

OUTLINE OF FACTS IN MERGER CRISIS

Summary of Facts and Events Leading to the Present Situation

We commented somewhat two weeks ago upon the decision rendered by the U. S. supreme court, May 29, decreeing the separation of the Southern Pacific and Central Pacific railroads. From the mass of matter which has been published since that time, we gather together a few points which we hope may be of some help in coming to an understanding of the present situation.

At the present stage of affairs, we see in the foreground a sharp contest between the Southern and the Union Pacific for the possession of the Central Pacific, with a prospect of other systems entering the contest. The presidents of these two roads have issued statements setting forth the attitudes of their respective companies towards the situation and towards the other interests concerned; for instance, the business interests of the territory affected.

The unmerging decision is not to go into immediate effect. A stay of proceedings for 60 days has been granted by the supreme court, in response to a motion by the Southern Pacific for a rehearing. This, taken in connection with the adjournment of the supreme court, will, it is said, postpone any further legal action in this matter until October.

It is brought out that the suit which has just been decided was brought in February, 1914, under the Sherman Anti-Trust law, which was passed in 1890. In the mean time, in March, 1920, congress passed the Transportation bill, which, though it does not in terms repeal the Sherman law, was evidently intended to supersede it. It was an expression of a radical change of public sentiment and a corresponding change of policy and practice by the government, hastened by the war. It seems that the supreme court, in rendering his decision, could not take cognizance of this later act. The suit was brought under the act of 1890; and the evidence and the dates upon which its decision was based related to facts as they existed in 1914.

The transportation act enlarged the powers of the interstate commerce commission, and charged it with a new and important mission for the readjustment of the railroad business of the country; a mission looking to further consolidations, rather than further segregations. We quote this language from the Transportation Act: "The commission shall, as soon as practicable, prepare and adopt a plan for the consolidation of the railway properties of the continental United States into a limited number of systems. In the division of such railways into such systems under such plan, competition shall be preserved as fully as possible, and wherever practicable the existing routes and channels of trade and commerce shall be maintained." The legal adoption of the plan reported by the commission in the performance of this task imposed by congress is still pending. In the plan adopted by the commission, in harmony, it would seem, with the principles laid down in the act, the Southern Pacific and the Central Pacific were placed in the same relation to each other in which they have been for many years.

The part which the interstate commerce commission may play in the final settlement of this matter is brought out in this extract from an editorial in the Portland Oregonian of Tuesday morning: "The supreme court has simply defined the legal status of the Southern and Central in relation to one another, pending action of the interstate commerce commission in forming the railroads into competing systems; and by declaring the merger contrary to the anti-trust act, it gave the commission greater freedom so far as that legal status is concerned, though it could not alter the physical facts. The fate of the roads is to be decided in accordance with the public interest by the commission after hearing all sides, not only the railroads but the community that they serve."

T. A. Rathbun and family, who left here and went to North Bend during the long suspension of the mill work here, returned last week. They are occupying their own home on Seventh and 8th streets. Mr. Rathbun has a place at the mill again.

BOOTH-KELLY'S MILL AND LOGGING FORCE

The present force employed by Booth-Kelly company at the mill here, in all departments, is about 270. Somewhere from 115 to 120 men were added by the putting on of the second shift.

Somewhere between 300 and 350 men are now employed in the logging camps above Wendling. In all lines off work, and from 125 to 150 men at the Wendling mill. So the whole force employed by the company at the two mills and the camps supplying them is from 700 to 750 men.

There does not seem to be any immediate prospect that a second shift will be put on at the Wendling mill. As a matter of economy, in cutting, shipping and disposition of fuel stuff, the company would naturally prefer to do as much of the cutting here as possible, at least outside of long timbers, as the present arrangements will meet the demand.

ARRANGEMENTS FOR ANNUAL ROSE SHOW

The annual Rose Show will be held tomorrow at the Springfield library. All roses should be brought to the library by 11 o'clock. The ladies are in need of a few more flowers for decorating purposes.

The girls will gather at Mrs. McKilns before 2:30 p. m. for the parade of baby buggies and doll buggies. A prize will be given for the best decorated buggy.

