

THE SPRINGFIELD NEWS

Published Every Thursday at
Springfield, Lane County, Oregon, by
THE WILLAMETTE PRESS

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Entered as second class matter, February 24, 1903 at the
postoffice, Springfield, Oregon

MAIL SUBSCRIPTION RATE

One Year in Advance \$1.25 Three Months 50c
Six Months 75c Single Copy 5c

THURSDAY, JUNE 18, 1925

Editorial Program

- I. Make Springfield the Industrial Center of Western Oregon.
- II. Develop a Strong Trading Point; Build a City of Contented Homes.
- III. Improve Living Conditions on the Farm. Promote the Raising of Purebred Livestock and the Growing of Fruit; Work for Better Markets.
- IV. Tell the World About Oregon's Scenic Wonderland.

Will the Southern Pacific Break Faith?

The Southern Pacific company came to Springfield unsolicited and purchased a site here for the Natron cutoff carshops and terminals. In the purchasing of that site they took certain individuals and the city of Springfield into their confidence as to future plans. They encouraged these individuals and the city of Springfield to spend hundreds of thousands of dollars in buildings and other undertakings, when present conditions here did not justify it. The very fact that these men whom the railroad picked out as their agents in the railroad transactions here spent their money and time to the very extent of their ability caused others to do likewise.

A change in the railroad plans now means breaking faith with Springfield. It will ruin the very men whom the railroad company has called on in the past to render their assistance. Will the Southern Pacific company do this? Judging from the honorable and upright dealings this community has had with the Southern Pacific in the past we think not.

A dozen men are running Eugene to suit themselves" the speaker at the Eugene high school graduation exercises told the parents and friends of the graduates. The outcome of the \$175,000 bond issue to purchase a shop site to trade for the one in Springfield will tell whether these dozen men can get away with the "stuff they have been pulling."

And now a Tennessee pastor has come forward advocating a law prohibiting the teaching in public school in that state that the earth is round or that it moves. He justifies this on the grounds that it is contrary to the teaching of the Bible.

"Fool friends of Eugene" is the expression a certain university professor uses when referring to the shop site promoters. And he is a man who has had a very active part in the civic affairs of that city.

We are sorry for the man without a country—especially when it is springtime in the country.

There being no law against it Ford made 7594 cars in one day.

The Florida legislature is considering making it illegal to be descent from the monkey.

There are a great many lies told because the truth often sounds like a poor excuse.

Twisting the S. P.'s Tail

A member of the Eugene shop stealing committee boastfully told a local citizen a few days ago that he had been "twisting the Southern Pacific company's tail for the last 15 years and lately good and hard until they came through," and Eugene was going to get the shops and terminals instead of Springfield. If this is the method these Eugene men are using to land the shops, other cities of Oregon will watch the results closely, and there will be "tail twisting on every hand."

We believe that if they "twist the S. P.'s tail" too hard the company will call their bluff. We can remember when Eugene men threatened the Southern Pacific with a boycott when the shop site was purchased here in 1913 and were told that if they made their bluff good they would be climbing Skinner's butte and watching the trains go down the other side of the river.

Being sensible takes a lot of practice.

Editorial Comment

KANSAS CAUGHT NAPPING

Kansans are discomposd and not a little sore at the world. They are more especially peeved at Tennessee for that state has finally caught Kansas napping.

It has long been the boast of Kansas that she has more firsts to her credit than any other state. A Kansas editor has made the claim that "When anything is going to happen in this country it happens first in Kansas."

Kansas supports her proud claim by citing Abolition, prohibition, Populism, the Bull Moose, the Anti-Cigarette law, the Industrial Court and the passing of the roller towel. (It is to be noted that Kansas is proud of the quantity, not the quality, of her legislation.)

But in the fight against the theory of evolution Kansas takes second place. The Tennessee legislature had already passed its "monkey law" before the patrons of a Kansas school district publicly burned with fitting ceremonies a set of books discussing the terrible theory. Not even a Kansan will be so partial toward his own state as to deny Tennessee this victory.

Somebody was sleeping in the legislative chambers at Topeka while Bryan was awakening the Tennessee lawmakers to this opportunity to beat the Kansans at their own game.—Record Press—Ellenburg.

GREATEST EXPLORER AND TAXPAYER

During 1924, Class I railroads of the United States paid out \$4,847,700,000 for wages, materials, supplies and improvements.

This does not include approximately \$340,000,000 paid by the railroads in taxes, the \$510,000,000 which they paid out in interest charges nor dividends amounting to \$310,000,000.

A large part of this sum went directly to the industries of Our Country, through which source it reached the wage earners, thereby contributing, to a large extent, to the prosperity which was enjoyed in 1924.

THINK IT OVER

A mass meeting held at Madison Square Garden, New York, commemorating the death of Nikolai Lenin, was attended by 15,000 followers of the red flag in America. The principal speaker was a 14-year-old boy, dressed in a uniform closely resembling that of our beloved boy scout. The final goal voiced was "to set up a Soviet Republic of the United States."

The progress this movement is making in the younger generation and the fact that treason can be openly preached in America furnish food for thought.—Pacific Legion.

We would like to know if the prevailing fad among young Portland women—that of displaying embroidered red roses on their hosiery about half an inch below the knee—is to advertise the approaching Rose Festival.—Pacific Legion.

The University of Chicago announces that it could use \$17,500,000 to great advantage. It hasn't got anything on us.—Macon Telegraph.

