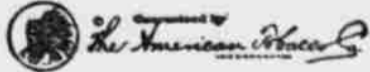


**HOW THE RAILROADS ARE ECONOMIZING**

The issue of May 9 of "American Railroads," of New York City, a paper published by authority of the Association of Railway Executives, contains a number of articles setting



**A new size package!**  
**Ten for 10c.**  
**Very convenient.**  
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forth the measures being taken by a number of railroad systems of the country to meet the tightening financial conditions and prevent further deficits. The gist of the whole showing can be put before the eye of the reader in the following condensed statement published on the first page of the paper:

"The railroads are trying, in every way, to make savings in the cost of operation. Wages constitute the greatest expense, but the following are other ways by which the railroads are making great savings:

- By intensive effort to reduce coal consumption.
- By buying coal at prevailing high prices on only a hand-to-mouth basis.
- By a sustained nation-wide campaign to reduce loss and damage claims.
- By increasing the average movement per car per day.
- By increasing the average tonnage per loaded car.
- By increasing the average number of cars per train.
- By consolidation of operating divisions.
- By discontinuation of unprofitable stations.
- By discontinuation of unnecessary trains.
- By reclamation of scrap materials.
- By abstaining from the purchase at present high prices of all but abso-

**CAN MAN BE CHRISTIAN?**

Shaller Mathews, dean of the University of Chicago, will speak to answer the question as to whether the modern man can be a Christian, at Farmers week assembly, Corvallis, June 16. Dr. Mathews is a celebrated traveler, author and educator, whose work is noted for its directness and vigor. Manufactured Gods will be his theme the following evening, Friday. His lectures are part of the general scheme of the program to help those who want to see the church maintain its place in the community life.

lutely essential materials and supplies. By a reduction in the amount of many of these supplies, due to increased efficiency per car and per locomotive.

Inasmuch as wages constitute more than 60 per cent of the cost of operation, not enough saving can be made in the above fields. Therefore, the roads have been forced, on account of the business depression, to effect reductions in the number of employees. They are seeking by conference with their men a reduction of basic wage rates of necessary employees, to come closer into harmony with wages paid for similar labor in other fields, and to correspond with the reduction in the cost of living since last July."

On the Southern Pacific system the

oil problem would take the place of the coal problem. This system is happily situated with reference to an oil supply.

In these days, when strict economy becomes the duty of all, thousands of individuals could profit by studying the particular economies practiced by the railroads and other great organized utilities, and applying principles involved in them to their own private affairs.

Whereas, in view of the loss we have sustained by the death of our friend and sister, Adelaide Browning, and of the still heavier loss sustained by those who were nearest and dearest to her, therefore, be it resolved:

That it is but a just tribute to the memory of the departed to say that in regretting her removal from our midst we mourn for one who was in every way worthy of our respect and regard.

That we sincerely condole with the family of the deceased and commend them for consolation to Him, who orders all things for the best.

That this heart felt testimonial of our sympathy and sorrow be forwarded to the relatives of our departed friend by the "Willing Workers."

Signed—Committee,  
 Georgia Nettleton  
 Hattie Conley  
 Margaret Lepley

**UNWISE UTTERANCES**

In his address to the State Grange on the second day of the annual gathering, at Eugene last week, C. E. Spence, State Master, declared that three possibilities are now facing the American farmer, to-wit:

"First, Peonage, or the peasantry of the middle ages; second, political action and state ownership and operation of the distribution; and third, revolution."

We do not believe the American farmer is in any such danger of being reduced to the first condition, or that any large proportion of the American people think he is. We question whether M. Spence entertains such thoughts, except for platform purpose.

We do not believe the American people are anywhere near ready to accept the second proposition as a remedy for the conditions complained of. The manner in which Mr. Spence brings it forward indicates his sympathy with it.

