

THE SPRINGFIELD NEWS

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THURSDAY, JULY 16, 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.

WHY NOT "COMMON USER?"

The Sico Tribune comes out flat footed for common user over the Natron Cutoff in its last issue. If the Southern Pacific turns Springfield down why can't we advocate common user too? So long as we can't have what the S. P. has promised us we might as well have the next best thing—two or three railroads. Oh, well, you say that isn't fair, to use one railroad's tracks for the benefit of a competitor. Why should we worry about being fair, if the S. P. doesn't want to be fair with Springfield? Think it over?

OTHER TAIL TWISTERS READY

The Southern Pacific company will lose freight on the hop crop of the Willamette valley amounting to more than Eugene's proposed \$175,000 shop site bond issue, if the company accepts the shop lifters offer and "doublecrosses" Springfield, we have been told by large growers and buyers. The shop lifters thought they had a corner on tail twisting but it appears there are others ready to take a hand. And the hop men will likely not be the only ones in the game if this "scurvy deal" is pulled off.

WHAT GOOD IS THE TRUTH?

"It's all settled" says Frank Chambers, "Eugene is going to get the shops." Once he said, "we're licked," and "Eugene's portion is to help Springfield get the shops." Which one will we believe?

Of courses when it comes to good wholesome rivalry between two towns, no one should bother about telling the truth. A little thing like the truth doesn't matter a particle. The Golden rule is for people who go to church anyway. Isn't that good logic?

NEEDS A LITTLE PUSHING

If the S. P. doesn't want to use the Woodburn-Springfield branch, it should turn it over to some railroad that does. With a few feeders this line would develop great lumber tonnage. What it needs is a railroad company operating it that has a desire to really develop the country. The public should have something to say as to whether there should be two streaks of rust and a right-of-way where there should be a busy line.

Eugene is a beautiful city, yet it has two black eyes. We mean two brown spots a block square across the street from the jail and courthouse. Tourists should notice these parks. Fine examples of thrift in the way of saving water.

There seems to be abundant evidence now that instead of the S. P. shop site being "settled" it is rather unsettled. Wouldn't wonder if the shop lifters knew a little more of the "inside" they would be getting worried.

All the fireworks were in liquid form in Cottage Grove on the Fourth of July says the editor of the Sentinel. Guess he was thinking of firewater.

MORE TROUBLE AHEAD

Mr. Ben Dey, attorney for the Southern Pacific company, had a heated session with the Portland city council the other day because people protested having breaking-up yards of the railroad near their residence property. Councilmen threatened to take up the Southern Pacific company's franchise before the railroad attorney cooled down.

Mr. Dey can expect to have a few heated sessions with the Eugene city council if the car shops and terminals are built on Blair street. The railroad would be harassed every time a locomotive blows an extra blast of a whistle in a few years with the yards in this location. This is one of the several reasons why the Springfield site was bought by the railroad. Will the railroad forget this while they are mixed up with the Eugene tail twisters?

WONDER OF THE WEST

The longest span wagon bridge west of the Mississippi river is located at Springfield across the Willamette. But we are not proud of it, and really do not care for the advertising. It is a 50-50 bet that this bridge will collapse some day and cause a great loss of life. To build a new bridge will require an election as the county will be forced to bear half of the expense. These Eugene people who say they are so friendly to us might display a little friendship by helping initiate a measure and secure its adoption by the people for a new bridge. Who can tell who will fall in the river when the bridge goes down.

"LET STRICKEN DEER GO WEEP"

Analysis of the results of your new immigration policy demonstrates the fact that no legislation can be employed as a cure all. It appears that labor loss has been heavy under the quota plan. More workers left the United States during the first ten months under the exclusion law than came into the country. At the same time the Industrial Conference Board finds that labor is better off than it was at the peak of the pay level.

From July, 1914 to April, 1925, 27,908 unskilled laborers were admitted against 97,886 during the same period before—but between July, 1911 and April 1915, 44,750 laborers left the country, leaving a deficit of 16,482 for the ten months.

There is some satisfaction found in the fact that of the laborers entering the country 13,352 were farm laborers, and that of this class only 1232 left the country.

We learn too, that the culling down of our immigration to one fifth of its former figure has resulted in stabilizing the increase in population and in the creation of the higher wage. Money wages are sited as averaging 116 per cent above what they were before the war. The cost of living has climbed of course, but the Board advises that even so, the wage earner is about thirty per cent better off than he used to be; so says the laboring man, when he notes in the public prints the tears of our financial weeping willows, and those great manufacturers who feel the pinch of paying the living wage, "let the stricken deer go weep."

