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Poultry-Raising  
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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 plant; 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.

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

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## LUMBER FREIGHT RATE FACTS

(Continued from Page 1.)

ring rather to wait until conditions developed whereby the railroad companies would voluntarily adjust this situation, which was plainly a discrimination against the Willamette Valley.

This condition continued until June 21, 1915, until the S. P. Company, having in the meantime been divorced from the so-

called Harriman system, established a rate of 37½ cents from Willamette Valley to Utah common points via Roseville and Ogdon. The O. W. R. & N. company in order to give mills on their lines North of Portland the same rate to Utah points as the Southern Pacific had given their mills in the Willamette Valley, established a 37½ cent rate to these Utah points for shipment from points as far North as Seattle. At the same time they joined with the Southern Pacific in establishing the same rate for shipments from the Willamette Valley over their lines via Portland. This adjustment became effective October 11, 1915.

This reduction from 40 cents

to 37½ cents to Utah on shipments from the Willamette Valley via Portland and the O. W. R. & N., automatically reduced the rate from Willamette Valley points to main line points in Idaho from 40 cents to 37½ cents. The rate from Portland to these Idaho points has since 1908 been 35 cents, so that the differential in favor of Portland to Idaho main line points was reduced from 5 cents to 2½ cents.

### General Aspect of the Present Rate Situation.

The present rate situation both South and East is the most equitable and fair adjustment that has ever been made so far as the Willamette Valley mills and the Portland mills are concerned. While it does not by any means take away from Portland all of the advantage they have in the way of transportation, it does place the Willamette Valley on a more favorable basis.

The Willamette Valley mills, except those located on the Oregon Electric, have no access to the Northern territory of Montana, the Dakotas, Minnesota, Northern Wisconsin and Northern Michigan, except by paying the full local to Portland of 11 cents per hundred. This shuts the Valley mills out of the Northern market.

The Portland mills have a differential to all Eastern Oregon points based on a mileage tariff just the same as the Willamette Valley mills have to Southern Oregon points. In addition to this the Portland mills have a 2½ cent differential in their favor to all Idaho points, just as the Willamette Valley mills have a differential of 4 cents in their favor to all Northern California points.

The Portland mills still have a differential to certain Utah points especially the mining districts. This is manifestly a discrimination against the Valley mills, since the distance from Portland to these points is practically the same as from the Willamette Valley to these same points via Roseville and Ogdon. The Portland mills still have

their tremendous advantage of water traffic. The Valley mills have not been able to meet this competition at San Francisco Bay points, since their lowest rail rate of 17½ cents is the equivalent of \$5.75 per thousand feet on rough lumber, as compared with the present cargo rate from Portland and Puget Sound of \$3.50 per thousand. This advantage together with favorable distributive rates out of San Francisco enables the water mills to successfully compete with the Valley mills at many of the interior points. For example, the Portland mills can ship by water to San Francisco for \$3.50 per ton, transfer to the car for 50c and ship to Sacramento by water and rail for \$5.25 per thousand, as compared with the Valley rate of \$5.75 per thousand. The same thing applies to points south of San Francisco, so that even now the Portland mills have advantage over the Valley mills in the territory within a radius of from 100 to 200 miles from San Francisco. This means that the only material advantage this new application of the 17-1-2 cent rate gives to the Valley mills applies to the territory north of Sacramento.

### What the Portland Mills are After.

Certain Portland mills with the moral support of a number of other lumber manufacturers there, have filed a complaint with the Interstate Commerce Commission asking:

1. That the old differential of 2 1-2 cents in their favor to all Utah points be restored.
2. That the differential in their favor to all Idaho points be increased from 2 1-2 cents to 5 cents per hundred pounds.
3. That the 17 1-2 cent rate from Willamette Valley points to northern California be made to apply also to Portland.

They are basing their contention very largely on the mileage basis, but the falsity of this argument in this particular is easily seen by a careful study of the following table:

From Portland	Miles	Rate	From Eugene	Miles	Rate	Difference favors
Redding, Calif. S. P.	513	21½	389	17½		4
Boise, Idaho, O. S. L.	506	30	626	35	5	
Kinsey, Id., O. S. L.	516	35	638	37½	2½	
Ashmore, Mont. C.M.&St.P.	513	32	635	48	11	
Trout Creek, Mont. N. P.	511	30	633	41	11	
Troy, Mont. G. N.	511	29	633	40	11	
Chico, Calif. S. P.	587	21½	463	17½		4
Ticeca, Ida. O. S. L.	587	35	709	37½	2½	
Ravena, Mont. C.M.&St.P.	587	35	709	46	11	
St. Regis, Mont. N. P.	586	32	708	43	11	
Rondo, Mont. G. N.	586	32	708	43	11	
Marysville, Cal. S. P.	630	21½	506	17½		4
Delrick, Ida. O. S. L.	631	35	752	37½	2½	
Richfield, Ida. O. S. L.	638	37½	760	40	2½	
Riddle, Mont. N. P.	630	35	752	46	11	
Radnor, Mont. G. N.	629	33	752	44	11	
Sacramento, Cal. S. P.	682	21½	558	17½		4
Yale, Ida. O. S. L.	681	35	803	37½	2½	
Rupert, Ida. O. S. L.	684	35	803	37½	2½	
Dalney, Mont. C.M.&St.P.	682	35	804	46	11	
Kock Hill, Mont. G. N.	682	34	804	45	11	

To sum up, the Portland mills are asking that all the old differentials against the Willamette valley be restored and in addition to this they have asked that the preferential rate from Willamette Valley to San Francisco and intermediate points be made to apply to Portland also, which the Commission on two former occasions has denied.

