

# THE SPRINGFIELD NEWS

Published February 21, 1917, at Springfield, Oregon, second-class matter under act of Congress of March 3, 1879.

SPRINGFIELD, LANE COUNTY, OREGON, MONDAY, MARCH 12, 1917.

VOL. XVI. NO. 13

## CAR SHOPS WILL BE BUILT AT SPRINGFIELD BY S. P. CO.

### Court Decides in Favor of Railroad in Un-merging Suit; Was Handed Down Saturday.

### NATRON CUT-OFF INCLUDED IN DEVELOPMENT WORK

### Corporation Owns 325 Acres of Land Adjacent to This City; Acquired At A Cost of About One Hundred Thousand Dollars

The announcement made by the Southern Pacific company in New York Saturday that the United States Circuit Court of appeals in St. Louis had rendered a decision in the company's favor in the suit brought by the government in February, 1914, to compel the company to sell its control of the Central Pacific railway, may mean a great deal for Springfield and vicinity. In fact, it will mean the expenditure of one and one half millions of dollars and the employment of from 2000 to 3000 men in the completion of the Natron cutoff and the construction of car shops here, a project which was just beginning to assume definite form when the suit was brought.

"I think without any doubt that the Southern Pacific company will complete the Natron extension and build their car shops here," said O. B. Kessey, banker, and a resident of this city for six years, who is probably in as close a touch with Southern Pacific plans as is anyone in the city.

"In all probability, there will be nothing done in the way of construction work here, until it is determined definitely as to whether or not the government will take an appeal to the supreme court," he went on to say. "It has been generally understood that a tacit understanding has been entered into between the government and the Southern Pacific company to establish beyond any doubt final settlement of the case, probably more on account of the railroad company's proposed expenditure of several millions of dollars in completing the Natron cutoff and in building the Springfield shops, in that they might have definite knowledge that their title would not again be attacked at some future time."

In the summer of 1913, the Southern Pacific company directed D. W. Campbell, who was then assistant general manager and had supervision over all lines north of Sacramento to make a careful investigation in order to ascertain the best location for shops in that the company's holdings at Portland were inadequate for its needs and more particularly so through the growth of the city its properties were being cut up at cross streets.

The land from Albany south along the company's line was all surveyed by company engineers, to Eugene and Springfield. Finally they determined upon Springfield as being the logical location from the railroad man's standpoint. First the lay of the land was such that grading and filling were wholly unnecessary; the second consideration was the fall for draining, the land proposed having 17 feet fall on the length of 7,000 thus assuring perfect drainage which is very essential for shop construction; in the third place, there would be made possible a shortening of train miles.

After this conclusion had been reached, the Southern Pacific company purchased at Springfield a tract of land consisting of 265 acres, which together with the 60 acres originally owned, gave it 325 acres, the same being 7,000 feet in length and approximately 80 rods wide, extending east from South Second street to the Wendling branch. This land was purchased at a price ranging from \$312.50 to \$500 per acre. In all, approximately \$100,000 was expended for this tract.

Regardless of the fact that Eugene had sent delegations both to Portland and San Francisco, offering an equal amount of land free of any expenses whatever to the railroad company, the latter did not consider a change, and gave as its reasons (which have since been acknowledged by the Eugene boosters) that without favoritism toward any particular locality, from a railroad standpoint, Springfield was the logical locality for its development work.

Some difficulty was experienced in

securing title to some of the land at Springfield which was required, and about the time that title was absolutely acquired for the whole tract, the government brought an action to dissolve the ownership of the Central and Southern Pacific company, alleging that the two were being operated without competition, in restraint of trade. The Southern Pacific company in its answer, alleged that the Central Pacific was practically acquired direct from the government and the sale was validated at that time, and that the two roads were not operated in restraint of trade, which contention has been sustained in the circuit court of appeals.

Regardless of the delay, Springfield has always felt sure that ultimately the shops would be built.

Prior to the unmerging suit, railroad officials visited the Canadian Pacific shops at Calgary, Canada, and definitely decided to duplicate the shops at that place, here. This meant an investment in Springfield of approximately a million and a half dollars and the employment of from 2000 to 3000 men. The company's plans were all completed and, it is understood, were authorized by the directors of the board.

During the time this construction work has been held in abeyance, the land owned by the Southern Pacific at this place has been leased for farming purposes, however, with the express understanding that the railroad company could take it over any time.

Holding up of the shops has been due almost entirely to the dissolution suit, officials say. However, there have been some other considerations, such as the low railroad earnings of the past few years, and the tightness of the money market. These latter troubles now seem past or nearly so, as evidenced by the generally improved money conditions and increased earnings of all railroads.