It cost a billion and a half dollars for woman's clothes in this country last year. Unbelievable, if you look at them on a hot day.

Britain, France and Germany are trying to get a peace agreement so that they can wind up the watch on the Rhine.

German professors are said to have discovered two new elements and doubtless the French politicians will detect a plot in this somewhere.

In spite of the way they are tightening up on the rum runners it is still more dangerous to consume moonshine than it is to produce it.

Connecticut is going to have its own defence day and will doubtless shoot the imaginary enemy full of holes with wooden nutmegs.

Reports from Bagdad say that automobile travel on the Arabian deserts is getting to be very popular. One nice thing about it is that you will have plenty of room to turn around in.

The Springfield lady, who was reported in the best morning newspaper in Lane County, as spending the Fourth in Newport with her son has asked us to make a correction. She has no son and doesn't want people to think she was there with some other person's son.

A similar request was received a few weeks ago from a gentleman whose wife was reported going to Portland with another man. He wanted it known that it was himself instead of his wife who made the trip. This occurred in the best evening paper in Lane county. To these people and any who may have similar complaints in the future we must say that our space will not permit us making apologies for errors in other newspapers. If these city people insist on "balling things up" they have more issues than we have in which to straighten them out. We have troubles of our own.

If the league of nations isn't real busy just now it might start to work on Algeria and China.

Editorial Comment WHY WE'RE INTERESTED (Sico Tribune)

Up at Springfield we have a concrete example of what we can expect from the Southern Pacific who it seems is considering the exchange of her terminal site there for another at Eugene. If this is done the S. P. will be abandoning a route via Springfield several miles shorter to Portland for points south on the present line and for traffic coming in over the Natron cutoff and taking this through a congested district across a score or more grade crossings, which means more miles, time wasted and operating costs increased all because Eugene went to headquarters with a club.

If the S. P. makes the trade it has taken her 12 years to find out that the Springfield site was a

mistake and then she appears to have become aware of it only when the error was called to her attention by the persistent hammering at her door of some Eugene real estate experts.

Why our concern you ask? Because we think Springfield is entitled to a decent deal and because we along the Woodburn-Springfield branch have put up with no service or such as the S. P. has doled out to us rightly expecting when the cutoff was completed that trains routed over the branch would supply this service, now it appears our waiting may avail us nothing while the S. P. plays politics for the benefit of Eugene, sacrificing service economy and moral obligations in order to do so. The rotten mess being cooked up is nauseating and as we see it there is just one thing to do, which is, make the Natron cutoff a "common user" and get some railroad company into the valley that will give us all a fair shake and not trolley to a few.

There is a growing sentiment in favor of the common user plan and all that is needed to put it over is an organization to start the ball rolling and if the prospective deal goes through this will not be hard to find.

Bare legs and Boot-legs seem to hold the attention of many at the seaside resorts this year.

The only thing that dad seemed to get on Father's Day were the bills of the Saturday night before.

The lightning bug is one of the few illuminating concerns that does not present a monthly bill.

Thirty-five American schools now include courses in international diplomacy, exclusive of bill collecting. Detroit News.

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR THE COUNTY OF LANE JULIUS FLETCHER, Plaintiff, vs. BERTHA FLETCHER Defendant. SUMMONS

To Bertha Fletcher, Defendant above named: YOU ARE HEREBY REQUIRED to appear and answer the complaint filed against you in the above entitled Court on or before six weeks from the date of the first publication of this Summons, and if you fail so to appear and answer said complaint, for want thereof, the plaintiff will apply to the Court for the relief demanded in said complaint, to-wit: for a decree of this Court forever dissolving the bonds of matrimony now existing between plaintiff and defendant, and for such other and further relief as to the Court may seem equitable.

This Summons is published once each week for six successive weeks in the Springfield News by order of the Honorable G. F. Skipworth, Judge of said Court, which order bears date the 7th day of July, 1925, and the date of the first publication of this Summons is July 9, 1925. POTTER & FOSTER, Attorneys for Plaintiff, Residence and Post Office Address Eugene, Oregon. J. 9-16-23-30 A. 6-13-20.

Leaves for Los Angeles

Mrs. W. T. Clark left Tuesday for Los Angeles where she will visit Mrs. F. D. Hinesdale. She will spend several weeks in California and visit other cities as well as Los Angeles.

