PAGE FOUR

# **AS PRICES RISE** HIGH COST OF LIVING HITS THE RAILROADS

# Service Will Be Grippled Unless Relief Comes Soon.

# **EXPENSES UP, RATES DOWN**

Wasteful and Conflicting Regulations Hamper Railroad Credit, While Advance in Labor and Materials Outstrips Revenues, Chairman Kruttschnitt Tells Congress Committee. Unified Federal Control Will Improve Conditions.

Washington, April 2-The condition in which the railroads find themselves as a result of constant increases in wages, prices of material, taxes and other expenses, while their revenues are restricted by legislation, was strik ingly described by Julius Krutts hnitt, Chairman of the Executive Committee of the Southern Pacific Company, in his testimony during the past few days before the Joint Congressional Com mittee on Interstate Commerce, which is making a study of the question of railroad regulation. Mr. Kruttschnitt unced the committee to recommend a plan of regulation which will center responsibility for regulation and its results in the federal government, so that conditions affecting both expenses and revenues may be made subject to a uniform policy instead of the wasteful and often conflicting policies inwolved in the system of combined state and federal regulation.

Why Roads Need More Money. Mr. Kruttschnitt's testimony also had a bearing on the reasons for the appliention of the roads to the Interstate Commerce Commission for a general advance in freight rates. He showed that while the price of transportation has declined in recent years, the cost of producing transportation, like the cost of almost everything else, has rapidly advanced. This he illustrated by showing that if freight and passenger rates had increased during the past twenty years in the same proportion as average commodity prices the railroads of the United States would have received \$1.654,000,000 more for transportation in 1915 than they did receive

This saving to the public was effect ed, in spite of an increase of 93 per cent in the cost of operation of trains, by a reduction in the average passen wer rate per mile from 2.04 cents in 1935 to 1.98 cents in 1915, a decrease of 3 per cent, and by a reduction in the average freight rate per ton mile from 8.39 mills in 1895 to 7.8 mills in 1915, or 13 per cent. During the same period the cost of operation per train mile cose from 92 cents to \$1.78, almost doubling. At the same time the aver age price of 346 commodities enumer ated in a bulletin of the Department of Agriculture increased 115 per cent Transportation is practically the only commodity in general use that has not increased tremendously in price during



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Gott, James S. Gott.

A. L. Johnson, E. K.Ells worth and The First

National Bank of Spring

field, Oregon, defend

named defendants:

To E. K. Ellsworth one of the above

OF OREGON: You are hereby summon

before the last day of the time pres cribed in the order for publication of this summons hereinafter referred

to, to wit: On or before the 7th day

of May 1917 and you are hereby noti

A decree for the foreclosure of a

owing to plaintiffs, thereon the sum

the time in which said defendants A. C. Barbour, T. Rosalynd Barbour, M.

not so paid, a decree declaring said

contract void and all sums paid there

on forfeited and foreclosure and barr

ing each and all of the defendants

from all right, title, interest, claim or equity in and to said lands and

First National Bank of Springfield,

Oregon to return to plaintiffs the es

crow in connection with said Land

sale and for such other relief as to

the Court shall seem meet and equita

This summons is served by publi

cation thereof in the Springfield news a newspaper of General circulation

printed and published in Lane County

Oregon under and by virtue of an or der of the Honorable H. L. Bown

judge of the County Court of the State of Oregon for Lane County made and dated the 26th day of March

1917 directing publication of said sum

mons once a week for six weeks

which order requires you to appear and answer the complaint on or be

fore six weeks from the date of the

L. BILYEU and FRANK A DEPUE

Mch. 26; April 2,9,16,23,30; May 7.

NOTICE OF SHERIFF'S SALE ON

EXECUTION

of an Execution issued out of the

Circuit Court of the State of Oregon. for Lane County on the 24th day of March 1917 and by  $m_{\rm B}$  received the 24th day of March 1917, in an action

wherein on the 21st day of July 1916.

