

# THE SPRINGFIELD NEWS

EIGHTEENTH YEAR

SPRINGFIELD, LANE COUNTY, OREGON, THURSDAY, OCTOBER 20, 1921.

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## THE RAILROADS AND LUMBERING

### Freight Cut and Prosperity, Or Tie-Up and Stagnation, Which is Coming?

In these late times, while people largely depend on the lumber industry have been anxious for a resumption or increase of production, the mill owners have contended that this cannot come until the railroads reduce freight rates. The railroad managers have declared that freights cannot be reduced until the railroad employees consent to a reduction of wages. The general public is inclined to accept both these statements. It is well known that the railroads have had a hard struggle with adverse conditions ever since the war. According to figures recently given out by the interstate commerce commission the wages of railway employees last March were 50 per cent higher than before the war. They are certainly enjoying a degree of prosperity far above that of most other classes of workers. So the mill worker out of a job has a right to look to the railroad worker to help him to get on his feet.

A recent act of congress created a railroad labor board, of nine members, three representing the managers, three representing the employees and three representing the general interests of the public. It seems to have little more than advisory functions in the case of disputes between employers and employees. This board decreed a reduction of 12 per cent in railroad wages last July.

A general meeting of railway executives was held in Chicago, the latter part of last week, at which it was agreed to appeal to the labor board for a further reduction of about 10 per cent, to be followed immediately by a substantial rate reduction; the managers declaring that any considerable rate reduction without this additional reduction in wages would mean bankruptcy to many of the roads.

Without waiting for the managers to make a formal demand upon the board, the heads of several great railroad unions ordered a strike on all the railroads throughout the country; dividing the country into three groups strikes to take place on these three groups 48 hours apart, beginning October 20. It was expected thus to haul off two million railroad employees of related trades, striking sympathetically.

The farmers would be hit almost as hard as the mill workers. It would not be with them a question of wages, but the disposition of their products, in which they have already suffered greatly, from various causes, since the war. When the farmers and the mill workers, especially, are already suffering from the prevailing depression, and are looking to the railroad workers more than anybody else for relief, hear of a "sympathetic strike," it will not appeal to them very powerfully.

Some of the leaders of the strike movement have declared their purpose to tie up all the industries of the country, and thus compel the general public to join forces with them, to help them gain their point. One of them declared that they would not respect mail trains any more than freight trains.

President Harding has called a meeting of the "public" group of the labor board, jointly with the interstate commerce commission, to deal with the situation. He held that the other groups, being partisan in their character, would contribute nothing to the solution. Postmaster General Hays has given positive assurance that the mail trains will be run. The Southern Pacific officials on the coast have expressed confidence in their ability to keep trains running. The railroads are said to be preparing to mobilize a reserve force of men trained in the operating department now otherwise employed. United States soldiers trained in railroad operation service are being listed for such service in this emergency. All available coasting steamers and river craft are being put in commission. Fleets of trucks and other vehicles capable of heavy transportation service are being organized. Fleets of airplanes are being prepared for mail service.

Some of the leaders of the labor organizations are making a determined fight to prevent the strike. If it comes it will probably find little sympathy outside of those who are

## INDUSTRIAL REVIEW

Medford is to have a \$100,000 Dow association hospital.

A country club is to be built on Klamath lake for sportsmen of three states.

Lebanon has a new prune drier, with a capacity of 900 bushels daily. Bend—September freight increased 15 per cent over 1920.

Astoria school budget \$20,000 below last year.

Milton Eagle sold to C. D. Rowe, of Bonner's Ferry, Idaho.

Klamath Falls to have \$25,000 field for rodeo.

Gervais—42.7 tons of logberries taken from 8 acres.

Newberg—First trainload of logs received over the Spaulding-Miami railroad into the Grande Ronde timber region.

Portland—3 ships chartered to carry 4,500,000 feet of lumber.

Astoria—30 steamers chartered for October freight cargoes.

Reedsport has become the second largest city in Douglas county.

La Grande votes November 1 on \$204,447 bond issue.

Klamath Falls—30,000 acres reclaimed Tule land to be opened.

St. Helens has a fine new depot.

Newberg—Spaulding sawmill commences full run.

Hood River to have modern new building.

Nyssa to have broom factory in the near future.

Dallas—Union Oil company rushing construction of oil plant here.

Clatskanie—Local hotel being remodelled.

Oregon City—Establishment of a ferry to cross Willamette is possibility.

Portland to get Shriner's hospital.