## String Orchestra Promised Treat

### 14 Local Young Folks Will Give First Mandolin and Guitar Concert Monday Eve.

A real treat and a surprise too, is promised local music lovers for Monday evening, when a thirteen piece orchestra of local young folks, will make its first public appearance, under the direction of Dr. Adeline Keeney Ferris, the program, consisting of guitar and mandolin selections will begin at 8 o'clock, and will be given in the Baptist church.

The personnel of the members is Darwin Kintzley, Mrs. F. C. Montgomery, Gurnie Howard, Donna Warner, Ivan Cowart, Clara Volstedt, Mrs. McPherson, Byron Cowart, Leslie Seibert, Ethel Howard, Norman Howard, Gladys Edwards, and Dr. Ferris. Miss Rosebud Andrews plays the piano, and will also render some piano selections.

The program is free, although there will be an opportunity given for a free-will offering to go toward purchasing music and other supplies.

The program will be practically as follows:

Orchestra in full: Holy Holy Holy, Morning Light is Breaking, Mason's Missionary Hymn, Pleyel's Hymn, Star Spangled Banner.

Four guitar selections; quartette selections; Tom's Little Star, a humorous comedy—in modern parlance—"The Stage Struck Girl." Rendered by Dr. Keeney Ferris. The Starless Crown, Recited by Mrs. F. C. Montgomery.

There will be some vocal selections also.

**Praises Local Girl**  
Miss Myrtle Copenhaver is the popular teacher of the seventh and eighth grades. Miss Copenhaver has been with us only since February first, but has already demonstrated her efficiency. She was born in Old Virginia, graduated from the High School at Springfield, Oregon, and then from the Monmouth Normal.

"Bound to Win" is the class name chosen by the Intermediate girls class Miss Myrtle Copenhaver is the teacher—from the Warrentown (Oregon) News.

## J. H. BOWER TRADES HOME

### Springfield Residents Will Move Onto 96-Acre Farm on the Siuslaw.

J. H. Bower has traded his home on Fifth and K streets to W. R. Jephcott for a river bottom farm of 96 acres on the North Fork of the Siuslaw river, and will move onto the farm with his family in a few days. His post office address will be Florence.

Mr. and Mrs. Bower had lived in Springfield for about five years until last summer when they moved onto a farm in the Lorane district. Mr. Bower was city attorney for Springfield for about three years, up until two years ago.

The many friends of the family regret their leaving the city. Mr. Jephcott's plans are not made public, although it is probable that he will not move onto his newly-acquired property just now.

## Princess Tsianina Dresses as Indian

### Songster Who Will Be Heard at Eugene Wed. Eve, Wears Native Garb Everywhere

The concert to be given at the Armory next Wednesday evening promises to be one of most interesting and unique programs ever given in Eugene.



Most all musicians who sing at this day sing some of the Cadman songs. Many are the compositions he has written for the piano. He has written some of the finest of the piano works including his famous Sonata in A Major played by the leading concert artists of the world.

Tsianina is a full blooded Indian princess who everywhere, on the street at the hotels, on the concert platform wears only the Indian garb. She has a finely trained voice natural in its beauty and tone quality. She was invited to take part in the inaugural ceremonies at Washington, but could not do so on account of her concert bookings.

A Steinway piano will be sent from Portland for the concert.

## LOCAL MEN ATTEND RALLY

### Good Roads Meeting Promises to Have Improvements in State.

O. B. Kessey, E. E. Morrison, and E. E. Kepner were among those in attendance at the Western Oregon good roads rally, held at the Eugene Chamber of Commerce Saturday afternoon and night.

In stating the purpose of the meeting, E. J. Adams state highway commissioner, who presided, said: "The meeting is simply to get information. It is not for or against the road bonds. We are meeting to start a movement that will bring to us enjoyment of good roads throughout the state."

Fully 300 men were in attendance, and a score or more from widely scattered parts of the state took part in the discussion.

A feature of the meeting was an illustrated lecture by O. M. P. Gosa, technical engineer of the West Coast Lumberman's association, who advocated the use of wood blocks for the paving of the state roads.

O. A. C. Men Interested.

A number of professors at the Oregon Agricultural College are much interested in the work E. E. Morrison is doing regarding the introducing of clean seed, and next year will do some work with Mr. Morrison regarding the line of work with the introduction of other plants which are to be grown.

## TEN DAYS WILL BRING DECISION WAR OR PEACE

### German Situation Will Clear When First Armed Vessel From U. S. Sees Diver

### NOT TO RESIST SEARCH

### Gunners, However, Get Orders to Take No Chances and to Fire at Sight of Undersea Craft.

Washington, March 11.—Within ten days the question of actual hostilities or peace between the United States and Germany will be settled. With American armed merchantmen prepared for the dash through the war zone of German ruthlessness, the president and his advisers settled down tonight to a period of "watchful waiting."

