

THE SPRINGFIELD NEWS

EIGHTEENTH YEAR

SPRINGFIELD, LANE COUNTY, OREGON, THURSDAY, SEPTEMBER 15, 1921.

NUMBER 35.

FIRE IN WEST SPRINGFIELD

Hop House Totally Destroyed. Street Car Service Interrupted

Some time between 5 and 6 o'clock Friday morning, fire was discovered in the roof of the Walker and Campbell hop house, in West Springfield, the northern one of the two houses that stood on opposite sides of the street car track. About 5:45 the Springfield fire whistle was sounded. A great crowd, from the immediate neighborhood and from Springfield was soon gathered at the scene. Most of the members of the Springfield fire department were there, without their equipment. A detachment of the Eugene fire department, with their chemical engine, was rushed to the scene, mainly for the protection of the street car line, which ran with in a few feet of the house. By the time all this occurred the house was about burned to the ground. A great quantity of wood, ricked against the house intensified the heat and prolonged the burning. A few sacks of hops were gotten out, but nothing could be done to save the building.

The street car trestle soon began to catch fire in various places along the line near the burning building. The Eugene firemen devoted their efforts to extinguishing of the little blazes that kept starting along the trestle. Their engine had only a capacity of 30 gallons. When that was exhausted, their chief appealed to chief Smitson to bring the Springfield chemical engine, and two of our boys soon had it on the ground. Six of our firemen who remained throughout, continued the fight as long as their chemicals lasted, and thus prevented the total destruction of the trestle for a considerable distance.

The loss on the building has been estimated at about \$2500. Hardie and Fish, lessees of the building and owners of the hops, were thought to have lost something like an equal amount. Both were insured.

The street cars ran no farther than the midway station until the track was repaired. Jitneys carried passengers from Springfield to that point or into Eugene. Six sections of the trestle had to be replaced. The charred timbers were removed and the repair work commenced by the middle of that day, and the repairs completed and the cars running through again by the middle of Saturday afternoon.

THE WESTERN LANE FAIR EXCURSION

Those who went from Springfield on the excursion to the Western Lane county fair, last Thursday, were disappointed and somewhat mortified at the smallness of the turnout from Springfield. Only about half of the twenty-odd who had signed up to go actually went, while the Eugene party numbered 150 or more.

Florence is far enough from the heart of Lane county, and the products of the coast country are different enough from those of the eastern part of the county to justify a local fair. Those who went from here speak highly of the exhibition of products, as to volume, variety, kind and quality. Besides the representation of the local interests, there were some very interesting exhibits of marine life and objects peculiar to the coast country. The Springfielders who did attend received the hearty greetings of the Western Lane people and were especially complimented by their fellow passengers, by the attendants at the fair and especially by I. T. Sparks, the S. P. official in charge of the excursion, on the badge they wore. It consisted of a blue ribbon, about six inches long with the S. P. medallion stamped on it above the middle, and above that the legend, in columnar form, "Springfield Chamber of Commerce." Though the few of them had to uphold the good name of the whole body, they received the honors which might have been shared by the rest.

NATIONAL PRODUCTS COMPANY TO OPEN SOON

In the issue of May 5 we noted that the National Products company, which took over the Fischer-Boutin mill plant several months before, was remodeling the plant to adapt it to the line of work they were preparing to put out. They appeared to get everything in shape to run, and let the matter rest there for the summer. In the last few days it has been reported that they were about to open up. Inquiry proves that this was rather premature.

One of their men stated this week, that they had been waiting for a better prospect for business. They expect to start work this fall probably not at full capacity for a while. Their specialty at first will be barrels, staves, buckets and the like.

SPRINGFIELD CREAMERY BUYS EUGENE BUSINESS

An extensive deal was made this week by which M. T. Cyr and R. E. Moshier, previously owners of the Springfield Creamery, sold a one-third interest in the business to Guy Moshier, brother of R. E., and the new firm purchased the Lane County Creamery at Eugene, formerly owned and operated by G. A. Herndon. Guy Moshier has for some time been employed in the Green-Merrill clothing store at Eugene. The business of the new firm will be readjusted on something like this plan: The two plants will be operated under the same names as before, and each on the same plan as before. The work of the two will be in great measure distinct. Mr. Cyr and Guy Moshier will give their personal attention to the Eugene business and R. E. Moshier will conduct the business here. The Eugene plant has not been quite equal to this one in equipment; but it has engaged in some side lines not strictly belonging to the creamery business and so its volume of business has been somewhat larger.

