

# THE SPRINGFIELD NEWS

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### 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.

## We're Not Fighting Eugene But the Shop Lifters

These shop site promoters would have their city believe that Springfield is fighting Eugene in the controversy over the Southern Pacific shops and terminals. They seek to draw the fire in this battle on the taxpayers of Eugene the same way they expect to saddle \$175,000 in bonds on them.

Springfield people have only the kindest feeling toward the people of Eugene and this feeling will exist so long as no harsh act on the part of our neighbors is committed. We believe the people of Eugene cherish our friendship and that is the reason we believe they will refuse to become a party to this nefarious scheme to bond that city to buy the Southern Pacific shops.

In this controversy Springfield is opposing only that little bunch of schemers in Eugene and she is not alone in this respect. Hundreds of Eugene people think the same way we do and they are outspoken too.

### KNOWS WHAT HE IS TALKING ABOUT?

"I know what I am talking about when I say that if we raise the money and turn over the land to the Southern Pacific company it will locate its shops and terminals here," declared W. W. Calkins, member of the option committee. That's all he will tell the people of Eugene in regard to what facts he has for this statement. In other words he asks the people of Eugene to trust in him implicitly, bond the city and he will show them what he can do with the money. Smarter men than Calkins have been mistaken but fewer men have had more nerve.

### HE ONCE REPRESENTED US

Who packed the Eugene Chamber of Commerce when it voted to send Mr. Calkins to Washington? Eugene was hopelessly divided and only the support of Springfield put her in the Southern Pacific ranks. Calkins represented Springfield as much as Eugene when he was before the Interstate Commerce commission. It looks to Springfield people that he is now betraying their interests.

Eugene people should not be bluffed and bulldozed by these "shop lifters" and their henchmen who think they have a strangle hold on the city.

Remember the Far West Manufacturing company; A thriving little plant stolen away from Albany on the promise it would be developed into a large furniture factory. Take a look at it now as it stands in West Eugene.

### BEFOGGING THE ISSUE

Springfield has resisted Eugene's attempts at consolidation and hence she must be pillaged of her industries, is the excuse of W. W. Calkins, spokesman of the Eugene car shops site committee, now being put out. These Eugene promoters try to manufacture facts to fit their case and if it were not a serious matter it would certainly be very amusing to Springfield people.

Everybody in Springfield knows these Eugene men have never advanced any practical plan to the people here for consolidation. And when did the people of Eugene authorize Mr. Calkins or any of these shop site promoters to act for them in consolidating the two cities. It is doubtful whether the people of either city would vote for consolidation. There are a lot of conflicting conditions in the way of public utilities, municipal debts and government to be worked out before any two cities can consolidate—especially cities with both municipal and privately owned utilities. And in cities situated three miles apart with a large river between and also with a community between that seemingly does not care to belong to either city there are added difficulties. When have any representative men in Eugene come forward with a solution for these problems? Fact is they never had a plan for consolidation nor have they one now? This is mere camouflage—an excuse instead of a reason of this questionable practice they are engaged in now.

### THE SIDE LINE BUGABOO

The shop lifters would have the people of Eugene believe that if the Southern Pacific is allowed to build on its property in Springfield that Eugene would be on a sideline. They seek to frighten their own people with ridiculous argument. In the first place no railroad is going to leave a city the size of Eugene on a sideline and in the second place the public service commission would never permit such a thing to be done for the sake of a mile or two of railroad.

Three years ago the head of the Southern Pacific system sat in his private car in Eugene and declared that once the Natron cutoff is completed the heavy through freight would be diverted over the Woodburn-Springfield branch. This he said would relieve congestion on the main line and result in better train service for Eugene. His talk did not show any desire to place Eugene on a sideline and curtail her train service. Facts are the Southern Pacific plans would be greatly to the benefit of Eugene. No city is benefited by the through trains which run past its door. Its trains that serve the city that Eugene should be interested in.

### STRETCHING A POINT

Mr. Calkins of the shop site committee should read the literature of the Eugene Chamber of Commerce more thoroughly. In his speeches he declares the Southern Pacific payroll in Eugene is more than \$100,000 a month. Industrial literature being put out by the Chamber of Commerce places the payroll at \$36,000 a month, and this information was furnished by the Southern Pacific company.

For a man of his position, Mr. Calkins shows horrible ignorance on some industrial subjects. He should know that the Southern Pacific payroll in all Lane County does not average more than \$50,000 a month aside from the temporary payroll on the Natron cutoff construction.

This is the man who says he "knows what I am talking about."

### QUEER REASONING

The Springfield project has lain dormant a dozen years and hence the city of Eugene has a right to trade for the \$100,000 shop site here is the queer reasoning of one of the scheming promoters. Eugene people know why the shops have not been built here. Certainly it is neither Springfield's nor the Southern Pacific company's fault. With the Natron cutoff tied up in litigation in the Central and Southern Pacific unmerger case, how else could it lay? Now the case is disposed of and the shops are to be built in Springfield according to plans. A high Southern Pacific official "with authority" told us so a few days ago and we "know what we are talking about."

And owners abandoned farms in this country and went across the border. In 1913, alone, 139,000 farmers marched to their new homes, and let it be remembered they took with them \$125,000,000 of American money. These figures shrank to 20,521 in 1924. Now with active buyers in sight there is a rush of applications for Canadian lands, and the Canadian government and the Canadian railroads are taking of their coats to handle the expected rush across the border.

### FOOLING EUGENE PEOPLE

These shop lifters would have Eugene people believe they are getting something in exchange if they bond themselves to buy a site to trade for the Springfield shop and terminal property. The truth is this land was sold to the Southern Pacific people for specific shop and terminal purposes and cannot be used for anything else. Once Eugene traded for it the property could be reclaimed by the original owners.

