

THE SPRINGFIELD NEWS

Published Every Thursday at Springfield, Lane County, Oregon by
TYLER & FREELAND

Samuel E. Tyler

H. B. Freeland

Entered at the Postoffice at Springfield, Oregon, as Second-class Matter,
February 24, 1903.

SUBSCRIPTION RATES:

One Year	\$2.00	Three Months	.50c
Six Months	\$1.00	Single Copy	5c
One Year, When Paid In Advance	\$1.75		

WOMAN HANDLES BERRY FARM.

The Winlock, Wash., News tells how a woman handles a berry farm alone, with a blind husband.

Mrs. O. McLaughlin was one of the first in the district to realize the adaptability of this soil and climate for growing of small fruits.

She came from the Puyallup district eight years ago and became enthused over the prospect of raising berries in the district, despite the fact that she received no encouragement from any of her neighbors.

Seven years ago she set out Cuthbert raspberries on one-fourth acre. Gradually she has added gooseberries, strawberries and loganberries, until she has two and five-sixths acres planted to berries.

Mr. McLaughlin's eye sight failed him and Mrs. McLaughlin rented the farm but retained her berry acreage and the dwelling house.

Her returns for this year alone amounted to over \$1000 clear profit, and the berry bushes not in full bearing either!

Maintaining her home, taking care of a blind husband and family, are what this little woman has done with a few berries.

She has pioneered the industry and showed that something better than a corn bread living can be had if berries are made the source of income.

Just as remarkable results are numerous in the Willamette valley, where dehydrating plants, jam and juice plants and canneries are calling for thousands of acres of loganberries, strawberries, raspberries, etc., to supply the world demand they have created.

Now is the time to plant.

More acreage must be put in to bring a better home market.

The acreage suitable for growing berries is here surrounding Springfield. More berries and small fruits are being planted this year than ever before. But a good market is needed. Then there would be ample opportunity to plant still more acres to berries.

SERVICE BELONGS TO THE PEOPLE.

(The Manufacturer.)

It was the late Governor Withycombe, of Oregon, who said that "the railroads belong to the stockholders but the service belongs to the people."

This is a very important aspect of the situation in relation to proposed legislation by congress respecting future railroad control.

What the people want most of all and more than all else, is efficient service.

Shippers generally in Pacific coast territory are opposed to compulsory consolidation because they easily conceive that this would eliminate competition between rival carries which is the very foundation of good service.

For the very same reason there is practically no sentiment among shippers or in business circles in favor of a limited return other than that resulting from reasonable rates.

Observing minds in all industries and business circles realize that adequate transportation is determining essential to present prosperity and future progress, that the railroads are now barely capable of handling the present volume of traffic, and that if we are to grow and escape harmful congestion much capital must soon be devoted to additional facilities.

It is just as easy to discern that if congress shall enact a law requiring the relinquishment of a portion of the earnings above a certain fixed percentage to the government, or for apportionment to less prosperous lines, both the incentive to invest and to efficiently operate will have been nullified, and not only would needed capital for enlargement of facilities not be forthcoming but the service would inevitably deteriorate.

The government should and does exercise authority over rates and the law requires, and justly so, that rates shall be reasonable. If rates be reasonable, and it is clearly the duty of the government to make them so, by what method of sane reasoning can the earnings

of any railroad be adjudged unreasonable?

Is it consistent with sound business principles, or is it likely to achieve the desired purpose respecting the attraction of investors, so that funds may be obtained for much needed additional facilities, to paralyze a road which by judicious improvements and efficient management has effected economies of operation without impairment of service? Manifestly, this would be not only unwise but potentially disastrous.

Furthermore, since both the house and senate bills so increase public authority over affairs of the carriers as to embrace every aspect of their public relations what excuse remains for placing representatives of the public and of the employees on the railroad directorates and committees, invested with almost equal authority but with no responsibility?

Is there a publisher, banker, businessman, farmer or lumberman who would want to assume all the responsibilities for the payment of bills and successful conduct of his business under like conditions? It is just such short-sighted meddling as this that intimidates investors and discourages development.

The public's interests are amply safeguarded without this representation, while it is very evident that giving the employees representation would simply increase their opportunity and incentive to burden the public with additional wage demands or shorter hours or both.

If in the contemplated legislation congress shall keep clear of all vagaries and adhere to sound business principles it will have rightly met and conserved every public requirement, keeping uppermost the thought that "the service belongs to the people" and is the most important aspect of all.