The administration was convinced that the differences between the United States and Germany will reach a climax when the first armed merchant ship meets a German submarine. While all ship movements were shrouded behind impenetrable secrecy, it was stated that the departure of American commercial ships carrying naval guns and gunners would be a matter of but a few days and within ten days armed American ships would be in the war zone.

**Gunners Told to Fire.**

With the gunners aboard American ships under orders to fire at once on any submarine which approaches in a threatening manner, the first encounter between an American ship and a German undersea boat will bring definite decisive results. The administration still hopes against hope that the German submarine commanders in the war follow international law and respect American rights.

If the usual rules of sea warfare are followed and American ships are boarded and searched for contraband the ships will not resist. Only this course it was stated, can prevent open hostilities between the two nations.

**Navy Department Busy.**

Meantime the navy department went steadily forward with the work of arming merchantmen to defy the war zone. Every American merchant ship which requests protection will be given adequate armament and qualified naval gunners. Every government agency will be invoked to insure proper safeguards in the way of concealing vessel movements, and keeping secret departures, arrivals and probable courses of American ships.

Waiting for definite action in the war zone to precipitate the climax is the German dispute, the administration concentrated all its energies in preparations for any eventualities. The war-making machinery of the government is under orders to get into fighting trim and mobilization of the industrial and commercial forces of the nation to meet whatever the news from the war zone may bring forth will go steadily on.

**Industries Being Prepared.**

Through the council of national defense and its advisory committee, the work of organizing the nation's labor and business will be continued and all the vast energies of the country will be made available for any use the president may need to make the most of them.

President Wilson and his advisers began planning today the program of "war legislation" which will be laid before the extraordinary session of the sixty-fifth congress, called for April 16.

**Estimates Asked For.**

The war department and the navy department have been ordered to prepare estimates of the funds that will be necessary to meet any situation that may arise and also to frame tentative legislation designed to accomplish any changes in administrative organization that may prove advisable.

**'Gopher Day' Date Set.**

Tuesday, March 13, is the date of the first "gopher day" in Lane county. The farmers of Junction City have arranged to meet on that day, prepare bait and place it where the gophers have a chance to eat it.

This is the first of a series of "gopher days" planned by the farmers of Lane county.

## F. B. COMPANY LOSES SUIT

### Elmer Russell Will Not Have to Pay \$2000 Asked by Local Mill.

The Fischer-Boutin Lumber company lost a suit wherein they asked for \$2000 damages from Elmer Russell for the alleged non-performance of a contract to deliver a certain amount of log to the mill here, when the jury returned a verdict in Mr. Russell's favor at four o'clock Friday afternoon.

Russell entered into a contract to furnish logs for the lumber company from a tract of timber in the Coast mountains along the line of the Coast Bay branch of the S. P., but claims that the company failed to furnish him with the necessary cars and he was unable to comply with the contract.

## Play Cets Across Fine; \$75 Cleared

### "The Sky Riders" Given by S. H. S. Students Attracts Capacity Crowd Friday Night.

"The Sky Riders" produced by the Springfield high school students at the Bell theatre Friday night was a big success, both as regards finances and the manner in which the young actors "put it across." And the praise refers not only to the principals in the play, but also to the two choruses and the "coons." The theatre was jammed—there was not even standing room—and the sum of \$103.80 was taken in at the door. About \$75 of this will be cleared.

In the first place, the comedy was a good one, full of the laughable situations that would naturally arise from the tribulations of two men both named Algernon Gordon Brown, one of whom was an aviator and the other of whom hated to admit to his wife that he wasn't. The students were well suited to their parts, and played them without affectation or stags fright. The cast included: Ruth Scott, Lillian Mulligan, Bernice Cagley, Bill Maehen Albert Beare, Floyd Kester and Edward Raiston.

Eunice Parker, who with Walter Gossler led the chorus, was dainty and girlish in a beruffled gown of white voile, trimmed with narrow satin banding and bows of maline. Mr. Gossler wore light trousers, a blue coat and straw hat, and carried a cane. The chorus girls, Dorris Sikes, Eliza Copenhaver, Florence Furuset, Faye Smith, Nellie Copenhaver, Beatrice Holbrook Edna Duryee, and Mary Harding made an attractive picture in their ruffled summery white dresses, and white shoes and hose. Bill Rodenbo was good as a representation of one of Uncle Sam's finest, when they sang: "I wouldn't steal a Sweatheart of a Soldier Boy." Other selections were "See Dixie First," and "When You Dream of Old New Hampshire, I Dream of Tennessee."

