

U. of O. Library THE SPRINGFIELD NEWS

EIGHTEENTH YEAR

SPRINGFIELD, LANE COUNTY, OREGON, THURSDAY, JULY 14, 1921.

NUMBER 26.

SPRINGFIELD'S DAY SEEMS COMING SOON

For years the hopes and expectations of Springfield people who have been looking along the line of the development of Springfield's natural business advantages have been centered upon the great railroad shops that we have been led to expect would some day be established here. This great plant was to be the central link, the swivel, in a chain of business elements that should give effect to a great system of railroad operations that should mass a large share of the inland traffic of the Pacific coast in this region of western Oregon, with Springfield as one of its most important centers.

Among the elements of this looked for concentration were: the completion of the Klamath Falls line, and the consequent transfer of the heaviest part of the north and south traffic of the Southern Pacific, both freight and passenger, to it; the completion of the line through Oregon lengthwise from east to west; and the establishment of these great shops to serve the lines that would then center here.

A train of untoward circumstances has conspired to hinder the accomplishment of these expectations. The federal government proceedings against the Harriman merger, what ever may have been their merits, considered on general principle, had the effect to put a stop to building or expansion of any kind by the members of the old combination. The war, with the transfer of the railroads to the control of the government and the diversion of the traffic so largely to war channels; then, since that, the stringency in the money market and the unsettled and uncertain conditions in the business field generally, and in the railroad situation perhaps as much as any part of this field, have continued to delay the resumption of railroad building.

Locally, the stagnation in the lumber industry, with which the conditions in the railroad situation cited above, have had no little to do; and last of all, the long suspension of "the big mill," have pretty nearly taken the courage out of the people of Springfield. While people adversely interested have been disposed to laugh at our "great expectations," our own hopes, so long deferred, have made our hearts sick, and not many among us have kept up spunk enough to continue to assert their faith.

But "It's a long lane that has no turn." A large is generally laid out to go somewhere. If the lane comes to an impassable obstruction, it will have to turn. It appears that the turn of the lane, though not yet quite in sight, has been decreed, and that the time has come for our people to begin to look for it, and to shape, not only their expectations, but their plans to meet it. This combination of railroad units is an economic necessity. Here are two important lines, that have already cost millions of money, that, at present are "up in the air." Unless the plan of which they are an essential part is carried out, their protectors are heavy losers. They are losers now with every day that the consolidation is delayed. A moss-back farmer has been known to put off from year to year an improvement which all his neighbors could see was absolutely necessary to get the best results out of his farm. But a keen and capable railroad manager is not likely to do that. Indications are that we are near the end of the long period of waiting.

The building of the remaining 78 miles of the gap between Oakridge and the present terminus of the Klamath Falls line would seem naturally to be the first unit to be undertaken, from the view point of advantage to the railroad interest: to make a way through the wall of obstruction, to clear away existing difficulties in operation, to realize the fruits of what has been done and to reach decisive results most directly. This is the unit in which people of this region and especially people of Springfield are most directly and most vitally interested. The building of the east-and-west line will probably do more for the development of the interior of Oregon generally. But, the nature of the case it would seem that it must take the second place in the building program. But both are essential parts of one great plan. The railroad interests and the interests of the people of Oregon are strongly demanding both. The completion of the whole plan cannot be delayed much longer.

This is not merely a reversion to old-time speculation. We do not regard the new information which prompts it as irresponsible rumor. Incidentally, some local business movements which do not seem to

INDUSTRIAL REVIEW

Silverton pushing street paving program.

Baker.—300 men ballasting track between Here and La Grande.

Grants Pass.—Selby mine ships \$17,000 precipitates to refinery.

Loganberry industry at Salem reorganizing under large bank combination.

Shredders to utilize sawmill waste for by products being introduced.

Oregon Short Line may resume construction from Vale to Bend.

Baker business men war on carnival show as unprofitable industries.

Astoria port terminal reports 50 per cent increase in shipping past year.

Portland.—Four steamers for the Orient will load lumber here this month.

Lane county cuts all road employees fifty cents a day.

Merrill.—Drilling for oil celebrated by 1000 at barbecue.

Portland.—Homeopathic hospital to have new \$200,000 wing.

State highway building on in thirty counties.

Bend.—Improvements completed on state fish hatchery on Tumalo creek.

