

(Paid Adv.)

# THE S. P. SHOP SITE

## An Appeal to the Citizens of Eugene by the People of Springfield

You have been asked to vote for \$175,000 to purchase 209 acres of land west of Eugene to trade for the shop site held by the Southern Pacific in Springfield.

You have been told by these men who have taken options on this land that you now have an opportunity to accomplish big things industrially for Eugene.

You have NOT been told that by this action you would do a great injury to a neighboring city

You have NOT been told that the car shops, located in Springfield, three miles east of Eugene, would do your city practically as much good as having them located two miles west of your city.

You have been told that the men backing this promotion scheme expect to reap no benefits individually if they carry it through. We challenge this assertion. We believe that certain men among these promoters expect to make large sums of money out of the sale of adjoining property. We ask you why certain members of this committee who went back to Washington two years ago and testified that the Southern Pacific Company was trying to bottle up the Willamette Valley, and are now asking you to give the railroad company \$175,000? Why they once told the interstate commerce commission that what Eugene needed was common user rights over the Southern Pacific lines and why they are now lauding the Southern Pacific? Does this typify consistency and sincerity? There are a lot of things that might be said about the personal motives of some of these local promoters but we are not conducting a campaign of scandal. We wish to make our appeal to the fair minded average citizens of Eugene on a high moral plane.

Since the first railroad was built into this city (the Woodburn-Springfield branch in 1875) Springfield has been selected as a railroad terminal point. The whole town has been builded on that plan. Hundreds of thousands of dollars have been invested here to bring this railroad development about. Thirty-five years ago when the 70-acre grant was made to the Southern Pacific railroad where the station now stands by the Pengra donation land claim, it was decided to the railroad company with the expressed provision that it should be used as a site for railroad terminals.

The building of the Wendling line in 1900, the connecting of Springfield and Springfield Junction in 1905, and the starting of the Natron Cutoff soon afterwards all were in accordance with a plan to make this a railroad center.

Contemplating the completion of the Natron Cutoff in a few years, the Southern Pacific Company sent its representatives to the Mayor of Springfield in 1913, asking him to secure the company the shop site on the East edge of the city limits, and to guarantee them not to pay an excessive price for it. Springfield men stood ready to pay the difference between a fair price for the land and any excessive amounts the owners might demand. The land was purchased at a price of from \$300 to \$400 an acre, costing in all about \$100,000. The price was satisfactory to the railroad company and the work of the Spring-

field men was lauded both by the railroad company and by the people of Springfield. The site was then and is now regarded as the most logical and best situated that the Southern Pacific company could find on its lines. Officials and Engineers who went over it declared it ideal. President William Sproule who inspected the site here remarked that "God must have had the Southern Pacific and Springfield in mind when he created this site."

All the lines that are on the railroad map now were constructed then or under contract. Conditions are exactly the same now as they were in 1913 so far as the Southern Pacific Company is concerned.

What has happened then to make the Southern Pacific Officials change their minds?

The fact is the Southern Pacific has not changed its mind. It is only hoped by these promoters, who are asking you to vote \$175,000 in bonds, to change the Southern Pacific Company's mind. They want to take your money and buy the shops which they cannot get in any other way. They seek to strip Springfield and Cottage Grove of industries vital to these cities growth and prosperity.

These men are preparing to make the Southern Pacific an offer. They have not been told that it would be accepted as you have been led to believe. If any Southern Pacific official, with authority, had made this promise, these promoters would have heralded it to the world. Don't be mistaken, if any official has made a direct proposal, why don't they say who he is and what he said?

Why bond your city, when you are already staggering under bond issues, to buy something for the railroad, because a few men, who hope to profit by the move, want you to? If they were not so near sighted they could see that the shops in Springfield, three miles East of Eugene, will be practically as beneficial to Eugene as they will be two miles West of your city. There are many business men in Eugene who are just as patriotic to the city's interest as this self appointed group, who will tell you this. Then why amend your charter whereby you will become the prey of real estate sharks in the future? Why set such a dangerous precedent?

If these Eugene men want industries, why do they not step out and lend some of this support to new ones, instead of seeking to profit by tearing down other cities—Especially other cities who are a vital part of Eugene's trade territory. Changing the shop site adds nothing to the community at large but Springfield great injury.

Seventy-five per cent of the Springfield payroll is now expended in Eugene. If this were not true we would have a city of twice the present size. Why slap us in the face and take away an industry which has long been promised and is now on the eve of materializing? We have helped to make Eugene a strong commercial center and in return we expect her to appreciate it.

The benefits of the Southern Pacific shops west of Eugene would not be as great as these men would have you believe. While on the other hand hundreds

of thousands of dollars have been invested in Springfield on the promise that the shops would be located here. To lose to shops would be a great blow to this city. Eugene, to have the shops, would not profit nearly so greatly as Springfield would suffer to lose them.

While these self appointed shop site promoters were scheming to "steal" the shops from Springfield we have been silent. We had little to fear from them so long as they confined their efforts among themselves. But in the false undertaking to line up in battle the citizens of one city against those of a neighboring town, we cannot remain silent. This scheme to make enemies out of friendly people to "feather the nest of certain individuals" is the worst kind of sculduggery ever practised in Oregon. It will create a breach between the two towns that can never be closed again in friendly relationship. It will hurt Eugene in more ways than one—it will result in the loss of business not only from Springfield but from other communities in this section. If one city sets out on a campaign to steal from another, then all other communities will be suspicious of it. Already the press and individuals living in other cities have cried out at the injustice of this attempted stealing of the shops from Springfield, and the scheme has only been publicly known a few days.

Springfield and Eugene will naturally grow together and become one large city if this growth is not interfered with. If the Southern Pacific company is allowed to go ahead with its plans and build the shops here Springfield will meet Eugene half way. If the shops are built two miles west of the city limits of Eugene it may mean community and the results will be disorganized interests in this section.

Property in Eugene will not be benefited by having the shops west of that city. The west wind that blows across the Willamette Valley from the ocean will carry dust and smoke completely over Eugene from this proposed site, while at the location in Springfield this same dirt will be carried away from the city. Railroad shops will not increase the desirability of Eugene as a place to live. It will not be worth \$175,000 to you, the average citizens, especially when you can reap the benefits of this railroad development without it costing you a cent in taxation.

You have a city planning commission (authorized but not appointed) to plan locations of residential, business and industrial sites within a six-mile radius of Eugene, along lines of beauty, health and sanitation. We will leave it to any city planning expert as to whether it is better to have railroad shops and a large creosoting plant on the windward side of any city and at the main entrance of the town, on an interstate highway, or whether the railroad shops should be on the opposite side where the smoke, dirt and stench will be carried into the uninhabited hills.

We, the People of Springfield, appeal to the Eugene citizens' sense of fairness, justice and obligations toward your neighbors, to not become a party to this underhanded stealing. Use your influence and vote against the scheme that is against both your interests and ours. By so doing you will unite Eugene and Springfield in bonds of friendships that these selfish schemers cannot break.

THE PEOPLE OF SPRINGFIELD, by the Springfield Chamber of Commerce