



**T**HERE is something mighty democratic about rich, sappy tobacco. Now that men have W-B CUT Chewing, a good tobacco, to lend each other, it cements friendship. Common-sense about tobacco is getting mighty general now—no one wants the over sweetened kind when he can get rich tobacco shredded and lightly salted to bring out the good tobacco taste.

Made by WEYMAN-BRUTON COMPANY, 1107 Broadway, New York City

## A Good Spark Plug

Why not? Good plugs mean a lot to a good engine, more so to a poor one. 35c to \$2.00 each.  
Chains—30x3½, \$2.65; 32x3½, \$2.80; all sizes.  
WIRELESS—Coils, Receivers, Spark Plugs.

### STODDARD-DAYTON GARAGE

8th Ave. East 242 Phone 148  
East of Hotel Osburn Half Block  
Ford Switch Key Service Station No. 1

## I HAVE MOVED

AND WILL BE PLEASED TO GREET MY OLD PATRONS AND ANY OTHERS WHO MAY DESIRE SCIENTIFIC REPAIRING AND GOOD SHOES, IN THE BUILDING FORMERLY OCCUPIED BY BEAVER-HERNDON HARDWARE COMPANY, BETWEEN 4 AND 5 ON MAIN STREET.

**W. A. HALL**  
THE SHOE DOCTOR

### COBURG.

Coburg, April 4.—L. W. Clark has purchased a new Maxwell car.

John Patterson and his crew of men moved the telephone office down stairs in the Power's building last week.

At the meeting of the West Point Grange on April 14, many new members will be initiated.

Mr. and Mrs. Charles Tyler and Mrs. H. M. Anderson motored to Eugene Friday.

Misses Stewart and Jarvis, teachers in the Coburg schools have purchased a new Ford car.

The snow which has covered the Coburg hills for some time has melted off again on account of the sudden rise in temperature.

Mrs. Tom VanDuyn and Mrs. Charles Tyler were business callers in Eugene Tuesday afternoon.

Mrs. Tressie Hurden motored to Eugene Tuesday on business.

The Rebekah's will hold a meeting in the I. O. O. F. hall Thursday evening when several new members will be initiated.

Ray Pirtle motored to Eugene Wednesday on business.

Mrs. Ray Pirtle, who has been sick for some time, is improving now.

The Ladies Aid met in the M. E. church Wednesday afternoon.

H. M. Anderson and daughter, Miss Elsie motored to Eugene Tuesday.

E. Darringer returned to Eugene Tuesday after spending Sunday and Monday with relatives here.

Those who have answered the call to the colors from this city are William Zachary and Abe Koche.

### IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR THE COUNTY OF LANE

Lillian M. Gibson, Plaintiff,  
vs.  
Winifred J. Gibson, Defendant.

### SUMMONS

To Winifred J. Gibson the above named defendant:

IN THE NAME OF THE STATE OF OREGON: You are hereby summoned and required to appear and answer the complaint of plaintiff in the above entitled suit on or before the last day of the time prescribed in the order for publication of this summons hereinafter referred to, to-wit: On or before the 26th day of April 1917, and you are hereby notified that if you fail so to appear and answer, for want thereof the plaintiff will apply to the above entitled court for the relief prayed for in her complaint, viz: That the bonds of matrimony now existing between plaintiff and defendant be forever dissolved and held for naught; That plaintiff be awarded the care and custody of the minor children, Mazie Gibson and Elmo Gibson and that the plaintiff have such other relief as to the Court may seem meet and equitable.

This summons is served upon you by publication thereof in the "Springfield News" a newspaper of general circulation published in Lane County, Oregon, under and by virtue of an order of the Honorable G. F. Skipworth, Judge of the above entitled

court, dated March 14, 1917, directing the said publication once a week for six weeks, which order requires you to appear and answer the complaint on or before six weeks from the date of the first publication of this summons, to-wit: March 15, 1917.

FRANK A. DEPUÉ,  
Attorney for plaintiff.  
Mch. 15, 22, 29; April 5, 12, 19, 26.

### SUMMONS

In the Circuit Court of the State of Oregon, for Lane County.

Susie E. Macklin, Plaintiff,  
vs.  
Charles H. Macklin, Defendant.

