

# THE SPRINGFIELD NEWS

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

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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 |

### ONLY ACREAGE WILL HELP.

The Pacific coast states require at least ten thousand acres set out to small fruits in the next four months.

The crop of small fruits for 1920 has undoubtedly been cut down from 10 to 30 per cent by the January freeze.

Cold spells come at least once in six or eight years and must be anticipated with surplus acreage to meet shortage.

Contracting prices are high and growers can make no mistake in putting out strawberries, loganberries, blackberries and raspberries.

If the growers around Springfield will put out enough acreage to berries and small fruit this year, they can be assured of a good, reliable market for their crops. All they need to do is to declare their intentions, plan their crops and be ready to put themselves on record later in the season.

In many communities new canneries are built and the demand for the raw material will be greater than ever.

Of course, the canneries cannot take all the chances of marketing the manufactured product—growers must take some.

But it can be safely said that with an unlimited world market, the chances of big profits are all on the side of the grower for the next five years.

### THE LUMBER SITUATION.

Notwithstanding claims by the United States railroad administration, the shortage of cars in Oregon and Washington continues.

A recent statement by the railroad administration, says car shortage is due to the Pacific northwest's having outgrown its trackage facilities.

The state public service commissions and traffic experts find that the track facilities in Oregon and Washington are not now, and never have been, used in excess of 60 per cent.

Lumber production in Oregon and Washington, since 1914, has increased 27 per cent.

One hundred twenty-seven

mills, in one week, show actual production 65,539,251 feet. Such a production is 27 per cent below normal. New business taken on during the week totaled 54,235,850 feet. Shipments for the week totaled 66,741,927 feet, of which 55,710,000 feet was loaded for rail delivery.

The balance of unshipped orders for transcontinental delivery has reached a total of 12,149 carloads at 127 mills.

Thousands of cars are being used by the railroads restocking their coal shortages and hauling ice to their refrigerating plants and the lumber industry of the northwest must suffer.

### FACTS VERSUS BOLSHEVISM.

Beat the bolshevistic tendency with facts. Facts are better than political arguments.

Instead of class-consciousness let us have industry-consciousness. Class-appeal is poison.

Ours is a nation of all the people. The belief in class-interests, class-prejudices, class hatreds, is fatal.

We must believe in our government, in the American idea, and disbelieve in the idea that we are under class-rulership.

If there are selfish classes they must be absorbed in all-embracing policies of justice to all citizenship.

Facts about industries presented in this paper are worth more than all the appeals to class hatred.

One hundred facts about pay-rolls, improvements and progress are more potent than martial law.

Shoot bolshevistic tendencies to shreds by handing out the facts of production here at home.

Our country is not going to the dogs and the Reds won't get us but it is going to take constant and untiring effort by America's brainy men and women to counteract and destroy the present era of unrest and discontent and finally bring this nation to an even keel. We are not out of the woods yet

but we are getting our bearing. More contented homes, more dinnerpails and widespread employment of labor will beat bolshevism and keep the people from turning to radical exploiters of farmers and workmen.

### SERVICE AND RATES.

In regulating the railroads two facts should be kept uppermost: (1) that they are servants of the public; (2) that to function efficiently and proportionate to the public needs they must be well maintained and economically operated.

Rates should not be increased without good and sufficient reason. If existing rates yield a reasonable net return on the investment, with a margin sufficient to stabilize railroad credit and safeguard investors so as to attract capital for betterments, extensions, improvements and rolling stock there should be no increase. If they do not yield this return and essential marginal surplus, rates should be increased.

In all respects we are a tremendously progressive people and in no respect more so than industrially and commercially. Our remarkable growth and development can be attributed largely to the fact that the United States enjoys the best and cheapest railroad transportation of any country in the world.

While preserving into ourselves the cheapest transportation consistent with a fair return and good service let us not overlook the fact that the quantity and quality of the service are far more important as related to our progress and prosperity than the cost of service. For the waste and loss to producers and shippers from poor service or from inadequate service might easily equal or exceed the cost of good service. In other words in the final analysis poor service is never cheap and is always the dearest in the end.

In 1918 under federal control 28.7 cents out of every dollar of railroad revenue went for material and supplies and 52.9 cents went to labor. These two items took 81.6 cents of every dollar, to say nothing of taxes.

In the interest of the public welfare and development it is essential that we recognize the wisdom of establishing rates that will encourage transportation development and sustain good service.

### STRIKE!

(The following article taken from "Gales," an I. W. W. publication, gives an idea of the propaganda and aims of the I. W. W., "Reds" and kindred organizations.)

Workers of the United States, strike! strike!

The day of labor has almost come. You can hasten its dawn—by striking!

Strike for higher wages, shorter hours, and better working conditions.

Strike for the freedom of your fellow workers who are suffering untold tortures in American dungeons because they dared disobey the con-

scienceless capitalists who dominate your country.

Strike for the withdrawal of American soldiers from Russia, where they are wounding and killing the struggling people of the only labor government on earth.

Strike for the abandonment by your rulers of the accursed conspiracy to invade Mexico, overthrow its government and enslave its people.

Strike and keep on striking. The cause of the strike is of minor importance. Get what you demand from your employers to be sure, but remember that your immediate demands are subordinate. Strikes are of primary value because they are practiced in the exercise of industrial power.

Some day when you have gained sufficient experience and have accumulated sufficient power, you will initiate the FINAL MASS STRIKE that will shatter the shackles that bind you and raze in ruins the whole structure of the system under which you are a ver-

When that day comes, you will strike, not for temporary amelioration of your misery, but for the abolition of capitalism itself. You will demand the surrender of land and industry to yourselves. You will claim and seize them, possess and manage them, not by voting, making speeches or dealing and dicker with politicians but—by striking.

Politicians in the United States are speculating on the probable influence that the Non-Partisan league will exert in the 1920 presidential campaign, and beyond doubt; that influence will be considerable.

Townley, the league's leader, who has just been sentenced to jail for be-

ing "unpatriotic" in the war, is a political genius and with a powerful organization that represents the aspirations of thousands who are getting a glimpse of the future society, the league will make itself felt next fall, Nebraska, Minnesota, North and South Dakota, Wisconsin and Montana may easily be carried, possibly enabling the league to accomplish its desire and name Governor Lynn J. Frazier of North Dakota as next President of the United States.

But at the present rate of speed of the increasing class-consciousness of American workers, politics will be almost hushed before the next election comes, and the great change will be in process through the transfer of individual power.

### UNIVERSITY WILL RECEIVE BATTLESHIP OREGON GUN

University of Oregon, Eugene, Jan. 26.—The University of Oregon is soon to receive from Puget Sound navy yard at Bremerton, Washington, one of the small guns mounted on the battleship Oregon when she made her historic dash from San Francisco clear around South America to participate in the battle of Santiago in 1898.

The gun which helped win the war with Spain will be suitably inscribed and placed in an appropriate position here as a memento of Oregon's namesake vessel. The university already has the old flag which was carried by the Oregon during the war. For a long time the flag hung on the second floor of the administration building.

A want ad will work for you.

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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

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A new shipment of SILK FLOSS Mattresses and COIL SPRING and DOWNY REST Bed Springs.

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BUT

## What You Save

THAT WILL

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Deposit Your Money in the

# First National Bank SPRINGFIELD

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don't have to have shares to trade with the

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