



**You
Cannot
Learn
Poultry-Raising
From a Book**

There is only one right way to learn how to raise poultry, and make it pay from the start, and that is to learn from experts who have been through it all.

This is exactly the kind of instruction the International Correspondence Schools offer you. This is NOT a book scheme, but a home Course of practical lessons, representing the lifelong experience of the most successful poultry raisers in the world.

The Course includes everything pertaining to successful poultry raising: How to select most profitable breeds; feeding; marketing eggs and poultry for profit; natural and artificial brooding; natural and artificial incubation; laying hens; combination plants; poultry appliances; enemies of poultry; diseases of poultry; poultry houses and management; turkeys; water fowls; squabs; etc., etc.

What makes the Course particularly valuable is the fact that the I. C. S. is associated with the largest poultry farm in the world—the celebrated Ranocas Farm, at Brown's Mills, in the Pines, N. J., famous for its fine Ranocas Leghorns and D. Y.-OLD-CHIX, and where 30,000 eggs are marketed every week.

The I. C. S. has spent thousands of dollars in preparing this Course—the only one of its kind—a Course that you can master and apply in your own home, whether you live in the city, suburbs, or country, and that equips you to handle a few hens or manage a large poultry farm. This Course will help you just as the many other I. C. S. Courses have helped thousands of men and women in other walks of life.

The attached coupon will bring you descriptive circular of this great Poultry-Raising Course. Fill it in and mail it today.

International Correspondence Schools
Box 463 Eugene, Oregon

Please send me free, and without further obligation on my part, circular describing the Poultry-Raising Course.

Name _____

St. or Av. _____

City _____ State _____

of song and sermon at 7:30 P. M.
A most cordial invitation extended to all.
Strangers always welcome.

Church of Christ
9:45 Sunday School
11:00 Junior Christian Endeavor
11:00 a. m.—Communion and morning sermon.
6:30 Christian Endeavor Rally.
7:30 P. M. Evening Services.
Wednesday 7:30 P. M. Prayer Meeting.
Thursday 7:30 Choir Rehearsal.
E. C. WIGMORE,
Pastor.

Free Methodist Church.
Sabbath School at 10 a. m.
Preaching services at 11 a. m.
Prayer and praise service at 7:30 p. m., preaching at 8 p. m.
Tuesday, 8 p. m. Young people's prayer meeting.
Midweek prayer meeting on Thursday at 8:00 p. m.
A cordial invitation is extended to all.

M. F. CHILDS
Pastor.

ROBERT BURNS Lodge, No. 78, A. M. E. Ancient and Accepted Scottish Rite Free Masons meets first and third Monday evening in W. O. W. hall. Visiting brothers welcome.

P. A. Johnson Secretary. L. K. Page, R. W. M.

Hood River is to have a co-operative spray manufacturing plant.

Lane County is to get two clover-seed cleaning plants.

NOTICE FOR PUBLICATION
Department of the Interior
U. S. Land Office at Roseburg, Oregon, October 28, 1915.

Notice is hereby given that Albert F. Tullock, of Vida, Oregon, who, on November 1, 1911, made Homestead Entry, Serial No. 67639, for the NE 1/4 of NE 1/4 of Section 24, Township 16S, Range 2E, Willamette Meridian, has filed notice of intention to make Final Three-year Proof, to establish claim to the land above described, before I. P. Hewitt, U. S. Commissioner, at his office, at Eugene, Oregon, on the 18th day of December, 1915.

Claimant names as witnesses: Carey W. Thompson, of Vida, Oregon; Ed. Lether, of Vida, Oregon; Ben Minney, of Vida, Oregon; Lambert Smith, of Vida, Oregon.

J. M. UPTON,
Register.

**B-K CO. OPENS
CHICAGO OFFICE**

The Booth-Kelly company has announced the enlarging of the Chicago office into a wholesale yard in which it will handle fir lumber almost exclusively. The announcement was made public by A. C. Dixon, manager of the company, who has just returned from a five weeks' business trip in the east.