Other incidents growing out of the change we may be able to speak of later.

SEPTEMBER RESORTS

In the early and middle parts of the summer, when you missed an acquaintance and inquired about him, it was generally reported that he was taking his vacation, or his wife or daughter was taking hers; and the impression was conveyed that they were all off at some one of the fashionable summer resorts: at Belknap Springs, on the Tillamook coast or the Clatsop beach, at Newport or Siltcoos Lake. For the past month, when you missed your friend, you guessed that he was up the McKenzie or the Middle Fork, hunting or fishing.

In these days, if you see the blinds down at your friends' home all day, the chances are that the whole family are in the hop yard or the prune orchard.

Theodore McCracken's nice new house, near his own residence, has been rented, and will be occupied soon. By whom, we will tell you later.

LOCAL HOSPITAL CHANGES HANDS

Miss Rien, a Graduate Nurse Experienced in Surgery, Takes Charge

Miss Alice H. Rien took over the Springfield hospital last Saturday. The operating room is undergoing considerable changes and will not be ready to receive patients before the first of next week.

Miss Rien is a registered nurse. She is a graduate of Sacred Heart hospital, in Spokane, the largest hospital in that city. She spent two years in Red Cross work in the war. Fifteen months of this service was overseas. She is a member of the National Red Cross Nursing association. She had experience as an operating room supervisor both before and after this war service. She was Red Cross instructor for Douglas county, last spring. Following that, she spent about a month in Mercy hospital, Eugene, substituting as head nurse.

To have the hospital running under skillful, safe and experienced management will be worth a great deal to Springfield. The physicians of the city, who have had opportunity to observe Miss Rien's work, and to become acquainted with her reputation, feel greatly encouraged as to the future of the institution.

ICE PLANT TO BE USED FOR HOP WAREHOUSE

The Southern Pacific traffic department through I. T. Sparks, district freight and passenger agent, issues the following notice to hop growers, which explains itself, under date of September 13:

This is to advise you that arrangements have been made whereby the Eugene Fruit Growers will store hops in their Springfield cement warehouse (the old Weinhard Cold Storage Plant). The same storage and handling charges will prevail as at other hop storage houses in Oregon.

Effective Thursday, September 15, there will be a man on duty at the plant to receive hops and issue necessary warehouse receipts.

The Southern Pacific company solicits your business and trust you will see your way clear to store your hops in the above mentioned plant, which is located on a spur track and is an A-1 warehouse in every respect.

If we can be of any assistance to you in this connection please call on us.

The committee appointed by the Eugene Methodist church to look into the camp ground project was to meet the Springfield Committee today, and the two committees together were to inspect the proposed site across the river. After that the canvas for funds will probably begin. The committees will report to the annual conference, at Forest Grove, October 5, and there the matter will be decided.

PROGRESS ON THE NEW FACTORY

A force of four or five men, as many as can be employed to advantage, are engaged, under the direction of Mr. Brooks, the manager, in the work of remodeling the old planing mill building, to adapt it to the new business, and in putting in the machinery for the new plant. Several of the machines have been put in place, and one of them will be started about the first of next week, on some work of their own. The incorporation has not been perfected yet, and the corporate name of the new concern cannot be announced for another week or so. The opening of this factory will mean much to the business life of Springfield.

COURSE OF CHANGES IN STREET CAR LINE

The surveyors work and the available information as to right-of-way proceedings show this state of things as to the changes in the street car line. The deflection in the old street car track begins at a point almost exactly opposite the present Kincaid station. It swings in to the railroad embankment just east of the road which crosses the two tracks. From that point to the Springfield Junction the bed of the street car line will form a widening of the railroad embankment on the north side. A strip will be taken of the Furuset tract for its whole length, and off the Walker tract apparently for the whole or the most of its length, for this widening of the right of way.