The Hawaiian chorus made an especial appeal with the realistic costumes the lingering music of the Ekeleles and the catchy songs: "My Lonely Lolo Lo," "I Can Hear the Ekeleles Calling," and "I Left Her on the Beach at Walkiki." Jeaa Fischer sang the verses of the second one as a solo, and Eunice Parker sang "Farewell to Thee" as an obligato to the chorus of the last. The members of the Hawaiian chorus were: Eunice Parker, Lila Miller, Eliza Copenhaver, Jean Fischer, Edna Duryee, Mary Harding, Clyde Keever, Walter Gossler, Jerry Van Valzah, Frank De Pue, Lester Hill, and Bill Rodenbo.

Last in description but not at all least in importance were the black-face comedians who sprung some really new jokes and stunts, and entertained with characteristic singing. Clyde Keever, Walter Gossler, Chris Boeson, and Lester Hill were the boys hiding behind the black paint.

Miss Effie Rhodes deserves much credit for coaching the players and in "making up" the actors. She was assisted in the latter task by Miss Vera Williams and John Dimm.

It is thought possible now that the play will be produced at Thurston on March 23 or 24, but the matter has not been definitely decided.

**Tree Block Roads.**

The county court has received reports from many of the mountainous road districts that hundreds of trees have fallen across the roads, being broken down by the heavy snow, which was the deepest for many years in this part of the state. One supervisor sent word that he had removed 47 trees already and that there are many more in the roads in his district.

## S. P. AND CENTRAL PACIFIC PERMITTED TO REMAIN UNITED

### Government Loses Suit Attempting to Dissolve Two Closely Knitted Properties

### LONG FIGHT IS AT AN END

### Action Brought by Attorney General Under Sherman Anti-Trust Law—Large Holdings Involved.

Salt Lake City, Utah, March 10.—The Southern Pacific railway today won its legal fight against the government's suit to dissolve the union of the Southern Pacific and the Central Pacific lines.

The suit was brought by Attorney General Wickersham under the Sherman anti trust law, claiming that the Southern Pacific could not own the New Orleans route and the Ogden route as well.

The action to unscramble the two great railroad systems was brought after a deal for the purchase of the Central Pacific by the Union Pacific failed.

Under the terms of the proposed merger, the Union Pacific was to assume the bonded debt of the Central Pacific amounting to \$200,000,000, and pay an additional \$104,000,000 to the Southern Pacific.

The railroad commission imposed conditions which neither company would accept and the deal fell through. Then came the government's suit to unscramble the Southern and Central Pacific lines.

The opinion was written by two of the three judges of the United States circuit court, Walter H. Sanborn and William C. Hoek. Judge John E. Carland dissented.

The circuit court judges sat at St. Louis as the United States district court of Utah.

The suit was initiated by former Attorney General McReynolds to require the Southern Pacific company to sell its stock holdings in the Central. It was alleged that the Central Pacific parallels the Sunset route and therefore prevents free competition in transcontinental traffic. Protests were filed against the policy of starting such an action, the San Francisco Chamber of Commerce—one of the leading spirits for years in California's legal and political fights against the Southern Pacific—passing resolutions addressed to McReynolds. The railroad commission of California had previously uttered its objection to breaking up the Southern-Central Pacific system.

The Central appears to have been the original line, built eastward from San Francisco to Ogden. It and the Southern always have been in the hands of practically the same stockholders and both the Central and the Southern Pacific are now operated under a 99 year lease by the Southern Pacific company.

The lines in Oregon were included in the system by inheritance from the Oregon & California railroad company which owns the line from Portland to the California line. Thence to Sacramento the lines are of Central Pacific ownership and from Sacramento to San Francisco trains traverse rails owned by both lines. The proposed Natron cutoff, now partly built, is of Central Pacific ownership between Natron and Oak Ridge, Or., and from Klamath Falls north to Kirk. A Central Pacific line runs from Fernley, Nev., southward to Mojave, Cal., Los Angeles being reached from that point over Southern Pacific rails. In the highly developed region of California the lines are alternately Southern and Central, with little regard for technical legal ownership. Some branch lines of the one ownership connect with a main line of the other.

This is why such a fight was made against the dissolution, the contention being that a separation would mean the destruction of continuous routes and the breaking up of a system that, built under two financing plans, has always been interdependent upon its parts.

**Government May Appeal.**

San Francisco, March 10.—The decision involving the Central Pacific and Southern Pacific was made in the suit of the government to dissolve, or "unmerge" the two com-

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