Hood River—Work on the Loop road begins.

New pavement on Pacific highway between Barlow and Aurora is opened to traffic. Canby-Barlow stretch to be thrown open soon.

Stanfield—Construction of Umatilla Rapids project may soon be possible.

Gold Hill—Sams Valley soon to have irrigation.

Wheeler—New company of Golden West Dairy farm incorporates.

Springfield—Concrete work on important unit of great viaduct finished.

Receipts at the warehouses of the Northwest Wheat Growers association, covering Washington, Idaho, Montana and Oregon, aggregate about 9,000,000 bushels this season. Receipts, segregated, are: Washington and northern Idaho, 5,000,000 bushels; Oregon 2,500,000 bushels; southern Idaho, 500,000 bushels; Montana, 1,000,000 bushels.

Several fields of Lake county wheat produced 55 bushels to the acre.

Astoria stages a big celebration to dedicate the opening of the Columbia highway.

held to it by a species of invisible force.

Perhaps the most hopeful proposition yet put forth, first attracted attention as coming from a member of the public group of the labor board. It was this: that the railroads at once put into effect a substantial rate reduction, graduated according to conditions; and that a further reduction of wages follow that. An eastern railroad president made a similar declaration. He thought that, even though the railroads seemed to be losing a little at first, the stimulation thus given to business would soon make it up.

Whether the strike takes place or not, railroad rates, both freight and passenger, and railroad wages will both have to come down.

## SEVENTIETH ANNIVERSARY CELEBRATED BY REBEKAHS

The Rebekah lodge of Springfield held a pleasant social function at the Odd Fellows hall, Monday evening, in honor of the seventieth anniversary of the institution of their degree. The original Rebekah degree lodge was organized September 18, 1851, in the city of Baltimore; but for reasons of local convenience, the celebration was postponed to this time.

A goodly company was present. The Eugene lodge had been invited to participate, and a number attended. An interesting and pleasing literary and musical program was rendered. The principal address of the evening was made by Rev. B. C. Miller, pastor of the Baptist church. His theme was, "Fraternity." His address was highly praised.

After that a penny cafeteria lunch was served, which was so heartily partaken of that the receipts amounted to upwards of \$25. The proceeds go to provide Christmas comforts for the inmate of the Odd Fellow home at Portland.

## Christian Church

Rev. Earl Childers pastor.

Regular services next Sunday, Oct. 23. Bible school at 9:45. Preaching at 11:00 in the morning. Christian Endeavor at 6:30 and church services at 7:30 in the evening.

Our rally day was a great success. 209 in our Bible school. Come again and help keep our number large. Our next big day will be Friday, Oct. 28. Keep this date open and watch for announcements.

## BRUMFIELD TO HANG

The Brumfield case at Roseburg was submitted to the jury about 8 o'clock yesterday evening. About three hours later the jury returned a verdict of murder in the first degree. The penalty prescribed by law is death by hanging. Judge Bingham announced that he would pronounce the sentence at 9 a. m. Saturday.

## THE BUDGET COMMITTEE ORGANIZES FOR WORK

The budget committee required by the new law, and appointed at the regular meeting of the council, a week previous, met Monday night, and organized for work. Mayor Eggmaun was elected chairman, and Welby Stevens secretary. Herbert Cox was chosen as the accountant, of the committee, whose duty it will be to prepare a statement of the city's expenditures for the past three years and an estimate of the expenditures for the ensuing six months. Upon this basis, the committee will prepare a tentative levy, to be submitted to the council. The committee appointed a meeting for next Monday evening.

The Springfield band has been reorganized. It is a little weak-handed as yet, but there is a nucleus of a good band. The boys are anxious to get in touch with any one who can play a band instrument, or anyone who will take a real interest in learning. Arrangements can be made so that a beginner can get his elementary instruction without expense.

Miss Grace Male, who is teaching in the Portland schools, spent the week-end with the home people here.

Robert Kizer will return to Mare Island tomorrow. He has to report there by the 24th. He is in pretty good condition, except for nervousness resulting from his injuries. He may have to undergo another operation yet.

## ARMISTICE DAY TO BE CELEBRATED

By cooperation of the chamber of commerce, the ladies' civic club and the American Legion a fitting celebration of Armistice Day in Springfield is being arranged for. Each home owner in the town is to be asked to plant an ornamental tree of some kind, on the parking of the home property where practicable, to be known as a "memorial" tree. A committee from the Chamber of Commerce and the Civic club will visit the homes and make arrangement for this feature of the day. The planting will be done in the morning.