Subscribe for the News at \$1.25, and get a photograph of yourself or any member of your family free.

L. H. MORGAN RAISES LARGE STRAWBERRIES

L. H. Morgan, who has a small tract a quarter of a mile beyond the Hayden bridge on the Camp Creek road, has about an acre and a quarter in Early Mitchell strawberries. He cultivates them carefully and treats the ground with special reference to strawberry culture. He ships some of his berries, and is marketing some of them at home. They are an exceptionally large, juicy, cone-shaped berry. Mr. Morgan left a box carefully selected, on The News counter Monday morning. No use to come in to see them. They have long ago gone the way such fruit usually goes.

WITH THE TOURISTS ON THE AUTO CAMP

There were eight cars on the camp ground on Wednesday night, and eight on Thursday night. In each case, six of these were new ones. There were only four on the ground Friday night.

One of those nights, three cars of newcomers, with two tents, were bunched together on the south side. One of the tents had seven occupants, making up two families, traveling in two cars. They were from Los Angeles, and were bound for North Dakota. The other tent was occupied by a family of four, traveling in one car. They were from Portland, and were going south for the benefit of the mother, who had tuberculosis tendencies. They intended to try Southern California, and might go on into Arizona or farther.

One couple that came in about this time were from Texas. They had come through the length of California and were headed for Tillamook where they would visit the man's brother. From there they would go on through Washington, Northern Idaho, and Montana, and then turn southward. One stage of their homeward journey would be a visit to the woman's mother in Arkansas. What a story of their travels and the wonderful things they had seen they will have to tell the old lady when they get there.

C. C. Reynolds and wife, who were mentioned last week as being on a general look for employment and a settlement, had found nothing satisfactory up to Tuesday evening of last week. Wednesday morning they received a letter from a point in Northern California where Mrs. Reynolds had taught a country school the past year. The letter offered her a position in the town school, and urged them to come at once. They pulled out that morning.

A youngish couple from the southern part of South Dakota, the man evidently of Scandinavian origin, were on the ground Friday night. They had come by way of Spokane, and Walla Walla. The man said they had never traveled much, and they

MARRIED YESTERDAY. EXCHANGE OF VISITS

Lewis Harold Moore and Miss Delma Jones, both of Newberg, drove up to Springfield yesterday, and were married at the M. E. parsonage about 4 p. m., Rev. T. D. Yarnes officiating. They were accompanied by Mrs. Jones, the bride's mother, and her niece, Mr. Moore is a brother of Mrs. Yarnes. The young couple will make their home at Newberg. The entire party will return to Newberg tomorrow morning, accompanied by Mrs. Yarnes and her little daughter DeLaurice, who will visit at Newberg for a few days.

MASONIC DEGREE IS CONFERRED OUTDOORS

A unique ceremony—unique at least in recent Masonic practice, though it has historic precedent—was presented at Triangle Lake last Saturday. The plan originated with Junction City lodge No. 125, A. F. & A. M. Invitations were extended to the lodges of Harrisburg, Eugene, and Springfield, and all were represented. The Springfield lodge was represented by J. F. Ketels, B. A. Washburne, and H. M. Stewart.

All those in attendance gathered on the shore of Triangle Lake; and the ladies of the party were made comfortable there, while the men retired to a grove up the hill, which had been previously prepared for the occasion. An altar was prepared and the stations arranged in rustic fashion, as befitted the surroundings; and there, in that sylvan temple, thus prepared, the Fellow Craft degree was conferred upon two candidates from Junction City. Prof. Dunn, of the U. of O. district deputy grand master, was present.

wished to see as much of the country on this trip as they could. They might go on through California, or even into Mexico. But they had pulled loose from South Dakota, without any expectation of going back; and they were studying the country as they went through, with the view of finding a location. He was very much pleased with the west. He contrasted the monotony of the prospect in South Dakota, where you might look out in one direction and never see anything but a wheat field, with the ever-changing scenery and features he had observed since he had come into a mountainous country. One thing puzzled him, however. After being so long used to a country of large farms, where sometimes one man owned a whole township, he wondered how the people made a living off the little strip and patches he had seen in cultivation in so many places along the way.