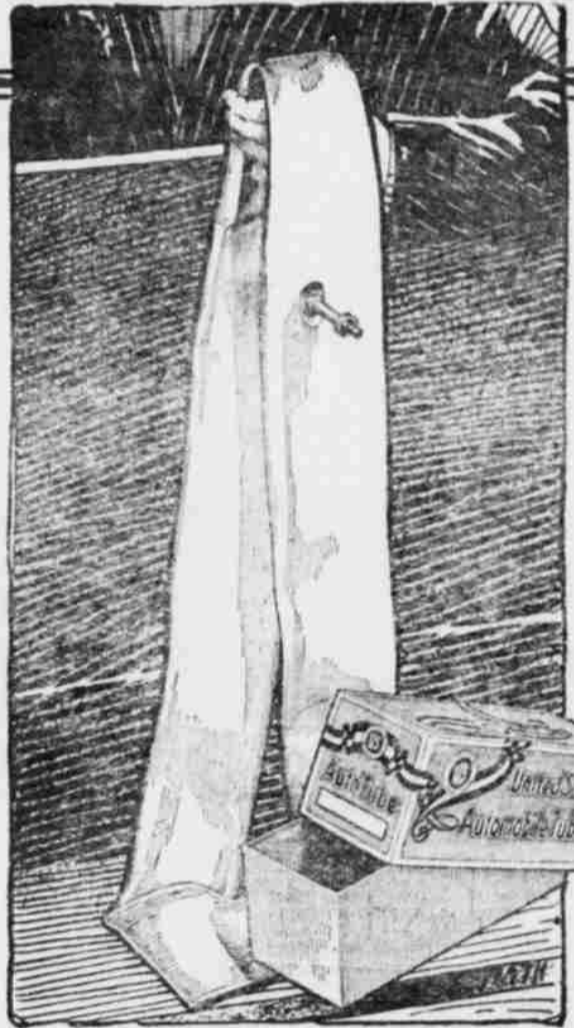
When suggests the third condition, revolution, as an alternative to the other two, he is liable to be understood as being ready to welcome it in certain probable contingencies. He probably would not own such a sentiment, if called upon to face it squarely.

There is too much powder sprinkled among the kindling wood of the American household just now to allow any man to indulge himself in flourishing a lighted match, for the fleeting pleasure of showing his admiring friends how daring he can be. It behooves anybody of American citizenship now to exercise great care that no one shall come before the public with an utterance that might seem to commit them to a revolutionary or semi-revolutionary purpose.

The making of a place on the program for W. S. U'Ren to expound a proposed constitutional amendment to abolish one house of the Legislative Assembly will not inure to the benefit of the Grange in public estimation. The political coteries of which Mr. U'Ren has been master spirit have shown beyond question, in the past ten years or more, that they aim at state absorption of all property; that they aim at the abolition of the legislature altogether, one chamber at a time, if they cannot do it otherwise; that they aim at the overthrow of all constitutional government, though they employ the agency of an endless succession of "constitutional amendments;" and that they aim, ultimately, at the destruction of the whole distinctive American system of representative government. The Grange as a body and its individual members should beware of entanglements with such schemers or with their promoters.

**Recommend Chamberlain's Tablets**

"Chamberlain's Tablets have been used by my husband and myself off and on for the past five years. When my husband goes away from home he always takes a bottle of them along with him. Whenever I have that heavy feeling after eating, or feel dull and played out, I take one or two of Chamberlain's Tablets and they fix me up fine," writes Mrs. Newton Vreeland, Minoa, N. Y. Take these tablets when troubled with constipation or indigestion and they will do you good.



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**YOU** probably know a man whose car is a hobby with him. He knows just *why* it's the best little old car there *is* of its class.

And he'll stand up for that car against the world in any kind of an argument.

Year by year an increasing number of men feel the *same way about U. S. Tires.*

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But usually it doesn't take long for a man to sense the *economy* of the *standard quality* tire.

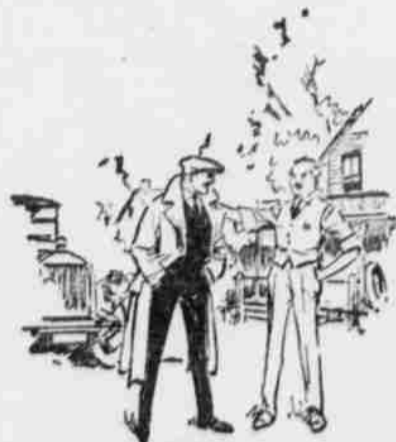
For *years* U. S. Tire makers have been building quality tires for sane tire users—for the car of medium or light weight no less than for the heavy car.

The tire buyers of the land have responded with a mighty *U. S. Tire following.*

The U. S. Tire makers meet the responsibility for supplying this nationwide following with characteristic energy.

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