A program for the celebration proper, prepared by the general headquarters of the American Legion, is in the hands of the local committee. The choice of the speaker of the day and the assignment of the various features of the program will be announced next week.

The celebration program will be in the hands of the American Legion, assisted by the G. A. R. and the Spanish war veterans.

## BAPTIST CHURCH

Rev. B. C. Miller, pastor.

Recently a Seattle minister has denied the blood atonement of Christ, claiming it is the belief of a primitive people. Is he correct? This subject will be discussed at the Baptist church Sunday evening. The morning subject will be, "God's Greatest Demand and Man's Greatest Gift."

Sunday school at 10 a. m. There is a contest on in the Sunday school.

The losing side to put up a dinner. If you are not attending church or Sunday school at some other church you are cordially invited to attend at the Baptist church.

## WENDING TRAIN CHANGES TIME

A change in the running time of the Wending train took effect Tuesday, the 17th. The train for Wending leaves Springfield at 9:15 a. m. Returning, it arrives at Springfield at 1:50. This is just one hour later than before in both cases.

## ALASKA VISITORS MAY REMAIN HERE

Mr. and Mrs. Chas. Paddock and two children arrived in Springfield Monday afternoon. They had traveled on the way to visit relatives at Seattle-Yakima and Salem. Mrs. Paddock is a daughter of Mrs. John Rossman, whose visit to her three brothers, Dr. N. W. Emery and brothers, was mentioned last week. Mr. and Mrs. Rossman have been visiting at Salem for the past week. They are expected to return from there about this time. The two families have lately come from Alaska. They expect to remain here permanently if they can settle themselves satisfactorily.

## SPRINGFIELD HOSPITAL CASES

The following cases have been treated at the Springfield hospital, on F street, between 8th and 9th, in the past few days:

Mrs. Joe Collins, Springfield, an operation, Tuesday. The patient is doing well.

P. M. Gossler, of Marcola, admitted October 15. Infected arm.

Mrs. C. C. Solsler, Springfield, admitted October 17. To be operated upon today.

Start the morning with a wholesome dish of Jasper's Breakfast Graham.

## TOWN AND VICINITY

Mrs. Jeannette Richardson, who lived for many years at the corner of 6th and B streets in this city, but has latterly lived at the home of her son, A. J. Armstrong, in Eugene, died there on Tuesday of this week. She was 73 years of age. She was born in Indiana. She taught school for many years in Indiana, Illinois, Nebraska and Oregon. The funeral will be held at Veatch's chapel, in Eugene, at 2 o'clock today. Rev. Earl Childers, pastor of the Christian church of Springfield, will conduct it.

Wm. Clark, who owns a garden farm down on the McKenzie, northeast of Springfield, planted five and one-half acres in beets this year. He has just harvested them, and sold them to the Eugene cannery. The yield was 37 tons. He has not yet received his returns, so he does not yet know what his crop will bring him. Last year, No. 2 beets brought \$25 per ton, and No. 1, \$35. At these prices, his best crop would bring him somewhere in the neighborhood of \$1000.

When the work of widening the road bed beyond Springfield Junction, to make way for the new street car track, is completed, there will be three tracks from the Junction to a point about the middle or eastern part of the cut in the bluff opposite the cemetery. The new street car line will swing in on the Springfield branch line at a point about opposite the middle of the station building at the Junction.

Rev. T. D. Yarnes returned from attendance upon the annual conference and a visit to his parents last Thursday evening. The young people of the Epworth league planned a reception to the returned pastor in the League rooms Friday evening. It happened that Mr. Yarnes was taken with a violent attack of sick headache that evening, and was unable to attend; and Mrs. Yarnes had to do the honors, or rather receive for both.

It is understood about the millyard that upon Mr. Dixon's return from the east or as result of his trip, perhaps before his return, the question will be decided whether the Springfield mill or the Wending mill will be started up. There's great expectancy among the mill workmen here, provided, of course, that the threatened railroad strike does not tie up all industry everywhere.

A long time ago the removal of Stewart and Bennett's meat market from their present quarters in the creamery building to the corner of 5th and Main, created by Mrs. Sued and Son, was announced. The fitting up of the new place involved considerable work, and new equipment was to be bought. The work has been hindered at every stage, and the removal will not take place for several days yet.