ROAD BONDS WOULD COST \$1.67 PER \$1000 FOR 29 YEARS

He had been thinking over the \$2,000,000 bonding proposal for good roads in Lane county. His farm was assessed at \$1000 although he would hardly take twice that much for it. What he wanted to know and his question was, "What is all this road building going to cost me?" The answer is that, for the years 1921 and 1922, it will cost him nothing.

By 1923 there will be some interest due and if his farm is assessed at \$1,000 he will pay 40 cents extra in taxes that year. In 1924 it will come a little heavier and his extra taxes will amount to 80 cents more than before he heard of bonding.

From year to year it will grow a little until the high point is reached in 1936, when on his \$1000 assessed farm, he will be asked to pay \$3.29 more than if there were no good roads.

From 1936, the amount will be gradually less each year until in 1946, if he still happens to be on earth, his extra taxes for driving on good roads for 26 years or more will get back to 42 cents, and for 29 years the average would be \$1.67.—Eugene Guard.

OPPORTUNITY.

"Opportunity," says Mr. Dooley, "knocks at iv'ry man's dure waunst. On some men's dures it hammers till it breaks down th' dure, an' then it goes in an' wakes him up if he's asleep, an' afterwards it woruks f'r him as a night-watchman. On some men's dures it knocks and runs away, an' on th' dures iv some men it knocks an' whin they come out it hits thim over th' head with an axe. But iv'rywan has an opporchunity."—Exchange.

NOTICE.

To all whom it may concern: Be it hereby known that the firm of Corsaw & Gibson has dissolved partnership and on and after January 3rd, 1920, all bills payable to the above firm will be received or collected by A. A. Gibson, successor to Corsaw & Gibson, and all bills collectible from the firm of Corsaw & Gibson will be paid by A. A. Gibson, successor to Corsaw & Gibson. (Signed) —H. B. Corsaw, —A. A. Gibson.

SPRINGFIELD FLOUR

WE HAVE ADDED TO OUR LINE OF FLOUR MADE FROM LOCAL WHEAT A NEW FLOUR AND WE HAVE NAMED HER

"Springfield"

IT IS MADE FROM AN EASTERN HARD WHEAT AND LOCAL LITTLE RED HARD WHEAT

"Noxall"

IS A HIGH PATENT MADE FROM OUR BEST LOCAL WHEAT WITH ALL THE LOW GRADE REMOVED

—AND YOU KNOW OUR CREAM MIDDINGS AND OLD-FASHIONED GRAHAM MADE ON THE OLD-FASHIONED MILL STONE

ALL MONEY-BACK GUARANTEE

SPRINGFIELD MILL AND GRAIN COMPANY

People's Column

BONDAGE.

There is a small town not far from here that is paying interest on bondage, at the rate of \$20 per day, for street paving. It seems to be a permanent indebtedness. Do you want Lane county to be in the same condition? Keep out of debt, pay as you go or don't go. The New York bankers understand the principle of semi-annual compound interest. One hundred dollars at interest of 6 per cent for ten years, with interest added in every six months, would make capital enough to start a bank. What right have you to force an indebtedness on your children, without their consent, to be paid in a long distant future?

Vote against bondage, but work for a macadam road. Have a little consideration for the teamster. His team cannot stand up on a slick pavement.

The state was bonded for six million dollars some time ago. The vote was running all right until it came to the nontaxpayers of Multnomah county who all voted for tax. A nontaxpayer should have no vote on a question involving a tax. The legislature placed another tax bondage of ten millions for road purposes. We are under enough bondage now. The bondage money and interest on it is needed here in circulation. Now voters, please vote against bondage. How miserable are a community when the heel of the New York banker is on their necks.

—A. Hemenway.

Cultivate the habit of walking with head up and the shoulders thrown back. It is cheaper and better than bottled tonics, says the United States public health service.

A FEW OF OUR NEW AND SECOND HAND

BARGAINS

One VICTOR Talking machine; almost new.

One WHITE sewing machine—in good working order.

Wall Paper in the latest Patterns; also house lining.

Come in and see the new Manning Gas Saver. We will be glad to demonstrate it for you.

BERRY PIANO AND FURNITURE COMPANY

Milkers, Attention!

Don't forget that your local creamery pays the highest prices

Springfield Creamery



IT IS

Not What You Earn

BUT

What You Save

THAT WILL

Make You Independent

Deposit Your Money in the

**First National Bank
SPRINGFIELD**

(A City, County, State and National Depository.)