Plaintiff L. M. Travis recovered judg

M. Larson and Emma Larson for the

sum of \$36.47 with interest at the rate

ment against the Defendants.

the Eugene Justice Court the

Olat

Notice is hereby given that by virtue

Attorneys for Plaintiffs.

summons is March 26th 1917

A decree directing the

come

IN THE NAME OF THE STATE

It seems as if there are fashions in fish just now as there are in wearing apparel. A fish that brings in German markets nearly four times as much per pound as our fresh mackerel and considerably more than haddock is thrown away by our fishermen because no one wants to est it. Yet those who est it praise it for its delicate flavor. Even the English like it. Every year they consume 3,000 tons of it. Yet we will have none of it. This fish is known as the goosefish,

anglerfish, devilfish and monkfish. True, its appearance is against it, but still the epicures in England and Germany demand it because it is delicious. Analyses made by the bureau of fisheries on samples show that goosefish contains considerably more protein than flounder, slightly more than a cod, a little less than hallbut and cousiderably less than sirloin steak.

The goosefish has an average length of three feet and is broad and flat, somewhat resembling the flounder in general outline. The only way to get it, says a Philadelphia woman, is for the housewives to club together and demand it. At the present time fishermen do not take the trouble to bring it home, but discard it from their nets .-Popular Science Monthly.

# CLAWS OF THE CANARY.

## They Should Be Carefully Trimmed Every Few Months.

canary grows old it will be noticed that its claws get long and catch on the perches and wires as it hops about the cage. In a state of nature the activity of the bird as it moves about on the ground or among twigs and limbs keeps the claws properly worn down. Confined in a cage, the canary is less active, and, while the rate of growth of the claws remains the same, they are subject to much less abrasion.

It is necessary therefore to trim them with a pair of sharp scissors every few months. It is important to watch the condition of the claws carefully, as by catching they may cause a broken leg. In each claw a siender blood vessel extends well down toward the tip. This may be seen on close examination through the transparent sheath of the claw. In trimming cut well beyond this canal and take special care not to break the leg while handling the bird.

In cage birds the horny covering of the bill as well as the claws sometimes becomes distorted through growth withfirst publication of this summons. The date of the first publication of this out sufficient wear. The tips of the mandibles may be pared down with a sharp knife, but care must be taken not to cut deep enough to reach the quick .- United States Department of Agriculture Bulletin,

# If She Were Free.

A woman of criminal tendencies serving a prison term was asked, "If you were given absolution, freedom to spend one night in the great city wholly uncontrolled, where would you goto the theater, dance hall or where?" She replied: "I would choose a warm night after a rainy day, a night when all the electric lights wore halos around their heads and everything was foggy. I'd go to the park and walk for an hour see the reflections of the misty lights day of July 1916, together with costs in the wet stone pavements. Then I'd amounting to the sum of \$8.85 a

# THE SPRINGFIELD NEWS

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. IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR THE COUNTY OF LANE. M. McPherson and) Mary Ann McPherson, husband and wife, plain

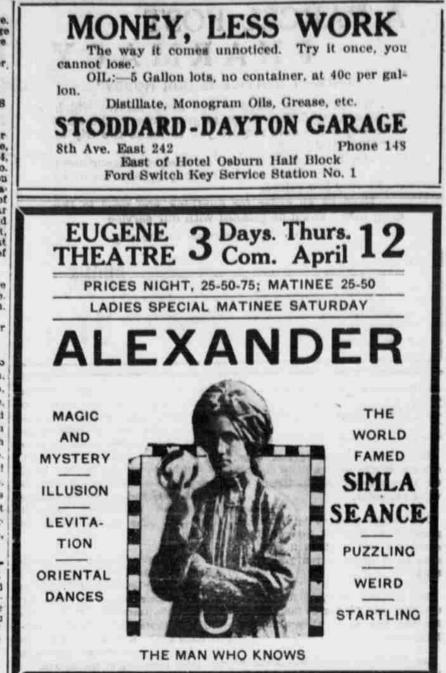
Mch. 12,15,19,22,26.29; April 2.5.9. NOTICE FOR PUBLICATION. Department of the Interior, U. 8 Land Office at Roseburg, Oregon. March 6, 1917.