Furthermore if the city of Eugene could secure possession of the Springfield site it could not be sold for more than \$30,000 for any other purpose than for railroad use.

We are told consistently what "Eugene thinks" about the car shop situation. Queer who does all Eugene's thinking these days—a few men seem to have a corner on brains in that town, if we are to judge face value their statements.

### A SAD, SAD PLIGHT

We are devastated, we freely confess, by the unhappy plight of the Springfield News.

The News devotes practically the whole of its unpaid space this week to a hearty, complete and workmanlike castigation of the Eugene octopus and its wicked and grasping habits. Its paid space, however, tells a somewhat different tale. Of the total amount of local display advertising carried in the issue in question, 123 inches are for Eugene firms and 98 inches for Springfield firms.

It must be simply terrible to live next door to an octopus.—Eugene Morning Register.

Now that the editor of the Register has so thoroughly satisfied the people of this community in the above answer to our editorial asking a few pertinent questions about the shop site promoters, we wish to thank him for the free advertising space. Heretofore he has charged us 40 cents a column inch to tell what a good advertising medium the Springfield News was, and how this field is prized by Eugene merchants.

And thanks, too, for the phrase "Eugene Octopus." We would rather use it in the plural "Eugene Octopuses."

### BOTTLED AT PORTS—WITH EXITS OPEN

Wise in her generation, while Uncle Sam, in dreamy slumber, rests in the sweet conviction that he is building American prosperity by shutting out the people of the world, Canada is perfecting plans to make a new bid for the American farmer. During the last few years, lean for our tillers of the soil, Canada has focused her attention on winning immigrants from England and Continental Europe, and our exclusion act has enabled her to pick the very cream of foreign home seekers. The Canadian mind never seems to sleep.

Our man on the strrt looks for the abandoning of our farms when poverty and poor crops drive the American to seek fresh fields and pastures new. Poor crops however, mean an inability to meet the expense of moving, on the part of the renter, and an inability to sell on the part of the farm owner. Consequently the American farmer quits, not when he wants to quit but when he is able to quit.

In the last three years Canadian immigration from the United States has declined, but the figures are beginning to show marked increase. From 1910 to 1914 no less than 600,000 renters

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Apart from the depletion of American farm lands, our restriction of immigration has seriously affected the field of manufacturing, as it has affected the home problem. Whether the resulting high individual wage more than offsets the increased cost of living, the curtailing of manufacturing, and the slowing up of building operations may be debatable. But that it will be well for the national congress to review the situation is beyond question.

Chancellor Brown of the New York University advises his graduated students to think "not as a luxury but as a duty." Time is coming when some of our college youths may have to think as a necessity.

And now the statistical nuts are telling us the \$2 bill is unlucky, pointing to Ethelred II, Edward II, James II of England, Charles II of France and James II of Scotland. We are inclined also to think that July IV is luckier than was Henry VIII.

### Editorial Comment

#### HELP, HELP.

Of course if Eugene and Springfield are to squabble over which should have the Southern Pacific shops it's "duck soup" where they will go. Harrisburg.

Harrisburg has a way of getting what it wants. That's settled. The question is, "Does it want the S. P. division with all the smoke and noise and a lot of grimy workmen and their families—women and kids—sticking around to mar the complacency of the old timer."—Harrisburg Bulletin.

#### THE TEAPOT WHITEWASH

Sinclair's Teapot Dome securities advanced \$13,000,000 in value overnight as the result of the decision by Federal district judge, T. Blake Kennedy, upholding the lease of the government oil land by ex-Secretary Fall and whitewashing the entire transaction whereby the navy's oil reserves were bartered away. The court swept aside all allegations of fraud, altho admitting the lease by Sinclair to Fall "suspicious" but legitimate.

Doheny who loaned Fall \$100,000 and secured the navy oil preserves on the coast was not so lucky as the federal judge in California held the lease fraudulent. However, Doheny is a democrat while Sinclair one of the pillars of the grand old party.

In the final outcome, no one will have to return any money secured by robbing the government of its oil and no one will have to go to jail for corruption. Multi-millionaires always escape the consequences of their crimes or receive a reward of merit. It is the little fellow who finds the way of the transgressor hard.

If Sinclair and Doheny had been country postmasters and taken a few dollars worth of stamps, instead of a hundred million dollars worth of oil held for the navy in case of war, it would have meant federal prison for a long term. Justice is quite relentless in such cases.

The moral of course, is that if you must steal, grab big chunks. You can then secure immunity, endow universities create foundations for uplift work, become a philanthropist, a social leader and a pillar of the church, for "to him that hath shall be given."—Salem Capitol Journal.

### WHERE IS MY WANDERING BOY TONIGHT?

By A. B. CHAPIN



## SWEEPSTAKES OF THE LOS ANGELES-YOSEMITE ECONOMY RUN WON with ZEROLENE

The Los Angeles-Yosemite Economy Run of May 22-23—the ranking stock car event of its kind in the United States, gave motordom new official mileage records to vie for—and another impressive victory for Zerolene!

The Rollin, lubricated with Zerolene, carried off the sweepstakes—winning the award for the highest efficiency and gasoline economy established in the run. Piloted by Joe Bozzani, the Rollin's gasoline economy record for the 360 mile run from Los Angeles into the Sierras to Camp Curry was 27.43 miles per gallon of gasoline.

When Zerolene brings in the Sweepstakes Winner of the most competitive motoring event of the year—when it is the choice of more motorists in the Pacific Coast states than any other oil made—won't it pay you to use Zerolene—a better oil even if it does cost less?

and note

The Rollin and all other cars in the run used Red Crown gasoline exclusively—the best buy in town—by MILES!

STANDARD OIL COMPANY (California)



Why pay tribute to a superstition?