Among the newcomers on the camp ground Saturday and Sunday evenings, were two families, traveling in two cars, with tents. They had come from farther east, had wintered about Los Angeles, and were on a tour of indefinite length, for the benefit of the health of the man of one family and the woman of the other. They had several small children.

There were several cars on the ground Sunday night. A party with a sort of truck which was on the ground for about a day along about this time had the appearance of gypsies or southeastern Europeans. They appeared to be traveling for the purpose of begging from house to house. A girl of 12 or 14 was the agent employed for this purpose.

R. W. Neel, his wife and mother, who had been here for about three weeks, awaiting a business message from Portland, received it Monday, and went on southward Tuesday morning. Mr. Neel had held a district insurance agency in Southern California; his health had become impaired at that work; he had gone to Portland and bought a home; they had lately sold this home, and are now on their way to Southern California, where Mr. Neel is to engage in the same work.

Pay up and pay a year ahead, and get the News for \$1.25 and a photograph of yourself, or any member of the family for each year paid.

Douglas McLean in "One a Minute" or sixty fools born in an hour. And Jimmy Knight in love and in need of coin, set out to get them all. Come and laugh while he proves old Barnum right. At the Bell Theatre next Wednesday.

Walter Gossler received a card yesterday, announcing the birth to Mr. and Mrs. John C. Dimm, Jr., at their home in Portland, on June 6, a daughter, Marjorie Jean Dimm. The father is the youngest son of J. C. Dimm, who was proprietor of The News some years ago.

OUR SPRINGFIELD EGG STORY OUTDONE

The latest Springfield egg story is completely outdone by this one from a Bloomfield, Iowa, paper. Name and Location given; time: "the other day". The story goes: "Jesse states, on his word of honor, that recently his wife went to fry him an egg, or to use it in some other way, and when she broke the shell, another complete egg, perfectly shelled, rolled out in the platter." Either the Iowa hens or their story-tellers are ahead of ours. Somebody must try again, for the credit of Oregon.

RAILROAD SENTIMENT LOCAL AND SEMI-LOCAL

A somewhat hastily gathered meeting, intended to include members of the chamber of commerce, members of the city government, business men and other interested citizens, was held at the city hall at 5 p. m. Saturday. Notwithstanding the shortness of the notice, and the unusual hour, there was a good turnout, and intense interest was manifested. The announced object of the meeting was to discuss the recent decision of the supreme court, decreeing the separation of the Southern Pacific and Central Pacific; its probable effects upon the interests of western Oregon, and the action that we and other communities should take in the matter.

It was unanimously resolved that we regard such threatened change as exceedingly dangerous to our interest and wholly unwarranted; and that we communicate these sentiments, through our chamber of commerce, to the Oregon delegation in Congress, to the state public service commission, and to the Portland chamber of commerce.

We make these extracts from an editorial in the Eugene Register of Sunday morning:

"Since 1914, when the unmerging suit originated, the entire policy of the nation towards the railroads has undergone a change—a change, incidentally, that is due largely to experience gained during the war. Prior to 1914, the policy was to break up the railroads into a large number of bitterly competing systems. The present theory, which is based on the experience of war times, is to consolidate them into a limited number of large systems that will permit the greatest possible economies in routing of freight and making of rates. It is on this theory, which is formally recognized in the transportation act of 1920, that the interstate commerce commission recommends the consolidation of the Central Pacific and the Southern Pacific, which consolidation the supreme court has specifically ordered to be dissolved."

"The Natron cut-off was originally projected as a part of the Central Pacific-Southern Pacific combination, and was designed to work into the traffic plans of the combined organization. Its primary purpose was to shorten the distance between the Willamette valley and the main line of the Central Pacific at Fernley, Nevada, thus providing a shorter and cheaper route east by way of Ogden. The secondary purpose was the minimizing of grades and curves between the Willamette valley and California."

"There is another consideration of the utmost importance to Eugene and Springfield. The Springfield car shops were projected as a part of the combined Central Pacific-Southern Pacific organization, and their organization, and their location was dictated by the fact that this is a cross roads of that system."

