present the same duly verified and with the proper vouchers to the administratrix at the First National Bank of Springfield, Oregon, within six months from the date of the first publication of this notice.

Date of the first publication of this notice September 27, 1915.

Administratrix with the will annexed of the estate of James A. Ebbert, deceased. M-025

**HERBERT E. WALKER**  
NOTARY PUBLIC

**W. F. WALKER**  
UNDERTAKER  
FUNERAL DIRECTOR  
Office Phone 62; Residence 67-J  
West Main St.

## Harness, Shoes, Gloves

Harness and Shoes  
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**DR. M. Y. SHAFFER, D.V.S.**  
VETERINARY SURGEON  
AND DENTIST  
Suite 2. Phone 888, EUGENE, ORE  
Residence over Dodge's Store

..... The .....  
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**DR. J. E. RICHMOND**  
PHONES—Office, 3; Residence, 116-J  
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Springfield, Oregon.