The Springfield News

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Member of the Willamette Valley Editorial Association.

MONDAY, MAY 21, 1917.

ILL ADVISED RECRUITING

The urgent request of Governor James Withycombe, that the war department issue an order suspending recruiting in the rural district, is quite timely.

Our government must not rob its food producing sections of their labor. Under the proposed conscription law a certain number of young men will be summoned from the farms for military service. It is proper that all sections should be called on alike for men, however, the man power of the agricultural states should not be further reduced by an energetic campaign for volunteers.

The world demands that our farms have a maximum yield this year. The farmer is only a little less important than the soldier. Under these circumstances it would be folly to rob our farms of their skilled labor which would have to be replaced with novices

MAKING WAR LOANS POPULAR

The government's plan to popularize the "liberty loan" is greatly approved by the business men of the nation who realize the desirability of giving a wide circulation, not only to the first but to all other war bond issues it places before the people of the United States.

A two-year war will draw heavily on our financial resources. Congress has already voted $7,000,000,000 and will be forced to appropriate additional billions for the growth and maintenance of the army and navy, and for the prosecution of the republic's war aims and for the furtherance of the financial interests of our allies.

The finances of the allies must be kept intact and is one of the most important factors in the moves of the treasury department. For instance, the British government needs $100,000,000 to supply her need for themonth of May. She has already borrowed one half this amount. In addition, the United States government will continue to extend credit to France ,Belgium Italy and Russia, together with other nations that seem to be in need of help. The successive war bondisssues floated by this country should be absolved, as nearly as possible, by the general public. Efforts are to be made to reach the majority of the people,especially those who have not invested in government securities. The bonds must be put out in small denominations in order to fit the small investor's pocketbook. In this way, millions of dollars, that otherwise would not figure in the treasury department's calculations, will be made available for investment in federal securities. Of equal importance is the fact that the repeated loans will draw to a materially lesser extent upon the liquid capital of the country, upon which business necessarily must continue to depend.

COMMUNICATION

"The Road Bond Bill"

Springfield, Oregon, May15, 1917. To the Editor:

Tho' a late day, and after others have had their say on the improvement road question, under the impending bonding for good roads, please allow a say from another voter of the state, by giving a few opinions among others, why I am in favor of bonding for $6,000,000, for the purpose of hard surface roads. I had much rather it be $16,000,000, even should there be but a few counties benefited by it, as there would be an entering wedge toward building a wealthy coming state-hood.

Another reason is, not only Oregon, but the whole nation needs hard surfaced roads for wagon, auto and truck use, because of distressingly poor railroad transportation. The way the average railroad is managed seems to make transportation prohibitive, because of the scarcity of freight cars and the consequent tardy transfer of freight. A shipment of house hold goods consigned at Chicago, January last for New York, did not arrive till the later part of March.

There was a shortage of freight cars January 1 of 100,000; February 1, 119,000; March 1, 122,000; April 1, 129,000; and the shortage still increasing as months go by.

Millions of feet of lumber in Louisiana and other states including our Oregon are long waiting for shipment. Millions of eggs are spoiling on side tracks. Hundreds of thousands of perishable food stuffs are being dumped in waste or garbage piles, because becoming spoiled! Think of it.

Why is this thus? Because the railroad "magnates" instead of putting surplus earnings into new equipment, dividend their watered stock, so as to sell more stock, then "cut a melon."

I, with millions of others, am in favor of Government ownership of railroads, because of many reasons, chief among them is, there would come no reply "the public be damned" but "the public be served." Besides, the public would get a share of the "melon" by the rail roads being run at cost like the post office system. No private graft. Selah! A Biblical expression.

I have no personal grievance against any railroad, save a dislike for selfishness run wild to greed. (Selfishness is the only sin in human life) There are too many "melons" for railroad "magnates."

At one time away down my long life, when an associate editor, I earned favors from rail road compaines, in their issuing yearly and other time passes over continental lines on account of the press as a descriptive writer.

I assisted in working up an emigration to the Arkansas Valley. The rail roads then run on a mere public usage. The world was at peace, and like May, all the earth was gay.

There are millions who are in favor of public ownership of public utilities and municipal ownership of water, heat and light. When these things come in vogue, things will be had at cost, and salary and wages good, with no strikes or lock outs, no incentive for them.

Respectively submitted,
JAMES INMAN.

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Classified Ads

For Sale, Rent, Wanted, Etc.