"The Springfield car shops are essential to the Central Pacific-Southern Pacific plan, but are by no means essential to the 'Gion Pacific'."

Since the supreme court's decision was published, the attitude of the state public service commission has become a matter of interest. H. H. Corey, a member of the commission, issued a statement last Saturday, at Salem, from which we make these extracts:

"During their 52 years of common ownership, the Southern Pacific and Central Pacific companies' facilities have become so interwoven that to separate them would seriously interfere with public service. Many lines of Southern Pacific ownership will be isolated from the main system. The lines of the Southern Pacific in Oregon are separated from those in California, the Central Pacific owning a considerable portion of the main line south of Ashland. Thus the Southern-Pacific lines in Oregon will be isolated, there being no connection between them and the remainder of the Southern Pacific system. Thousands of new joint rates will replace the single rates of the one sys-

TOURING THE WEST IN THEIR OLD FORD

H. E. Wilson and family, of Chicago, visited at the home of Mr. and Mrs. F. O. Spencer, old acquaintances, from last Friday morning until Wednesday morning, when they started for Long Beach, Calif. Mr. Wilson said he had wanted a change from the cold windy winters of Chicago. So they started west last September in a 1912 Ford. Some of his friends tried to dissuade him from the undertaking, but he said he had driven that car eight years, and he had confidence in it. As he expressed it, he drove through to Payette, Idaho, a distance of 2100 "on Chicago air;" that is, without a puncture on the way. Mrs. Wilson had a brother who had a large fruit farm near Payette, and the Wilsons spent several weeks there during the apple harvest. Then they rented rooms in the town, and came and went at pleasure. As summer approached, they determined to see Oregon and California before they returned. They expect to be back in Chicago by the middle of August.

LATE IMPROVEMENTS ON DWELLINGS CLOSE IN

Among the minor improvements made in the heart of Springfield lately we note these items: Mr. Fenwick has re-roofed his garage and woodshed.

Robert Sidwell's residence has been re-roofed, and the walks and the floors of the porches painted.

Mike Mulligan's residence west of Sidwell's, has been re-roofed and painted outside.

S. E. Pardee's residence, south of Mulligan's, has been mostly re-roofed.

Mrs. Mary Magill's residence, on 4th and E, is being re-roofed this week.

tem now in effect. Train service confined to rails of one ownership, as competitive measures, will result in disruption, to a large degree, of the present service, and round-about routes will replace direct routes."

The following telegram was received in reply to one ordered by the railroad meeting held Saturday evening:

"Portland, Oregon, June 12, 1922. W. F. Walker, President Chamber of Commerce, Springfield, Ore. Received your wire concerning Southern Pacific-Central Pacific issue. Thanks for interest and suggestions. We are informed the execution of the supreme court decree is deferred 60 days pending arguments for rehearing, giving ample opportunity for careful study of the case by Oregon. We have named a strong committee to investigate the case fully, giving full hearing to both sides. Preliminary hearings suggest the issue is of profound importance to all Oregon; and before we reach final conclusion we hope to get more complete statement of actual facts, and thus be enabled to draw more accurate conclusions as to what course would be of largest interest to the state. It would be more effective if all the territory affected, acted with fair unanimity as to ultimate recommendations. One side to the issue holds that executing the decree would disrupt Western Oregon transportation, while the other maintains that the probable result would be improved transportation with competitive conditions. We are yet open-minded, and hope for cooperation among the people of all the territory affected. We are yet intently studying conditions, and not ready to suggest any procedure except quietly and exhaustively studying all the facts available. This is more an Oregon case than for Portland only. Portland chamber of Commerce."

"JOYLAND"

At 4th and A street—vacant lot opposite Christian church—on evening of June 15, will be held a jolly good time for everybody, young or old, rich or poor. Besides all the good things to eat, popcorn, peanuts, ice cream cones, home made candy, hot dog sandwiches, with or without mustard, coffee, etc., there will be several entertainment features each in a tent by itself.