A. C. Barbour, T. Rosa lynd Barbour, M. M. Peery, E. E. Kepner, W. NOTICE is hereby given that Har vey B. Sloan, of McKenzle Bridge, Oregon, who, on February 18, 1914, made Homestead Entry, Serial, No. 09293, for the Lots 4 and 5 of, Section 15 Township 183 Banga 55 Wills. 15, Township 16S, Range 5E., Willa-mette 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 ed and required to appear and answer the complaint of the plaintiff in the Eugene, Oregon, on the 20th day of April, 1917. above entitled Court and cause on or

Claimant names as witnesses: Charles L. Taylor, of McKenzie Bridge Harvey G. Hays, of McKenzie Bridge. A. L. Yarnall, of Eugene, Oregon. George Moody, of McKenzie Bridge, W. H. CANON, Register

fied that if you fail so to appear and answer for want thereof the plaintiff will apply to the above entitled Court LEARN MUSIC AT HOME! Lessons Free-New Method-Learn to for the relief prayed for in the com Play By Note-Piano, Organ, Violin, Banjo, Mandolin, Cornet, Harp, 'Cello, certain Land sale contract and decree Guitar, Piccolo, Clarinet, Trombone, ing that there is now due unpaid and Flute or to sing. Special Limited Offer of free weekly lessons. You of \$20500.00 and interest thereon from January 1st 1915 at 6 per cent per pay only for music and postage, which annum and the further sum of \$238.59 is small. Money back guarantee taxes paid by plaintiff together with No extras. Beginners or advance finterest thereon. A decree fixing pupils. Everything illustrated, plain, pupils. Everything illustrated, plain, simple, systematic. Free lectures M. Peery and E. E. Kepner shall be each course. 16 years' success. Start required to pay into Court for plain tiffs use and benefit the amounts found due on said contract, and if at once. Write for Free booklet to day-Now. U. S. School of Music, 225 Fifth Avenue, New York City.

> **ROBERT BURNS Lodge, No** 78, A. M.<sup>o</sup> F., Ancient and Accepted Scottish Rite Uni-versal and Symbolic Free Masons meets first and third Friday evening in W. O. W hall. Visiting brothers wei P. A. Johnson Chas. Kingswell Secretary





(Lower Insert) Roy L. Sergeant, District Manager, Pacific Coast. (Upper Insert) Fisk Rubber Company, 15 Years Ago.

lot

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the past twenty years, freight and pas senger charges being lower than they were (wenty years ago.

### Big Saving to Public.

If rates had risen proportionately to the increase in the cost of other articles of ordinary use, Mr. Kruttschnitt told the committee, the average paswenger rate in 1915 would have been \$2.95 cents a mile, or 50 per cent higher than it was, and the average freight rate would have been 1.21 cents, or 66 per cent higher than it was. The saying to the public in passenger fares through this difference was \$314,000. 600 and lu freight rates \$1,340,000,000.

Tniversal railroad bankruptcy under this reduction in rates and increased cost of operation, he said, was avoided only by heavy expenditures to obtain fincreased efficiency in train movement, pushing it possible to haul more tons of freight per locomotive. This had regueed the average cost of hauling a ton of freight, but the decline in the Fverage freight rate had reduced the bet revenue of the roads from each ton basiled. If the operating costs of the failroads, including the prices of coal, fabor and material, continue to adwance at the present rate a lot of rail roads will be in the hands of receivers by 1918 unless some relief is afforded. Mr. Kruttschnitt told the committee. "Owing to the rise of commodity prices," he said. "the purchasing power of the dollar has fallen 55 per cent and the railroads are in the position of being compelled by law to accept payment for their service to the public in currency worth 45 cents on the dollar

Public's Chief Interest. "The public's greatest interest is in adequate transportation facilities and not so much in low rates. As to most commodities freight rates form a very small proportion of their cost. Ex cluding low grade commodities, the percentage of the freight rate to the cost is so slight as to offer no justifica tion for any substantial increase in prices to the consumer. It may be that the consumer seldom, if ever, profits from a lowering of freight rates.

"Extortionate charges are a thing of the past, and under the attempt to cut rates to their lowest possible figure the interest of the whole public in the character and standard of transportation is subordinated to the interest of that part of the public only that profits by lower rates-that is to say, the ship pers and their agents and not the gen aral public, the ultimate consumer."

like to go to some quiet place where I could hear organ music for another hour. Then I'd go to bed satisfied. But before I got to bed I'd open and shut my door for five minutes steadily. I'd want to know that it wasn't bolted." -Buffalo News

## Father Fails Again.

Did you ever watch the bright young man father has picked out as the man with a future and invited home for dinner?