Echo.—Drilling for oil here starts September 1.

Pendleton.—Harvesting operations in Umatilla county start.

Albany.—City council orders ten blocks of paving.

Canyon City.—Canning plant starts active operations on gooseberries.

Pendleton.—Local building partially destroyed by fire to be repaired.

Cottage Grove.—Paving jobs here now well under way.

Eugene.—Cannery here putting up record cherry pack this season.

Portland.—June is banner month in wheat shipments to foreign countries with a total of 3,416,773 bushels cleared from this port.

McMinnville to have modern camping grounds according to plans accepted.

Warrenton.—Chlorination plant is installed for city water supply.

Springfield.—Three small bridges immediately south of Pleasant Hill to be rebuilt.

Astoria.—Local school buildings to undergo improvements during summer.

Astoria.—Office block changes hands for consideration of \$50,000.

Eugene.—Plans completed for erection of 50 apartment hotel.

Government radio station to be located at Rock Creek.

Corvallis.—Canning plant here putting up big pack of cherries.

Dufur.—Large shipment of trout fry received for distribution among tributary Umpqua streams.

Gresham.—Electric light is now assured on Powell Valley road as far as Elliott's store.

Pendleton.—Fire loss at Myrick may reach \$200,000; rebuilding to start.

Astoria.—Good oil indications cause casing of well; drillers in hope of flow beneath rock.

Bend.—Work to commence on artesian wells in the Fort Rock district.

Albany.—Three new telephone lines bridge is paved.

Springfield and Eugene people underwrite \$20,000 McKenzie road bonds for Thurston-Waltersville road.

Molalla.—Road work in this vicinity commences.

THE KINMAN BABY

The announcement in both Eugene papers of last Friday that a daughter had been born to Mr. and Mrs. J. W. Kinman, of Mabel, confirms the announcement of the same event which had been made by the same papers two weeks before. It appears that the earlier announcement was premature and unauthorized. It is like one of those cases that sometimes occur where advance copies of a speech or other public declaration is placed in the hands of the editors of the daily papers under a pledge not to publish it until they are notified of it actually being delivered. Occasionally some editor could not resist the temptation to publish it a few hours ahead of time, to get a scoop on the other fellows. Of course he would be severely condemned, for there is such a thing as honor even among newspaper men and thieves. You can depend upon it that this later announcement of the birth of the Kinman baby is authentic. We are left in a little confusion, however, about the date. We will look it up and report.

have any connection with railroad building do show that railroad men are banking on Springfield's natural advantages. We hope to be able to lay more of these matters before our readers from time to time.

THEFT, ASSAULT AND ROBBERY

Last Sunday evening, three toughs stole a car near the Christian church in Eugene, while the owners were in the church and drove with it to Wendling. They went to a combination of pool hall, confectionery and gasoline service station, kept by F. S. Shepherd, near the depot, and called Mr. Shepherd out under pretense of getting some gasoline. They beat Shepherd into unconsciousness robbed his person and the store and fled, leaving the car. Up to yesterday they had not been found. Mr. Shepherd has been lying in a critical condition.

ANSWERING THE CALL OF THE WILD

A party of Springfield citizens, consisting of O. B. Kenney, E. E. Morrison, James Withrow and Dan Crites, are planning an expedition that should appeal either to a man who goes because he has leisure to make it or to a man who needs relaxation from a confining business. They expect to start Friday afternoon. The first stage of the journey, to a point near McKenzie Bridge, will be made by auto. They will send ahead two saddle horses, for passenger service, and two pack horses, to carry their camping outfit and personal baggage. They can ride half the time, if they feel so inclined, or they can walk as much as they like. They will not be governed by any tourist regulations, and will not have to make any certain schedule. This not being an open season for game, it will not be necessary to encumber their pack horses with guns or ammunition. Whether they are providing for defense against bear, cougars, or mountain wolves we are not informed.

From the McKenzie halting place, they will range southward; crossing the spur ridges, delving into the notches in the mountains and loitering around the shores of the lakes; going as far as Waldo lake, and returning by way of Oakridge. As to the length of their stay, they will probably drop in unexpectedly some time after the most of us have forgotten about them.

This expedition ought to enrich our store of geographical, topographical and other scientific knowledge of the region explored as much, in proportion to the time, money and energy expended upon it, as Roosevelt's expedition in South America. And, what is perhaps more important, these four men will have a good refreshing time, which the rest of us will be envying all the rest of the season.