FOR SALE—Driving horse and buggy inquire, Mrs. A. R. Crump, 5th and H streets, Springfield, Ore.

LOST—Sunday an agate locket leave at News office.

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

FARM LOANS
and on t[illegible]
[illegible]

FOR SALE OR TR[illegible] fruit ranch within sigh[illegible] Will consider trade o[illegible] Cash dence property. Springfield News

THE LOOKING GLASS

They say "In the Spring a young man's fancy" and so on.

* * *

But not many of the usual Springtime romances have burst on

* * *

our watchful gaze this year

* * *

It's been too blamed cold.

* * *

And even if all the eligibles weren't going to war or to farm,

* * *

In these hard times, the best of 'em would think twice before they offered to earn "my daily bread, and cake for my wife," three times a day for the rest of their lives.

* * *

And so, for all these reasons, life isn't very interesting to romantically inclined folks, in Springfield, any more.

* * *

The situation is just about like a popper full of corn; just so many are going to "pop," and there are going to be a certain number of "Old Maids" left.

* * *

And so this is the reason, partly, that life is getting miserabler and miserabler for us.

* * *

Our boss says "What am I paying you for, why don't you get some news once in a while?"

* * *

And we can't, because things just don't happen any more. No one has time to swipe his neighbor's fishing pole and go use it, or do anything newsy like that.

* * *

Even the sewing clubs will soon disband for the summer.

* * *

Of course, everybody is busy raising onions and beans, and sich.

* * *

and we grant they'rs satisfying.

* * *

but you can't fill a paper with 'em.

* * *

And so this is the nature of a call for help or afarewell.

* * *

If we get the first, we may not need to say goodby.

* * *

If not. ----

* * *

We can't say it.

Whooping Cough

One of the most successful preparations in use for this disease is Chamberlain's Cough Remedy. S. W. McClinton, Blandon Springs, Ala., writes, "Our baby had whooping cough as bad as most any baby could have it. I gave him Chamberlain's Cough Remedy and it soon got him well." Obtainable everywhere.

KEEP GARDEN BUSY THE WHOLE SEASON

(Continued from page one)

lettuce for fall.

Harvesting string beans, peas, summer squash, beets, carrots, cabbage, cauliflower.

August 1 to 15.—Seeding fall letuce for outside use and in the frame.

Harvesting cauliflower, cabbage, string beans, sweet corn, first early tomatoes.

August 15 to 30.—Seeding of late lettuce for frame use, Chinese cabbage.

Harvesting tomatoes, sweet corn beans, head lettuce, cucumbers, melons, peppers, etc.

September 1 to 15.—Seeding spinach, fall radishes, turnips, and cabbage seed for late fall transplanting.

Harvesting tomatoes, peppers, egg plant, sweet corn, celery, onions, squash, etc.

September 15 to 30.—Seeding radishes outside, setting lettuce in frames

Harvesting fall cabbage, cauliflower head lettuce, late sweet corn, parsnips celery, late string beans, lima beans, tomatoes, peppers, egg plant, squash, etc.

October 1 to 15.—Transplanting into frames lettuce plants, seeding radishes in frames.

Harvesting late corn, tomatoes, egg plant, peppers, fall lettuce, late beans, parsnips, kale, celery, etc.

Store squash, onions, pumpkins.

October 15 to 30.—Transplanting into garden, cabage plants for early spring marketing.

Harvesting late spinach, Brussels sprouts, late cabbage, cauliflower, celery, carrots, parsnips, salsfy, head lettuce, onions, peppers, fall turnips, winter radishes.

November 1.—Finish transplanting cabbage plants to the field. Also transplant more lettuce into frames for early spring marketing.

Springfield Team Wins

The Booth Kelly ball tossers walked away with everything in sight at Fall Creek yesterday when they won the game from the latter players by a 3 2to 6 score. Charles Starks umpir-

WHAT GOOD ROADS MEAN TO FARMERS

Seven Portland Hotels Alone Disburse $350,000 Annually For Ranch Products.

Seven of Portland's leading hotels annually disburse among Oregon producers $350,000 for the products of the farm. Of that total at least $210,000 is distributed direct to the small farmer for poultry, butter, eggs, milk, cream and vegetables. The remaining $140,000 is paid out for ham, bacon, fish and fresh meat.

Although the foregoing figures are those of the hotels which handle the bulk of the transient travel in Portland, they do not show all that the transient travel means to the Oregon farmer.

