



And Remember to Get a Stop-Over for Springfield.

SPRINGFIELD, OREGON, MONDAY, OCTOBER 11, 1915.

ABUSE OF RAILROADS NO LONGER THE OPEN DOOR

(From the Pacific Coast Manufacturer)

Twenty years ago abuse of the national banks was an open avenue to political honors at the hands of the people.

That has changed and the people are proud of a stable banking system, banks that earn good dividends, and whose shares are at a premium.

The sentiment still prevails that abuse of railroads and hammering public utilities is popular as a vote-getting device.

The belief has prevailed that in striking at a railroad the people were striking at some "magnet," or at some group of rich men which owned the road.

In a recent address, President Sproule of the S. P. Co. showed the truth to be that every blow struck at the railroads is a blow struck at 600,000 stockholders, who have invested their savings in securities; at 1,750,000 employees whose living depends on the railroads at 11,000,000 savings bank depositors, and at the millions of insurance policy-holders, a large part of whose funds are invested in railroads.

When these facts are considered, it will be seen that striking at the railroads the people strike at themselves.

The Portland Oregonian in an able editorial shows that aside from these facts, the prosperity of the people is bound up with that of the railroads, especially in the Pacific Northwest where the greatest need is new railroads to develop our rich but sparsely peopled wastes.

The surest means of supplying this need is, to insure prosperity to existing roads.

A man who has invested \$1,000 in a certain place, with good results is inclined to follow it with another \$1,000, but if the results have been bad he will be apt to shun such investments for the rest of his life.

Prosperous railroads give good service and spread prosperity by buying material and employing labor, with which they dispense in times of stringency.

Since railroads have come under public regulation, state and inter-state, all excuse that ever existed for popular hostilities to them has been removed.

This hostility should not have been felt against the roads themselves, but against those individuals who managed them in a manner inimical not only to the public but to their own interest.

With public control we now have assurance that rates will not be excessive, but they should be sufficient to pay a reasonable return on the investment.

By so doing, they will attract capital to further investments of the same kind.

ADVERTISING IS DOING IT.

Strange, isn't it? But it is true, isn't it? The way some of your old friends and customers send their money to folks they do not know and for goods they have never seen.

You would naturally incline to the belief that people would prefer to buy goods after having had an opportunity to inspect them, and to make the purchase from people whom they know.

There was a time when shopping was largely a matter of personal contact. Today the distant store and the mail order house get into close touch with thousands, who are made acquainted with their goods and their methods of doing business. How is this done? Advertising—constant and effective advertising.

Many arguments are used to make customers out of the readers of advertising. These advertisements draw business from you and the other local dealers.

Consider the results obtained by the national magazine advertisers, and you will cease to wonder what is the magnet that draws to the city department store and the catalogue house, hundreds of miles away, the trade that you should enjoy. It is surprising that they do not take more dollars out of this community than they do.

Now mind you, the News is not talking just for its business but for yours as well, and for your neighbor's. For if you do not thrive, the News will not. Naturally, and somewhat selfishly, the News is interested in this community.

Oregon has reason to be proud of its thousand or more girls who recently gave an exhibit of their culinary skill, for there wasn't a single death or even a case of indigestion among the multitude that tasted the good things provided.—Hamilton (Montana) Republican.

PILLSBURY BROTHERS BUYS TIMBER LAND

Portland, Oct., 10.—Although the deal was completed several days ago, the announcement has just been made of the sale by Fred A. Kribs of a tract of timber land in Coos county to Alfred F. Pillsbury and his brother, of Minneapolis, who already have extensive timber holdings in Oregon. The tract purchased

by the Pillsbury syndicate was owned chiefly by Mr. Kribs. In the tract just sold are 2680 acres along the headwaters of Coos river which are said to cruise nearly 300,000,000 feet of timber, mostly high grade fir with a liberal percentage of cedar. The consideration involved in the transfer is not disclosed, but it is known that more than \$200,000 changed hands in the deal for the 17 quarter sections of land.

OUR PUBLIC FORUM

By L. E. Johnson

On Two-Cent Passenger Rates



The farmers of this nation are vitally interested in railroad rates and equity between passenger and freight rates is especially important to the man who follows the plow for the farmer travels very little but he is a heavy contributor to the freight revenues. Some of the states have a two cent passenger rate and whatever loss is incurred is recovered through freight revenue. The justice of such a procedure was recently passed upon by the Supreme Court of West Virginia and the decision is so far-reaching that we have asked L. E. Johnson, president of the Norfolk and Western Railway whose road contested the case to briefly review the suit. Mr. Johnson said in part:

"Some ten years ago, passenger fares were fixed by the legislatures of a large number of states at two cents a mile. As a basis for such economic legislation, no examination was made of the cost of doing the business so regulated, nor was any attention given to the fact whether such a rate would yield to the railway companies an adequate or any net return upon the capital invested in conducting this class of business.