The B. Y. M. has read somewhere in his youth that B. Y. men are supposed to fall in love with and marry the boss' daughter. And be sits and stares a her, nervous as the dickens because he can't de ide which is worse-losing his job or following precedent.

And the daughter plays the tune she knows on the plano and wonders Whatever possessed father to bring that around here?"-New York Evening Sun.

#### A Slap at Her Complexion.

"Is it true that Mrs. Dubwaite and Mrs. Twobble are no longer on speaking terms?"

"Yes. I fear the breach will never be healed."

"What did they fall out about?" "They met on the street one day. Mrs. Dubwaite said to Mrs. Twobble, 'My dear, how do I look?' Mrs. Twobble kissed her effusively and said, 'My dear, you are a work of art!" -- Birmingham Age-Herald.

#### Water Seaked.

"The Glithers baby threw a big bundle of stock into the fire yesterday morning.

"What a loss! It was destroyed, of ourse?

"No; Glithers bought the stock from a promoter. It was too full of water to burn."-Birmingham Age-Herald.

#### A Concession.

"After looking at the postal stamps of other countries, I have come to the conclusion that you can't beat ours." "Maybe not, but, all the same, it gets ots of lickings."-Exchange.

More Than a Half. "Of hear that Casey is bavin' trouble

wid his better half." "Yis; she wants to be the whole bing."-Pearson's Weekly.

Nature fits all her children with something to do .- Lowell.

transcript of which judgment was enrolled and docketed in the office of the Clerk of said Court on the 21st day of July 1916, and said Execution to me directed commanding me in the name of the State of Oregon that out of the personal property of said Defendant, or, if sufficient could not be found, then out of the real property belonging to said Defendant in Lane County, Oregon, on or after the said 21st day of July 1916. Being unable to find sufficient or any aj property belonging to said Defend ant, I did, on the 30th day of March

1917, levy on the following described real property, towit: A tract of land fifty feet wide by

one hundred and sixty feet long at Number 1172 West Seventh Street in the City of Eugene, Lane County, Oregon, described as follows: Begin ning at a point 248 feet North and 150 feet east of the Southwest corner of the D. L. C. of E. F. Skinner in Tp. 17 S. R. 4 W. of W. M., and thence running North 218 feet thence East 50 feet, thence South 218 feet, and thence West 50 feet to the place of beginning, excepting 50 feet off of the North end which is deeded to the City of Eugene, for a road, also Lot 10 in Block 22 and Lot 6 in Block 23 of Emerald Heights Addition to

Springfield, Lane County, Oregon, NOW THEREFORE, IN THE NAME OF THE STATE OF OREGON and in compliance with said Execution and in order to satisfy said judgment, costs, and accruing costs I will on Saturday the 5th day of May 1917, between the hours of 9 o'clock a. m. and 4 o'clock p. m. towit; at one o'clock p. m. on said day at the Southwest door of the County Courthouse in Eugene, Lane County, Oregon, offer for sale for cash, subject to redemption, all the right, title and interest of the above named Defend ants in and to the above described

real property. JAMES C. PARKER, Sheriff of Lane County, Oregon By D. A. ELKINS, Deputy, April 2.9,16,23,30.

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 Home stead Entry, Serial, No. 06571, 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 Engene. Oregon, on the 20th day of April, 1917.

Development of Fisk Rubber Plant, is Most Remarkable

years that nowadays a person is not, romakable to a degee. supposed to register surprise when

he awakes in the morning to find ceived its papers of incorporation, the the Fisk plant is a huge mill building on the vacant lot across the way a Fisk company has never stopped grow six stories in height and measuring full grown factory where at sunset ing and even now more additions are 600 feet long.

By no means has the development of the largest industrials in Now the plant of the Fisk Rubber company England with superb equipment an1 been as spectacular as that, but as every facility for efficient operation. Industrial development has made things go, the growth of this New Some twenty buildings are included such rapid strides in the last few England tire manufacturer has been in the property and the floor space now in actual use totals more than

Since 1897, when the concern re 30 acres. The largest addition to