Hundreds of tourists frequently take their meals at a grill, restaurant or cafeteria not connected with the hotel at which they are registered. If obtainable these figures would materially swell the grand total of what this business means to Oregon producers.

One of the arguments used against the six million road bond bill is that the roads to be hard surfaced under the provisions of the measure will be "scenic roads" rather than market roads. The figures quoted above would indicate that the farmer has a direct and material interest in any plan of road building such as is provided for if it will make more accessible a market such as Portland affords for his products.

As an illustration of what good roads mean to the farmer one Portland hotel pays one producer annually $3000 for eggs alone. He pays 33 cents a dozen under contract throughout the year.

There is no question but that with the completion of the roads designated in the bond bill Oregon will attract a good share of the tourist business now largely monopolized by California and estimated to be worth to that state annually $200,000,000.

ARE YOU THE OWNER OF AN AUTOMOBILE?

If there were only one reason why every automobile owner should go to the polls June 4th, and vote "Yes" on the $6,000,000 road bond bill it is because automobile owners will pay for these improvements by their increased licenses.

But they will save several times the amount of their license in wear and tear of machines, tire mileage and gasoline.

Auto owners will have to pay the increased fee regardless of whether or not the road bond bill is approved at the June election.

If the $6,000,000 road bond bill is approved by the people, the money derived therefrom will be expended in the construction of a state-wide system of permanent roads.

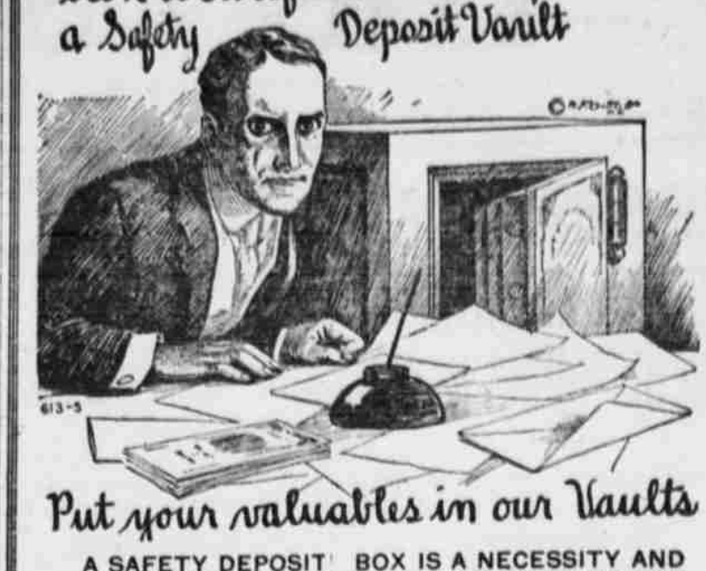
County money now spent on main trunk lines will be used on laterals and less traveled roads if the road bonds carry at the special election on June 4th.

"During the past winter, sheepmen in my section of the state lost fully 40 per cent of their lambs owing to the weather and the inability to transport feed from the railroads because of the impassable condition of the roads," reports G. M. Blakely, a prominent Grant County sheepman. "With the good roads provided in the $6,000,000 road bond bill we would have been able to get the necessary stock food and reduced to a minimum the loss of lambs. With the bottomless roads we now have in our part of the state, that was impossible. This is an element that enters into the prevailing high cost of living. Less stock means constantly increasing higher prices. The people of my county are emphatically for the road bond bill and any other legislation that will improve existing conditions in the matter of transportation in rural communities."

"With good roads, Eastern Linn County can produce and market thousands of tons of good products from land now given over entirely to grazing purposes," announced George Gizendorfer, a good roads booster of Cascadia, who walked 16 miles to attend a recent good roads meeting at Lebanon. "With our present poor roads, it is impossible for us readily to reach the market with such products, with the result that this acreage, so adapted for agriculture, is chiefly valuable only for grazing purposes. With good roads that would make markets more available, stock can be moved farther back and this land developed in an agricultural way. In this way, the further settlement of the state would be aided with a consequent increase in the state's production of food products."

Considering the activities of State Master Spence on the one hand and the number of favorable resolutions passed by individual granges on the other, so far as the grange is concerned in the bond proposition it appears a case of whether the dog shall wag the tail or the tail wag the dog. —Hillsboro Independent.

The state pamphlet on the six million dollar bonding measure will soon be in the hands of the voters. Do not throw it away without a careful study. This seems like an opportunity for improved roads that we are not likely to get again if now turned down.—Hermiston Herald.



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