IN THE NAME OF THE STATE OF OREGON: You are hereby required to answer and answer the plaintiff's complaint filed against you in the above entitled Court and cause, on or before six weeks from the date of the first publication of this summons, which date is Thursday, March 15, 1917, and if you fail to appear and answer said complaint within said time, the plaintiff will apply to the Court for the relief prayed for in plaintiff's complaint and for full relief to-wit: For a decree from said Court forever dissolving the marriage contract and the bonds of matrimony now existing between the plaintiff and the defendant, and granting the plaintiff an absolute divorce from the defendant, and granting the plaintiff the care, custody and control of Dallas, Andrew, William and Lloyd Macklin, minor children of said marriage, and for such other relief as to the Court may seem equitable.

This summons is published by order of the Honorable G. F. Skipworth, Judge of said Court, dated March 12, 1917, ordering publication thereof for six consecutive and successive weeks in the Springfield News, a paper of general circulation issued in Springfield, Lane County, Oregon.

WILLIAM G. MARTIN,  
Attorney for plaintiff.  
Mch. 15, 22, 29; April 5, 12, 19, 26.

### NOTICE TO CREDITORS.

Notice is hereby given that letters testamentary have issued out of the County Court of Lane County, Oregon to the undersigned as Executor of the last will of Lucius Phetteplace, late of Lane County, Oregon. All persons having claims against said estate should present them duly verified to the undersigned at the office of S. D. Allen, Eugene, Oregon within six months from the date of this notice.

Dated, March 29, 1917.

H. E. PHETTEPLACE,  
Executor, Springfield, Oregon  
March 29; April 5, 12, 19, 26.

### NOTICE FOR PUBLICATION.

Department of the Interior, U. S. Land Office at Roseburg, Oregon.

March 10, 1917.

NOTICE is hereby given that Harry G. Hayes, of McKenzie Bridge, Oregon, who, on September 6, 1910, made Homestead Entry, Serial No. 9671, for Lot 6 and SE¼ of NW¼ of Section 13, Township 16S, Range 5E, 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 April, 1917.

Claimant names as witnesses: H. Bert Sloan, of McKenzie Bridge; Arthur K. Belknap, of McKenzie Bridge; Joseph Turman, of McKenzie Bridge; William Yale, of McKenzie Bridge.

W. H. CANON, Register.  
Mch. 12, 15, 19, 22, 26, 29; April 2, 5, 9.

## RAILROAD SITUATION IS NOW LARGELY UP TO CONGRESS

Must Share Responsibility in Future Development.

### ROBERT S. LOVETT'S VIEWS

"Unification of Regulation Is Essential." A Complete, Harmonious, Consistent and Related System Needed—Federal Incorporation of Railroads by General Law Favored.

Washington, March 26.—Responsibility for the railway development of the country, for providing necessary transportation facilities to care for the growing business and population of the country, now rests largely with congress and not entirely with the railroad managers. This was the statement of Judge Robert S. Lovett, chairman of the executive committee of the Union Pacific system, to the Newlands joint congressional committee when that body resumed its inquiry into the subject of railroad regulation this week.

In making this statement of the changed conditions of the railroad situation Judge Lovett undoubtedly had in mind the decision of the supreme court on the Adamson law, handed down last week, which establishes the right of the federal government to fix railroad wages and to prevent strikes. This decision is regarded by railroad men and lawyers as marking an epoch in the development of transportation in the United States.

"We have our share of responsibility," said Judge Lovett, "but it rests primarily on congress. When the government regulates the rates and the financial administration of the railroads, the borrowing of money and the issuance of securities it relieves the railroad officers of the responsibility of providing and developing transportation systems, except within the limits of the revenue that can be realized from such rates and under such restrictions.

"For a country such as ours, for a people situated as we are, to blunder along with a series of unrelated, inconsistent, conflicting statutes enacted by different states without relation to each other, instead of providing a complete and carefully studied and prepared system of regulation for a business that is so vital to the life of the nation, is worse than folly."

He summed up the present problems and difficulties of the railroads as follows:

First.—The multiplicity of regulations by the several states with respect to the issue of securities, involving delays and conflicting state policies generally dangerous and possibly disastrous.

Second.—The state regulation of rates in such a manner as to unduly reduce revenues, to discriminate in favor of localities and shippers within their own borders as against localities and shippers in other states and to disturb and disarrange the structure of interstate rates.