"Chicago is the largest consuming lumber city in the United States," said Mr. Dixon. "Chicago alone consumes more lumber than the state of Oregon produces. In view of this fact our company discovered some time ago that but about five per cent of the lumber stock handled in Chicago is fir. We believe even though handicapped by a higher freight rate than the eastern dealers, we can compete successfully with them, as we have a much lower stumpage than they have."

"The large mills and plants around Chicago have specialized in yellow pine lumber. They carry only enough fir lumber as they think they have to supply small demands. When an order did come into the yards for any large quantity of fir it was not to be had without a long delay. It is this that we are trying to overcome."

"Already we have about 65 car loads of fir lumber in the former yards of the E. R. and R. J. Hutchins Lumber company in Chicago. We have assumed this plant, and plan before long to operate a yard with a stock of about 500 cars of lumber."

**CAR FAMINE DUE TO
RUSH OF BUSINESS**

Western Oregon's Unexpected Wave of Prosperity Gives Plethora of Orders

Portland, Ore., Nov. 3.—The Oregonian this morning says: Despite the best efforts of Southern Pacific officials to obtain equipment to handle the immense volume of traffic originating on their lines in Oregon, the car shortage at some points in the Willamette Valley continues and little immediate relief is in sight.

The shortage is due directly

to increasing business. A few other factors contribute to the situation, but it is apparent that if Western Oregon had not been hit a few months ago by a wave of unexpected prosperity the railroad would be amply able to handle its traffic.

Records just compiled by the Southern Pacific traffic department show that for the month of September the number of freight cars loaded at points on the Portland division, between Portland and Ashland, increased nearly 20 per cent over September, 1914.

The total number of cars handled in September, 1914, was 6169, compared to 7313 cars in 1915.

Figures for October are not yet available, but the Southern Pacific people estimate that a similar increase was experienced in that month. The new business is apparent at all points on the line.

The statistics of the railroad do not include the tonnage on the subsidiary lines that were consolidated with the Southern Pacific a few months ago, such as the Corvallis & Eastern, the Portland, Eugene & Eastern, the Salem, Falls City & Western, the Tillamook line and others. The records show that a proportionate increase has been maintained on all those roads.

Most of the improvement is due to the lumber industry. An aggregate of 700 more cars were loaded with lumber in September, 1915, than in September, 1914. The increase in fuel wood was 200 cars, of brick 23 cars, of hay 32 cars, of general merchandise 221 cars, of perishable freight 72 cars, of livestock 17 cars and of wheat 41 cars. Some commodities showed slight losses and others slight increases.

The situation in Oregon is an indication only of what is taking place on other parts of the Southern Pacific system. The total increase on the system for the month of September was 1989 cars. It is apparent, therefore, that Oregon, with its increase of 1146 cars, produced approximately 40 per cent of all the company's new business.

Traffic officials of the Southern Pacific in Portland are making every effort to provide cars for the shippers. They have met the situation partially by arranging with the O.-W. R. & N. Co. to handle their eastbound

business through Portland. For this movement the O.-W. R. & N. Co. will furnish the cars, but the Southern Pacific is compelled to short-haul itself.

The main cry for cars comes from the shippers handling California business, for which the Southern Pacific is required to use its own cars. Eastern roads and middle Western roads handling grain traffic hold a large number of Southern Pacific cars and are not in haste about giving them up. They are willing to pay the per diem charges on them for the privilege of using them. Many of the middle Western roads themselves are reporting car shortages.

It is said that some shippers in the valley are taking advantage of the car situation to "pass the buck" for failure to deliver lumber orders or time to the railroad.

Investigations yesterday revealed that one firm has an order for a large number of ties and other material for a middle Western railroad and has informed its customer that its inability to deliver is the failure to secure cars, when, in fact, this mill had cars offered to it twice but did not have its shipment ready.

Southern Pacific cars now are beginning to arrive in Oregon and California from the Eastern lines, and it is expected that their early use will aid materially in relieving the situation.

**MUCH ADLER-I-KA USED
IN SPRINGFIELD**

It is reported by M. E. Peary that much Adler-I-Ka is sold in Springfield. BENEVOLENT of this single backthorn bark and glycerine mixture relieves almost ANY CASE of constipation, sour or gassy stomach. It is so powerful that it is used successfully in appendicitis. ONE MINUTE after you take it the gasses run and pass out. It is perfectly safe to use and cannot grip.