Marriage Licenses Issued During the past week marriage licenses have been issued by the county clerk to the following: Thomas Scott and Maud Ethel Hilton, both of Cottage Grove; Merrill Y. Barnes and Margaret Carey, both of Eugene; Edwin M. Kirtley and Grace Drago, both of Eugene; James Robert Forrest and Lillian Cribbins, both of Cottage Grove; Floyd Lawrence and Alice G. Wilson, both of Eugene and Edward D. McAllister and Bertha Hayes, both of Eugene.

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WE BELIEVE

In Racine Multi-Mile Tires. That's why we sell and recommend them.

WE BELIEVE

in the quality of the product.

WE BELIEVE

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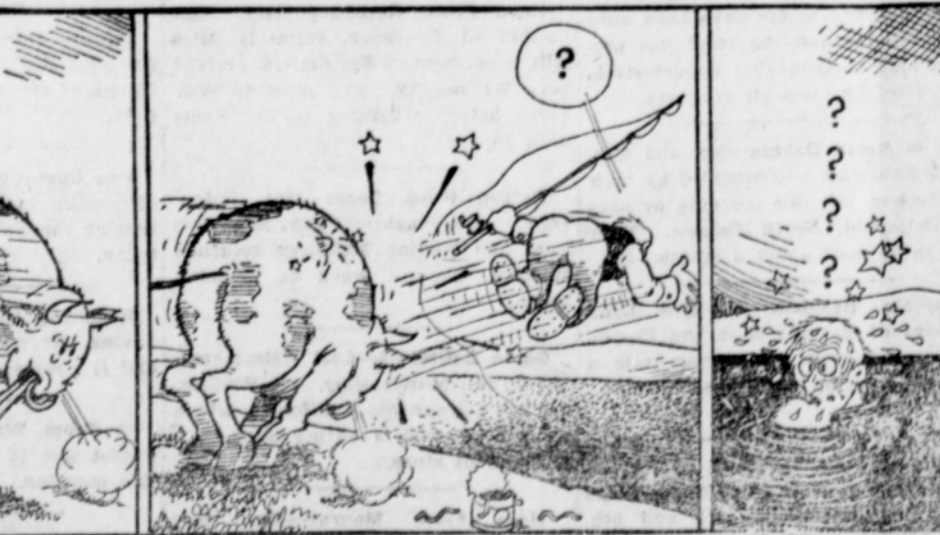
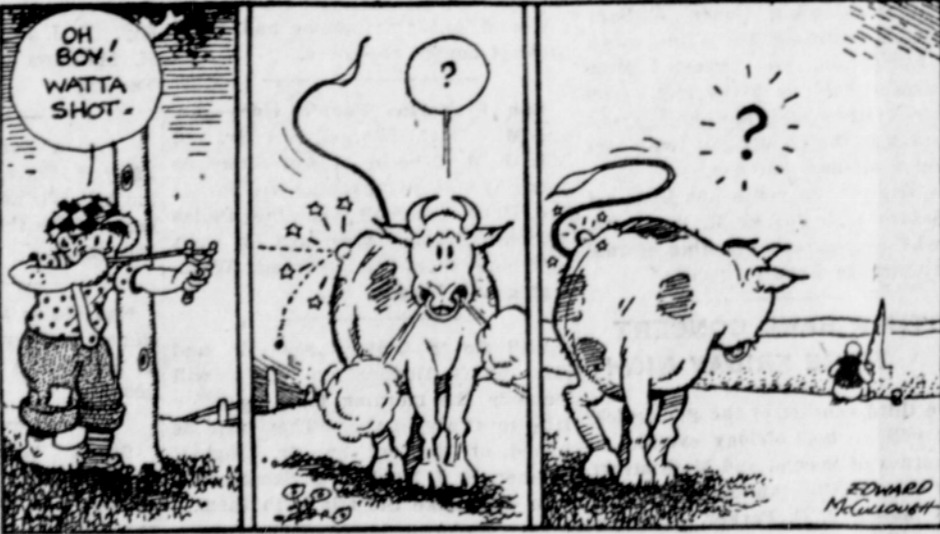
Springfield, Ore.

FOLKS IN OUR TOWN

Pop Is Wrongly Accused

By Edward McCullough

AUTOCASTER



Advertisement for Zerolene motor oil. Features a drawing of a man in a hat holding a can of oil, a Ford car, and the text: 'The best worker on the ranch', 'Yes, sir, that old Ford hasn't soldiered a day since I took to using this new Zerolene "F" for Fords.', 'The Standard Oil ZEROLENE For Motor Cars', 'Feeds those oil-starved Fords', 'STANDARD OIL COMPANY (California) F for FORDS'.