Get your fortune told by one who KNOWS. Try your skill throwing at the "nigger babies." Put on your worst grouch when you enter the great side show by the Jarky minstrels. Don't fail to see the 15-minute one reel movie, "Going South." (This film is being furnished free by the extension division of the U. of O.) Watch for the parade starting from 4th and A at 7:00 p. m. Other entertainment features too numerous to mention. Come and see for yourself. Bring all your friends and a few more nickles and dimes. And don't forget the cause. The proceeds are to be

COMMENCEMENT WEEK EXERCISES

Fifteenth Class Graduated
From the Springfield
High School
High School

The first event of the commencement week exercises was the High school play, entitled "Bachelor Hall," given at the High school auditorium Friday evening. A good audience attended, although the auditorium was not crowded. The performers, in the rendering of their "lines," as the theatre people say, showed the effect of the pressure of their studies and examinations. But it was not "a hard house to play to." The proceeds were about \$57.

The baccalaureate sermon was delivered by Rev. S. Earl Childers, at the Methodist church. It was appropriate and practical, and showed an appreciation of the difficulties that beset the young in facing life in his age. As much good thought was packed into the 27 minutes the speaker occupied as would be put into forty by most speakers. The auditorium was filled, with a good many in the gallery. Music was furnished by an orchestra organized and directed by E. E. Morrison, and made up from the musicians of the Christian church and those of the High school. Some numbers were rendered also by a double trio, consisting of Misses Dorothy Ditto, Eileen Killeen, Alice Tomseth, Charlotte Stewart, Alene Larimer and Winifred Long.

The entire Lincoln school enjoyed an outing in Melvin Hansen's park all day Tuesday. Dinner was served on such tables as the grounds afforded, and on cloths spread on the grass. The teachers and children were grouped by grades, the groups being scattered about over the grounds. An extra course of ice cream was served at the close of the dinner.

Prof. Lambert and the teachers wish to express their thanks to Mr. Hansen for his kindness in granting the use of the park for the picnic.

The graduation exercises were held in the High school auditorium last evening. The auditorium was packed. The music was furnished by Morrison's orchestra and the High school glee club, consisting of Misses Crystal Bryan, Eileen Killeen, Alene Larimer, Winifred Long, Jennie Holmerson, Bernice Jacobson, Charlotte Stewart, Alice Tomseth, Pauline Driscoll, Alice Mortensen, Audrey McPherson, Mabel McPherson, Charline Lambert, Marion Spencer, Mary Whitney, Rebecca Wartman and Mary McKelvey.

Supt. Roth presented the class, with some notes of the special activities of each during his course.

The address of the evening was made by Prof. Roland Miller, of the U. of O. His subject was, "Other Worlds to Conquer." The speaker did not dwell as much on the things before the graduates as the audience was probably expecting from the title.

The diplomas were presented by J. W. Coffin, clerk of the board, with a few remarks to the class, contrasting the incidents of his school days with theirs.

The class was the largest ever graduated from the Springfield High school. The names follow: Dorothy Girard, Dorothy Doane, Dorothy Ditto, Lola Crabtree, Dwight Kessey, Asabel Fish, Margaret King, Maude Edmiston, Lowell Sikes, Mabel McPherson, Beulah Harper, Charles Davis, Belmont Russell, Hazel Devine, Molly Doane, Phyllis Kester, Gladys Nystrom, Marvin Spores, Horace Myers, Carribel Mathews, Thelma Hastings, Alene Larimer, Alice Mortensen, Ellen Tomseth, Ralph Love, Dorothy Parvin, Veranita Morrison, Willard Morgan, Leonal Voris, Merritt McPherson.

Miss Carrie Ditto graduated last year. She afterwards decided to take the teachers' training course, and she completed it during the past year. She will be used for the Near East Relief. We, the C. E. society of the Christian church, solicit your help in this undertaking. Help others and enjoy yourself.

The parade leaves the Christian church at 7 in the following order: Christian Endeavor officials, Band, Mr. and Mrs. Childers (pastor and wife), Church officials, Willing Workers, Sunday school officials, Sunday school classes: Beginners, Jewels, Sunbeams, Bound to Win, Workers for Christ, and Live Wires. Joyland features: Fortune tellers, negro minstrels, banjo artists, kandy kids, ice cream screams, popcorn and peanut peddlers, and winning wanda wanda.