ODD FELLOWS INSTALL NEW OFFICERS; SOCIAL HOUR

Springfield Lodge No. 70, I. O. O. F. installed officers July 6 for the coming term.

District Deputy Grand Master, S. W. Minturn of Spencer Butte, Lodge No. 9, was installing officer assisted by J. W. Zimmerman as District Deputy Grand Marshal, F. L. Snodgrass as District Deputy Grand Warden, and R. W. Smith as District Deputy Grand Chaplain.

The following officers were installed: Noble Grand, M. T. Cyr; Vice Grand, F. W. Bressler; Past Grand, R. E. Moshier; Warden, S. H. Richmond; Conductor, E. W. Walker; Right Supporter Noble Grand, F. F. Barnard; Left Supporter Noble Grand, John W. Gates; Right Supporter Vice Grand, B. E. Lansberry; Left Supporter Vice Grand, Floyd B. Flanery; Chaplain, William Tanner; left Scene Supporter, F. H. Walker; Right Scene Supporter, B. G. Sankey; Inside Guardian, John S. Lorak; Outside Guardian, O. M. Olson.

The secretary and treasurer are elected for a year at a time so were not installed last night. They are A. P. McKinney and J. W. Coffin respectively.

After the installing services about thirty or forty sat down to the banquet table and enjoyed ice cream and cake.

REBEKAHS' PICNIC

A dozen of the Rebekahs enjoyed a picnic on the auto camp ground Tuesday evening. The Isaacs were not allowed to come on the ground. The ladies had provided for a larger company. Three or four auto loads of hungry travelers came in, and eagerly bought up a lot of nice roasted wienies that were likely to be left on the ladies' hands. After that, a belated party, which had traveled nearly 150 miles that day, come in, and the ladies gave them a lot of knick-knacks that they had left.

TOWN AND VICINITY

Mr. and Mrs. George Graves, of San Francisco, made a visit of about two weeks with Mr. and Mrs. M. C. Bressler recently. After they came, the Bresslers made a second jaunt to Siltcoos lake, accompanied by these friends. Mr. Graves was a partner of Mr. Bressler in Nebraska years ago. He and his wife are on an extensive trip to occupy the whole summer. They will go through Canada as far east as Michigan and back by the southwest.

Dr. S. Ralph Dippel, dentist, Springfield, Oregon.

E. C. Martin, who has been employed at Marcola for several years, spent Sunday in his home town. Fischer Bros. mill has kept running and kept Mr. Martin busy all the time.

Cyr's sedan Jitney. Phone 11.

Rev. T. D. Yarnes, after performing his regular Sunday duties, discovered that a little ailment which was affecting him was chicken pox. A full course of measles, mumps, whooping cough, chicken pox and itch is considered to be the correct thing in every normal childhood and a necessary feature of one's education. If any of these features are introduced too late in the course, they make a great deal of bother, and interfere seriously with the plans and duties of mature life.

The ladies are making the most delightful gems and whole wheat biscuits out of Jasper's Breakfast Graham.

Mrs. St. John, of Portland, visited with her sister, Mrs. M. C. Bressler, over Sunday and the fore part of this week.

The Farmers Exchange has specials every day in groceries, shoes, and dry goods.

Capt. F. B. Hamlin returned, Monday from a weeks visit with his parents and other friends at Roseburg.

The work of pouring the concrete for the basement walls of the school building was finished about noon Monday. The forms for the walls of the second story are being raised. The concrete work on this story will probably begin some time next week. The basement walls are 12 inches thick, the upper walls will be 8 inches thick. Nearly all the work is being done by home men. About half the force on the concrete work was home men.

Viola Dana in "Blackmail." A story of intense high lights and deep shadows—and of a girl whom Cupid turned straight. Bell, Saturday July 16th.

George Taylor and Glen Ditto are opening a shop for battery and electrical service for automobiles, in the old postoffice building on the corner of 2nd and Main streets.

Betty Compson made famous by her work in "The Miracle Man." See this captivating young artist in this glorious photoplay "Prisoners of Love," at Bell, Sunday, July 17th.

Dr. S. Ralph Dippel, dentist, Springfield, Oregon.