For a short distance parallel with the Walker tract, it will be necessary to make a cut into the bluff and swing the railroad track a little southward. This will encroach a few feet upon the right of way of the highway on the lower part of its course down the hill from the cemetery gate towards Ed Judkins' house. This will be made good by a concession of a strip of land from the Judkins' place.

The railroad company appears to be making provision for some additional trackage about the Junction.

OLD FRIENDS GET TOGETHER

Dave Sterling and family of Cottage Grove; Thad Sterling and family, accompanied by Miss Chambers, of Lebanon; Chas. Sterling and wife, accompanied by Mr. and Mrs. A. W. Lawson, of Brownsville and a Mr. and Mrs. Fisher of Portland spent Sunday at the home of Mr. and Mrs. C. E. Lyons. The entire party motored to Hendricks bridge for luncheon returning here in the afternoon, and the several guests leaving the same evening for their respective homes. Mr. Lyons was in the employ of Chas. Sterling eight years ago at Brownsville, where he and his wife became acquainted with the other Sterling families and they have all made a successful effort to meet at least once a year for the past eight years.

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

RESUMPTION OF NATRON CUT-OFF

Thought to Depend Entirely On the Condition of the Money Market

It is well known that the breaking up of the "Harriman Merger" by government prosecution was sufficient of itself to put a stop to railroad building in the Oregon field, where building plans depended upon the united action of the now several members of the merger, and such cooperation was practically forbidden. It is also known that the government's absorption of railroad business during the war paralyzed all normal railroad operations, new building and improvements included. It seems plain enough that the railroads in common with other lines of business that require large capital, are seeking ways to free themselves from the tangle into which the great war threw all the business of the world, and trying to find new ways to provide for much needed extensions and improvement work. It is quite generally understood, we believe, that unfavorable money conditions have been a great stumbling block in the way of the resumption of railroad building in sections where building would be regarded as an absolute necessity if this difficulty did not block the way.

As a case in point, and one which appeals to the interest of every person in this region who knows what his true interest is, it does not seem reasonable to suppose that the Southern Pacific company would leave the gap in its Klamath Falls line between Kirk and Oakridge unfinished, and the object for which it was projected unrealized a day longer than it could find means, under reasonable conditions, to close it up. A man was heard to say on the streets of Springfield not long ago that "they" could get all the money they needed if they wanted to put it through. He intimated that the railroad company had some sinister purpose in prolonging this disjointed and inefficient condition of its own system. No one ought to give any heed to a foolish utterance like that; but, unfortunately, there are scores of persons in nearly every community who will, and just in proportion as they do, there will be a more or less perceptible pull-back on every well directed effort towards prosperity and progress. Persons whose hearts are filled with the bitterness indicated by such utterance are not helpers in any good cause.

A man who is in a position to know something of the problems, policy and plans of the railroad people with reference to construction work declared here a few days ago that the difficulty of obtaining money at a rate of interest which such an investment could bear has been and is yet the chief difficulty in the way of the resumption of construction on the Klamath Falls line. He regarded it as a pending enterprise, to be taken up and carried through as soon as this financial difficulty can be removed. Basing his estimate solely on the condition of the money market, he gave it as his opinion that the work would hardly be resumed as early as next spring. He thought it would be by the spring of 1923. The plain inference was that if money conditions eased up the work would commence earlier.

J. Parker Reid presents, "The Lone Wolf's Daughter", at Bell theatre, Wednesday, Sept. 21st, also a two-reel western, "The Shadow of Suspicion", and a one-reel comedy, "Uneasy Money".

Henry Stewart and family, who have made their home in Eugene for many years, are moving into their house on lower main street, which has lately been so extensively remodeled. The inside work is not quite done yet.

John Ketels, Gerald Van Valzah, Jim Gorrie, and Bob Van Valzah will leave Friday for a hunting and fishing trip above Oakridge. They expect to be gone until the last of next week.

A JOLT—BUT LOOK WHAT WE GOT RID OF!