Willoughby Churchill, a former well known resident of Springfield, died at the Soldiers Home at Roseburg today. He was born in Illinois December 23, 1833. The funeral will be held Saturday morning in Roseburg.

### CHURCH NOTICES

**First Baptist Church.**  
Rev. Will N. Ferris, minister. Bible School at 10:00 A. M. Special request is made that all members be present on the following Lord's day. Let no one fail. Gilbert Miller, Supt. Divine Worship at 11:00 A. M. Sermon by Pastor Ferris. Theme "Who is on the Lord's Side?" The pastor hopes to greet every member of church and Sunday school at this service. Senior and Junior meetings will be held at 6:30 P. M. Evening Evangelistic service of song and sermon at 7:30 P. M. Dr. Keeney Ferris will give special readings. Good music by choir. A most cordial invitation extended to all. Strangers always welcome.

**Methodist Church.**  
Corner Second and B streets James T. Moore, pastor, phone 117-W. Next Sunday—10 A. M. Sunday School. 11 A. M., Sermon by Rev. C. O. Heath of Junction City. 6:15 P. M., Union devotional meeting of young peoples society.



**WHEN** a man kicks the kinks out of his tobacco delusions and learns how good, *real* tobacco is, he naturally feels pretty happy all over. Naturally too, he don't want to hog a good thing all to himself, so he lets his friends know the big difference there is between the ordinary big wad and the little satisfying *Real Tobacco Chew*.

A little chew of pure, rich, mellow tobacco—seasoned and sweetened just enough—cuts out so much of the grinding and spitting.



ASK YOUR DEALER FOR W-B CUT CHEWING TOBACCO. IT IS THE NEW REAL TOBACCO CHEW—CUT LONG SHRED.

Take less than one-quarter the old size chew. It will be more satisfying than a mouthful of ordinary tobacco. Just take a nibble of it until you find the strength chew that suits you, then see how easily and evenly the real tobacco taste comes, how it satisfies, how much less you have to spit, how few chews you take to be tobacco satisfied. That's why it is *The Real Tobacco Chew*. That's why it costs less in the end.

The taste of pure, rich tobacco does not need to be covered up. An excess of licorice and sweetening makes you spit too much.

One small chew takes the place of two big chews of the old kind.

Notice how the salt brings out the rich tobacco taste.

WEYMAN-BRUTON COMPANY, 50 Union Square, New York City

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 13th day of December, 1915.

Monday, 7:00 P. M. Mission

From Eugene	Miles	Rate	Difference favors
Portland, Eugene			
Portland, Eugene			

Claimant names as witnesses: Carey W. Thompson, of Vida, Oregon; Ed. Laffer, of Vida, Oregon; Ben Minney, of Vida, Oregon; Lambert Smith, Vida, Oregon. J. M. UPTON, Register.

Nov 1-Dec. 6

### NOTICE FOR PUBLICATION

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

Notice is hereby given that Sanford Leach, of Vida, Oregon, who, on July 5, 1910, made Homestead Entry, Serial No. 06435, for the SE¼ of NE¼ of Section 3, Township 17S, Range 2E, 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 Wattfield, Vida, Oregon. J. M. UPTON, Register.

### NOVEMBER VERSES

In the crisp dead leaves of an apple tree

The tiniest bird is harvesting still; Flicker of wing and trapping of bill— Alone with the crumbs of summer is he.

Like a mouse at the cake when the lights are low,

Furtive and gray and greedy and neat, From berry to seed, with quick small feet— "While there's plenty," says he, " 'twould be silly to go!" —Georgia Wood Pangborn.

EVERY MAN TO HIS TRADE

Mrs. Newly Wedd—"Is this the taxidermist?"

Man on the Telephone—"Yes, ma'am."

Mrs. N. Wedd—"You stuff birds, don't you?"

Man—"We sure do, ma'am."

Mrs. N. Wedd—"Well, how much would you charge to come up here and stuff the turkey we're going to have for Thanksgiving dinner? I myself don't know how."

—Jack Robinson.

### An Optimist

A man who owns a

Fish Brand Reflex Slicker

\$3.00

when Old Prob says rain.

Waterproof, absolutely.

Ca Protector Hat, 75 cents

Satisfaction Guaranteed

Send for catalog

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A Fine Line of Box Goods, Fresh Made. Put up to Your Order. Hot Drinks, Ice Cream and Soda Water.  
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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 machinery ..... 20.4 p. c.  
Supplies bought in Springfield, including rent, etc ..... 19.1 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, BBreak fast 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 yard in this space.