John Nice appeared before the city council Monday evening, complained that a change in the current of the river had caused a lodgment of sewage against the rear of the lot upon which he lives, and prayed for relief. Various methods of relieving the difficulty were discussed, and the marshal and committee of the council were directed to look into the matter and report.

Irrigation Rules: Irrigation hours are from 6 a. m. to 10 a. m. and from 5 p. m. to 9 p. m. Water cannot be used for irrigation outside of these hours. Customers will not be allowed to use hose without nozzle, sprayer, or lawn fountain attachment. Use of water during a fire is strictly prohibited except for the protection of property. Rates: \$3 for first lot per season. \$2 for each additional lot or major fraction thereof per season. Mountain States Power Company.

J. W. Baker returned from his southern trip the middle of last week. He visited at Roseburg, Grants Pass, Medford and went as far as Crescent City, California. He reports business conditions in the railroad towns mentioned as improving. He expects to go down into that country again next week, with a view of finding a location.

Try our sodas, they are sodalicious at Eggmann's.

NOTES FROM THE AUTO CAMP GROUND

There was a clean sweep of all the campers who had come to be regarded by camp visitors as acquaintances, and an entirely new crowd took their places Thursday evening. And yet the camp was pretty well filled that night—eight or ten cars. By 10 o'clock Friday morning, all these were gone except one couple from Yakima, bound for Southern California looking for work along the way. They had tarried to give the woman time to do her washing.

An elderly gentleman from Portland, who spent a day on our camp recently, a gentleman with business experience and a business eye remarked on the business advantages which Springfields water power afforded. That seemed to be the principal thing that impressed him here.

There were no over-Sunday campers. One party camped over Sunday night.

Four cars pulled in during Monday evening. One party consisting of two men and a woman, from Portland, were bound for Southern California. Another, consisting of a man, a woman and a young bulldog, from Long Beach California. Expected to look out along the way between here and Portland for a small tract on which they could raise poultry and small fruit. A man and wife, in a third car, who had formerly lived at various places in Western Oregon, and for some years back in the Bend region, had stopped here several days ago, gone south and back, and were going down the Siuslaw next. They were looking for land.

Portland has a municipal auto camp on which a registration fee of 50 cents is charged. It is estimated that the proceeds for the three summer months will amount to about \$2500, and that this will pay for the upkeep of the camp. Travelers report that in some places in California there is a small charge for camping privileges. These are signboards indicating what tourist travel will mean two or three years from now.

CAESARIAN OPERATION

Mrs. Guy Redding, of Wendling, was delivered of a son, by the Caesarian operation, at the Springfield hospital Tuesday morning, after the usual means had failed, at the home in Wendling, that morning. The child is extremely large. Thought somewhat bruised, it is doing well. It is too early to pronounce the mother out of danger. This is a rare operation, and had not been practical until recent years. Famous historical cases were Julius Caesar, from whom it took its name, and the son of Napoleon First.

SERIOUS COLLISION

Sunday evening as Mr. and Mrs. Vincent Monico with a little child were coming into town on Fifth street with a motorcycle and sidecar, they came into collision with a truck driven by G. B. Whitney, who was going to his hay baling work, accompanied by a lady who cooks for the crew. The cycle was overturned and all the Monico party seriously bruised. There is a sharp conflict between the accounts given by the two parties: the Monicos claiming that Whitney failed to signal for the turn into the side street, and Whitney claiming that he did. The matter may be tried out in the courts.

Kensington Club Meets

The Kensington club spent a most pleasant afternoon Friday at the auto camp with Mrs. H. W. Whitney as hostess.

All enjoyed being out of doors and seeing Springfield's new auto camp. In the late afternoon a very delicious luncheon was served by the hostess.

Members present were: Mesdames F. Bressler, O. B. Kenney, H. A. Korf, L. May, C. E. Swarts, E. Sutton, M. M. Peery, W. F. Walker, H. W. Whitney and Miss Edna Swarts.

The guest list for the afternoon included: Mrs. Miller and Mrs. Lusby and daughter Alice of Eugene, Mrs. J. E. Edwards and sister, Mrs. Jones, Mrs. S. Potter and daughter Dorothy Mae and Miss Isalene Kester.

This was the last meeting of the Club for the summer.

Springfield Taxi Service, Phone 2.

Everyone knows I can squeal but the victim of "Blackmail" never does at Bell, Saturday July 16th.