Third.—The liability of the Interstate Commerce Commission, whoever the commissioners may be, to perform the vast duties devolving upon it under existing laws, resulting in delay, which should never occur in commercial matters—and compelling the commissioners to accept the conclusions of their employees as final in deciding matters of great importance to the commercial and railroad interests of the country.

Fourth.—The practical legality that has been accorded conspiracies to tie up and suspend the operation of the railroads of the country by strikes and violence and the absence of any law to compel the settlement of such disputes by arbitration or other judicial means, as all other issues between citizens in civilized states are to be settled.

Fifth.—The phenomenal increase in the taxation of railroads in recent years.

Sixth.—The cumulative effect of these conditions upon the investing public, to which railroad companies must look for the capital necessary to continue development.

"We believe that the unification of regulation is essential," said Judge Lovett, "and that with the rapid increase of state commissions in recent years congress will in time be compelled to exercise its power in the premises. To unify regulation there should be a complete, harmonious, consistent and related system. We believe the best, if not the only practical plan, is the federal incorporation of railroads by general law, which will make incorporation thereunder compulsory, thus imposing on all railroad companies throughout the United States the same corporate powers and restrictions with respect to their financial operations and the same duties and obligations to the public and the government, so that every investor will know precisely what every railroad corporation may and may not lawfully do."

Judge Lovett contended that the solution of these problems and difficulties rested with congress. He told the committee that under the constitution the authority of the federal government is paramount, that congress has the power to legislate for a centralized control of railroads under federal charters and that it only remains for the body to exercise that power.

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

March 6, 1917.  
NOTICE is hereby given that Harvey B. Sloan, of McKenzie Bridge, Oregon, who, on February 15, 1914, made Homestead Entry, Serial No. 9293, for the Lots 4 and 5 of, Section 15, Township 16S, Range 5E, 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 26th day of April, 1917.

Claimant names as witnesses: Charles L. Taylor, of McKenzie Bridge; Harvey G. Hayes, of McKenzie Bridge; A. L. Yarnall, of Eugene, Oregon; George Moody, of McKenzie Bridge.

W. H. CANON, Register.

## Classified Ads

For Sale, Rent, Wanted, Etc.

EARLY ROSE POTATOES for seed 3 cents a pound.  
Ira W. BAKER, Stewart Addition.

LOST: Umbrella between Methodist church and Prunelle Sunday evening. Reward. Leave at News office.

FOR SALE or trade for horse, good two seated rubber tired surrey. Inquire of J. J. Browning.

FOUND: A purse containing premium coupons. Owner may have same by calling at the News office and paying for this ad.

FOR SALE—Practically new Oliver Typewriter number 5. Machine is equipped with tabulator and back spacer. It is in good running order. Call at the News office and have it demonstrated. Terms.

FARM LOANS—At the lowest rate and on the easiest terms to be had. J. C. Holbrook, Springfield.

FOR SALE OR TRADE—Small fruit ranch within sight of Creswell. Will consider trade on Springfield residence property. Address, C 31, Springfield News.



FEATURING  
**DAVID BURROWS**  
KING OF STEEL GUITAR PLAYERS  
BELL THEATRE  
APRIL 8.

## ARE YOU INTERESTED?

If so we wish to demonstrate that our

## DRY WASH

is different from any you have had.

We have installed special machinery for this department, and have many satisfied customers.

We ask you for a trial order. If you are not satisfied in every way with this work, No charge will be made.

Work in this department picked up Monday will be delivered Wednesday A. M.

WE DO NOT BREAK BUTTONS  
20 POUNDS FOR 75 CENTS

LEAVE ORDERS WITH WHEATON THE BARBER

OR  
PHONE 65 — — — EUGENE, OREGON  
FISHER LAUNDRY COMPANY



**Time to Re-tire?**

(Buy Fisk)

The Standard of Tire Value

We Sell and Recommend

**FISK**  
Non Skids

—and We're Proud to

THEY give you more dollar-for-dollar value than you can get in any other tires, and that's what you want—real dollar-for-dollar value.

Don't forget this—"When you pay more than Fisk Prices you pay for something that does not exist." Let that be your tire buying motto and you can't go wrong.

Fisk Dealers in Springfield  
**SPRINGFIELD GARAGE**  
Authorized Ford Agents

**COOK WITH GAS.**  
Oregon Power Co.