Orval Mulligan, the son of Mr. and Mrs. F. M. Mulligan, of this city, has been employed for the past two months on government surveys for new highways, in Alberta. He returned home last Saturday. He went with the expectation of staying longer but did not like the country. That country is said to be sadly deficient in good roads, but the government is starting a road-building program.

J. S. Henderson, of Salem, father and father-in-law of the proprietors of the News, arrived in Springfield this morning, for a few days' visit. He halted for a day or two with friends near Coberg. He brought along one of the best pedigreed bird dogs in the state, and came prepared to have a time with the other boys, hunting.

Dr. Harold Peery expects to go to Portland Saturday, for a few days.

Mrs. Geo. Orr and daughter Naomi have moved to Cottage Grove. They have property there which they could not rent so well as their home here. Mr. Orr is still engaged at Mabel.

Miss Margaret McElhaney, daughter of Mr. and Mrs. U. G. McElhaney, of Prunville, has been in Cofax, Washington, for the past two months, taking a course of training in nursing in a hospital there.

Lloyd Mooney and Miss Evelyn Lea were married at the Methodist parsonage yesterday afternoon. Rev. T. D. Yarnes officiating. Mr. Mooney, in company with his father, runs a garage and auto repair shop in West Springfield. The bride's family live here. The young couple will make their home in Springfield for the present.

The 4-L Community club will meet Monday evening, October 24. All ladies welcome.

## A DANGEROUS PIECE OF ROAD

### Some Provisions Needful For The Security of Foot Passengers

The little stretch of road from the western approach of the wagon bridge over the Willamette river, west of Springfield, to the cross roads beyond about a hundred yards, demands attention about as much as any other public improvement to be considered anywhere in this vicinity. There is probably more real danger involved in the present conditions existing there than there ever was at the McVey point crossing, on which \$75,000 is now being spent; and this is only a matter of the expenditure of a hundred dollars or so.

There used to be a footwalk from the end of the bridge to the Glennwood school house, about twice the distance of the stretch now under consideration. The traditions of the neighborhood are that it was built by private subscription. If any one can furnish any precise information about this, he will confer a favor on the News, and perhaps benefit the public. This walk was probably regarded in those earlier years chiefly as a matter of convenience. There were no automobiles then, and no great congestion of traffic at this point. It has become an urgent matter of safety to life and limb now.

That portion of the walk from the cross roads to the school house, after being patched until there was nothing left to be patched with, has entirely disappeared. Leave that section out of the consideration. Successive floods have broken up that part of the walk which was laid on the surface, adjoining the Pacific highway on the east; but most of the material is lying near. The eastern end of the walk was elevated on slender posts. These posts have been giving way for a year or two; and now the walk is twisted, rickety and unsafe. Some people still travel over it, rather than brave the greater and more immediate perils below.

The present roadbed at that point is barely wide enough for two vehicles to pass safely. There is no provision for the convenience or safety of foot passengers at all. Persons who are keen-sighted, quick-witted, strong and nimble can, by keeping a sharp lookout, find nooks along the northern border of the road where they can dodge out and avoid passing vehicles, if there are not too many of them at once; but infirm persons are in terror when they are obliged to pass that place. Such persons avoid it at night when otherwise, their legitimate errands would call them that way.

Propositions have been made to take up a subscription to put in a walk again. But why should there be a resort to primitive methods like that, just because it was done once before? Who is responsible for the protection of life and limb on that short stretch of road? Who will have the bill to pay when somebody is killed or crippled there? The county owns all the ground available for either vehicles or foot passengers; and the vehicles use it all, and then have scarcity of room. The roadbed is too narrow next to the bridge. The foot passengers have no show but to dodge their way through, if they are expert enough. There are probably but few places in the county where there is such a congestion of traffic as at that point. We doubt if there is another piece in the county on a public highway that is as dangerous for pedestrians as that.

If anyone can show that it is not the duty of the county to obviate this danger, let him do so. If anyone can show why the county is not under as much obligation to provide for the convenience and safety of people on foot as for the people in the automobiles, in such places, let him do so and let the hat be passed at once.

The Epworth League will give a reception to the entire high school, in the basement of the Methodist church, Friday evening. Details of the plan of the reception are not definitely arranged.

Mr. and Mrs. P. J. Scott are making their home in Springfield again for a time. Mr. Scott is completing his course in the university, and Mrs. Scott is taking some studies there also.

The circulation of the university books from January to June of the present year was 100,302. The library now has a total of 100,700 volumes.

## OH DEATH WHERE IS THY STING?