Thur 5

NOTICE FOR PUBLICATION

(Department of the Interior.)
U. S. Land Office at Roseburg, Oregon, October 11, 1915.

Notice is hereby given that Sandford Leach, of Vida, Oregon, who, on July 5, 1910, made Homestead Entry, Serial No. 66425, for the NE 1/4 of NE 1/4 of Section 3, Township 17S, Range 3E, Willamette Meridian, has filed notice of intention to make Final Five-year Proof, to establish claim to the land above described, before I. P. Hewitt, U. S. Commissioner, at his office, at Eugene, Oregon, on the 26th day of November, 1915.

Claimant names as witnesses: William A. Cox, of Eugene, Oregon; Isabel Jolly, of Eugene, Oregon; Milo Thompson, of Vida, Oregon; Joseph Waitfield, of Vida, Oregon.

J. M. UPTON,
Register.

CHURCH NOTICES

Methodist Church.

Corner Second and B streets
James T. Moore, pastor, phone 117-W.

Next Sunday—10 A. M. Sunday School.

11 A. M. Sunday school rally. A day given to the children should interest adults.

6:30 P. M. Epworth League. All are assured a cordial welcome and profitable hour.

7:30 P. M. Professor Dunn of the U. of O. will speak. This will be an hour of enduring benefit to all who are present. Come and enjoy the service.

Tuesday, 7:00 P. M., Mission Study class.

Tuesday, 8 P. M., Bible study class.

Wednesday, 2:30, Ladies' Aid. Wednesday 7:30 Choir rehearsal.

Thursday 7:30 P. M. Prayer meeting.

First Baptist Church.

Bible School at 10:00 A. M.

Gilbert Miller, Supt.

Divine Worship at 11:00 A. M. Dr. Myron Haynes will occupy the pulpit. His message will be inspiring and all should hear it.

Senior and Junior meetings will be held at 6:30 P. M.

Evening Evangelistic service

Made in Springfield

Patronize the Payroll of Your Home Town

**The
House of Quality**

A Fine Line of Box Goods, Fresh Hot Drinks, Ice Cream and Soda Made, Put up to Your Order. Water.

Eggimann's Candy Kitchen

Springfield Bakery

Bread, Pies, Cakes, Cookies, etc. Wedding and Party Cakes a Specialty

S. Young, - Proprietor

IF YOU HAVE NEVER TRIED

The Springfield Creamery

CHAS. BARKMAN, Manager

Try is and be convinced that it pays to patronize home industries.

SPENDS ITS MONEY AT HOME

The Lane County News divided its expenditures last year, thus:
Supplies bought outside of Springfield, including paper and new machinery20.4 p. c.
Supplies bought in Springfield, including rent, etc19.1 p. c.
Payroll, entirely in Springfield.....60.5 p. c.

80% Spent at Home

**BALED HAY \$10.00
PER TON**

BAKORE KNOXALL
For good values. For good bread. Use Bakore and Knoxall Flour. All kinds of Feed cheap. Will do feed chopping for \$1.50 a ton.
SPRINGFIELD FLOUR MILLS

**The
Springfield Planing Mill
Company**

Manufacturers of SASH, DOORS, MOULDINGS, BRACKETS, TURNING, STAIR BUILDING, Extension Tables, Drop Leaf Tables, Breakfast Tables, Kitchen Cabinets, Cupboards, Safes, Step Ladders, Fruit Boxes, Berry Crates, Folding Clothes Racks.

ELECTRICITY

For light, heat and power. "Made in Springfield."

Oregon Power Co.

WANTED

Another Springfield industry to place their card in this space.

Bill Boards

Offer one of the big means of advertising, but they lack the ability to get into the homes of the buyers. That is where the Lane County News goes twice each week with its big budget of Springfield News. Tell your story of bargains in The News and get results.

The News has just designed an envelope with a concise resume of Springfield's advantages. There is ample space for the address and for the return card, and the extra cost is nominal

**The Lane
County News**

Springfield, Oregon