"The Double Cross" or "Shop Site Admissions of Frank Chambers"

Eugene's portion will be to help Springfield and assist our neighbors, Frank Chambers told the world through the columns of the Register October 7, 1924. To refreshen the people of Springfield's mind on this "friendly offer" the News again reprints the interview:

Eugene, Oct. 7.—Eugene will not get the Southern Pacific carshops when the Eugene-Klamath Falls (Natron) cutoff is completed, according to Frank L. Chambers, president of the chamber of commerce, yesterday.

The campaign carried on by this city for the past decade and more to have the shops located here is declared by the chamber president to be a failure. "We're licked," he said Friday afternoon, "and we might as well admit it."

Just where the shops will go when the cutoff is completed and mainline traffic is routed over the Cascade by way of Klamath Falls is not known to the chamber head, but he believes Springfield may confidently expect them.

S. P. Officials Silent

No official word has been received from the Southern Pacific Railway company regarding the shops, continued Mr. Chambers, who declared that it is this silence on the part of railroad executives that has finally convinced local workers of their failure.

"Try as we would, we were never able to get an audience with the high executives" he said. "We have petitioned time after time for a chance to make a showing, confident that we had facts and figures that would impress the railroad men and might bring us the carshops that will surely be built when the cutoff is completed, but we were never able to gain their ear."

Mr. Chambers has been leader of a group that has been active for the last several years to locate the shops in Eugene. This group even went so far as to make the purchase of a large tract in the western section of the city, to hold against division that the railroad might be able to acquire it in one place should the shops be located in this city.

Owens Land in Springfield

The Southern Pacific has extensive holdings in Springfield, Mr. Chambers

points out, and it is highly probable they will use them.

What he expects and what has been feared here for a long time, is that the Southern Pacific will direct its mainline traffic over the east side branch, after it has been straightened out and strengthened through Coburg and so north, cutting to the north and west to connect with the main line near Harrisburg, along Muddy creek.

This would eliminate two bridges across the Willamette river, one at Harrisburg and one between Eugene and Springfield, it is declared, and cut off four miles on the mainline. The only bridge that would have to be built would be a comparatively small one over the McKenzie river.

Town Off Main Line, View

The result would be, pointed out Mr. Chambers, that Eugene would be off the main line and would have only short local trains out of Portland running perhaps as far south as Ashland, passing through Eugene residents would have to meet the Shasta and other through trains at Springfield if they desired to travel any great distance.

Four years ago when Mr. Chambers was serving his first term as chamber of commerce president, he delegated Robert A. Booth to confer with president William Sproule, head of the Southern Pacific system, at San Francisco. This trip brought nothing but information as to the attitude the railroad held toward Eugene, according to the chamber official.

Mr. Booth was told by Mr. Sproule and others that the Southern Pacific would find it much cheaper to cut through from Harrisburg to Springfield and would more than likely follow this course when time for expansion came. This was long before announcement was made of the second start on building the line between Eugene and Klamath county. Other reasons were given at the time by Mr. Sproule's assistants, Mr. Booth reported, but the one of eco-

omy was most important.

Only Audience Unproductive
In discussing the failure of Eugene representatives to gain a hearing with president Sproule, Mr. Chambers explained that this means failure to get an extended hearing, one in which plenty of time would be available for present data gathered. "We were able once, to talk with Mr. Sproule for about 15 minutes in the local yards but that didn't even allow us time to broach the subject. The meeting was a pleasant one, but unproductive as far as we were concerned."

Help Springfield, is Urged.
Eugene's portion now will be to do everything it can to help Springfield win the shops, declared the chamber of commerce head. "They would mean much to Lane County," he said, "and we must assist our neighbors in their efforts for them."—Morning Register.

SURPRISE PARTY HELD FOR MRS. MARY MAGILL

While she was at the C. F. Eggiman home for dinner Tuesday, friends of Mrs. Mary Magill gathered at her home for a surprise party, honoring her 65th birthday. Many presents and flowers and refreshments of strawberries and cream were brought by the visitors. Several pictures of the group were taken during the afternoon.

Attending the party were Mrs. Robert Drury, Mrs. L. K. Pave, Mrs. F. M. Bench, Eugene Hattis Service, Mrs. Eli Jones, Mrs. J. M. Thompson, Mrs. Ada Winklebeck, Mrs. Jennie Fenwick, Mrs. Lina Bartlett, Mrs. J. P. Vaughn, Mrs. Julia Kennedy, Mrs. Charles Meyers, Mrs. D. D. Fisher, Mrs. John Lloyd, Mrs. Bart Mustoe, Miss Mary Platt, Mrs. El Kester, Mrs. Mary Lansbery, Mrs. A. E. Balchelder, Mrs. Fred Louk, Mrs. Wm. H. Gantz, Mrs. Anna Glendenny, Mrs. C. F. Eggiman, Mrs. Elva Adams, Mrs. Sam Richmond, Mrs. Elma Finley and Mrs. Sadie Nelson.

Woman Breaks Ankle
Mrs. Earl Ellison, living at the Wilson mill near Dexter, broke her right leg Saturday when she slipped between two planks in the roadway and fell. The break was just above the ankle.

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House aprons and dresses in percale and gingham **\$.85 to \$1.25**

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Gilbrae drawn cloth, assorted colors, per yd. **55c**

Mens heavy weight waist and bib overalls **\$1.35**

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We specialize in hats of quality at lowest prices. All newest shapes and shades. **\$1.98 to \$4.50**

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