"Such a law was passed in West Virginia in 1907. The Norfolk and Western Railway Company put the rate into effect and maintained it for two years. Its accounting during these two years showed that two cents a mile per passenger barely paid the out-of-pocket cost and nothing was left to pay any return on capital invested. It sought relief from the courts. Expert accountants for

both the State and the Railway Company testified that the claims of the railroad were sustained by the facts. Two cents did not pay the cost of carrying a passenger a mile. The State, however, contended that the railroad was earning enough surplus on its state freight business to give a fair return upon the capital used in its passenger as well as its freight business. For the purposes of the case, the railroad did not deny this, but held to its contention that the State could not segregate its passenger business for rate fixing without allowing a rate that would be sufficient to pay the cost of doing business and enough to give some return upon the capital invested in doing the business regulated. This was the issue presented to the Supreme Court. Its decision responds to the judgment of the fair-minded sentiment of the country. The Supreme Court says that, even though a railroad earns a surplus on a particular commodity by charging reasonable rates, that affords no reason for compelling it to haul another's person or property for less than cost. The surplus from a reasonable rate properly belongs to the railway company. If the surplus is earned from an unreasonable rate then that rate should be reduced. The State may not even up by requiring the railroad to carry other traffic for nothing or for less than cost.

The decision is a wholesome one and demonstrates that the ordinary rules of fair dealing apply to railway companies. The fact that one makes a surplus on his wheat crop would never be urged as a reason for compelling him to sell his cotton at less than cost. It would not satisfy the man who wanted bread to be told that its high price enabled the cotton manufacturer to get his raw product for less than cost. In this case the court reaffirmed the homely maxim that each tub must stand upon its own bottom."

INDUSTRIAL NOTES

The St. Helen's Ship company is busy on 5 mast auxiliary schooner.

The Dalles has a new soap factory.

LaGrande—Tacoma capitalists bought Whited Mine for \$30,000.

Ashland ice plant will move to Medford.

The Oregon cranberry crop is good, price around \$10 a barrel.

Ashland—744 head of cattle shipped from here recently brought owners \$45,000.

A self-oiling trolley wheel manufactured at Hausser, Oregon, ran 38 days without oiling.

119,000 acres of land has been open for settlement in South Central Oregon.

Spaulding Logging Co., will attempt to colonize its logged-off land at Black Rock.

Bandon cheese factory turned out 50,000 pounds of cheese in 5 months.

Bandon—Prospect of railroad orders brightens the lumber ket outlook.

An effort is being made for a bridge across the Willamette at Harrisburg.

Prineville planning big irrigation scheme with canal and dam.

Stockholders of Canby Canning Co. are figuring on starting cheese factory.

Crown Point on Columbia Highway will have \$20,000 hotel.

Gold ore running \$40 a ton reported one mile west of Buncom.

Drainage district being organized on Ten Mile, Coos Bay.

Unly—New creamery nearly completed.

Bandon—Manager Thompson of the Sixes River mines has crew on men working on construction of a flume. A sawmill is being constructed and the cost of the flume and mill combined will be about \$150,000.

Toledo—The Geo. W. Moore sawmill preparing to resume operations.

Toledo—J. B. Miller Logging camps on depot slough is again in operation.

Grants Pass—Reports say Greenback mine may be operated in near future.

Hill lines will feature Oregon cranberries on their diners.

Gardner—Salmon canneries on the Umpqua have opened.

Present conditions indicate that North Bend mills will operate all winter.

The Warren Construction Co., is rushing its bitulthic paving contracts at North Bend.

KLAMATH FALLS HAS CELEBRATION

(Continued from page 1)  
Dr. E. D. Johnson said the occasion was one of the happiest

moments of his life. He pointed out what new roads will mean to this district; how industries of all kinds can be developed, and vast quantities of produce shipped.

Today the commercial club sent a congratulatory telegram to Mr. Strahorn, as well as to some of the towns to be benefited by the railroad, including Bend, Lakeview and Silver Lake.

Today the proposed railway is the principal subject of discussion. Every where there is new optimism, similar to that felt when the first word came that the Southern Pacific line from Weed was near.

Classified Ads

For Sale, Rent, Wanted, Etc.

LOST—Between Fifth and A streets and Booth-Kelly office a merchaum pipe, gold-mounted. Finder please return to News office or Booth-Kelly office. 73

GOOD RANGE for sale at bargain. Inquire at News office.

FOR SALE—A good motorcycle or will trade for a good horse also spring oats. Inquire at News Office.

FOR SALE—Wagon and harness cheap. Call at News office.

SPRINGFIELD PROPERTY for Sale or Trade. Address Box 5, route 1. 68-9\*

HORSES FOR SALE—If you want a bargain, don't fail to see them. Must sell this week Also household goods for sale. J. F. Martin, 645 A street. 68\*

FOR SALE—First class Jersey cow, giving a good flow milk. See E. M. Crawford, Springfield Junction.

WANTED—A gentle saddle pony for a lady to ride this winter for its keeping. Address P. O. Box 55, or call at 167 Mill and B street. 1t\*

FOR SALE—At a bargain close in residence lot. Browning Realty Co.

FOR SALE OR TRADE—New six room bungalow on improved lot 50x150, trees, outside city limits, city water, sewerage, wired for electric lights, one block from macadam street. Will trade for Springfield property. Address E. R. Spencer, Cottage Grove Oregon.

THE 36-223 First National Bank of Springfield, Oregon

We Have a Will Box

in our Vault at The First National Bank of Springfield, and you are welcome to deposit your will in this strong box for safe keeping without cost.

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Harness, Shoes, Gloves Harness and Shoes Repaired at The Harness Shop

Springfield OREGON

See Edwards & Brattain For Farm and City Property Exchanges a Specialty Springfield Oregon Phone 30

Donald Young and L. L. Ray announce the formation of the law firm of Young & Ray, with offices over the Loan & Savings Bank, Eugene, Oregon.

CAREFUL, CONSCIENTIOUS Dentistry DR. J. E. RICHMOND PHONES—Office, 3; Residence, 116-J Over Commercial Bank, Springfield, Oregon.