

THE SPRINGFIELD NEWS

Published Every Thursday at
Springfield, Lane County, Oregon, by
THE WILLAMETTE PRESS
H. E. MAXEY, Editor F. C. WESTERFIELD, Manager
Entered as second class matter, February 24, 1903 at the
postoffice, Springfield, Oregon

MAIL SUBSCRIPTION RATE
One Year in Advance.....\$1.25 Three Months50c
Six Months 75c Single Copy 5c

THURSDAY, AUGUST 6, 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.

HERE'S HOW THEY EXPECT TO DO IT!

Below we quote the instrument with which the shop lifters proposed to "jimmy" the city treasury of Eugene to secure \$175,000 to buy the S. P. shop and terminal sites:

"Shall the charter of the city of Eugene, Oregon, be amended authorizing the common council to acquire real estate and such other property and rights within and without said city as may be necessary or desirable for municipal and railway terminals, municipal belt line railroad, municipal parks and other municipal purposes, and to issue and sell the negotiable bonds of said city in sums not exceeding one hundred seventy-five thousand dollars for such purposes?"

An innocent sounding thing. Doesn't say a word about railroad shops. Merely says a "municipal and railroad terminal" whatever that is. And also it would make one think that a city park is to be somewhere's located in the neighborhood.

Doesn't say that it is to be traded to the Southern Pacific Railroad company for shops sites. Of course that is none of the voters' business. He isn't competent to express himself on this sort of a trade.

But, when the shop lifters make the deal by trading the \$175,000 shop site for the \$100,000 one at Springfield, we wonder how they will get around the following:

"ARTICLE XI, Sec. 9—Constitution of Oregon—No county, city, town or other municipal corporation, by vote of its citizens or otherwise shall . . . raise money for or loan its credit to, or aid of, any company, corporation or association."

THE CALIFORNIA SPIRIT

"All for one and one for all" is the California spirit that Oregon Chambers of Commerce are attempting to inculcate in the cities of this state. California has grown because the whole state has boosted itself and the cities have not tried to tear down each other by stealing industries. The self-appointed shop lifters in Eugene have forgotten this principle in their nefarious scheme.

FREIGHT NOW SPEEDED UP

The Southern Pacific says that a two-day freight service from Portland is now in effect by using a through car instead of reloading at Eugene. A checking up of the schedule for the last several weeks reveals that this is practically true, only a few times has it taken three or four days. Freight loaded before four o'clock in Portland one day should be in Springfield by 9:30 the next morning. This is god freight service and the district officers say when you don't get it to let them know.

IF THE SITUATION WERE REVERSED

What would the people of Eugene say and think if Springfield started a campaign among the farmer stockholders in the Eugene Fruit Growers' association to have them move their plant to Springfield? Wouldn't wonder if they would feel just the same as we do about the shop site proposal.

START WITH COMMITTEE

The shop lifters called the roll of the Chamber of Commerce for their committee of 100. More than a dozen men who are supposed to be on committee have told us they did not approve of the actions of the shop lifters. The campaign to put over the issue to buy the shops, should start in the committee itself.

And now the black and white agreement we have been told about was a fake. The shop lifters had no written agreement until they received on August a letter from the Assistant General Manager Burkhalter of the Southern Pacific saying that the S. P. would agree to a trade. A Springfield committee was told that by General Manager Dyer nearly two months ago.

The Southern Pacific will repay Eugene every three years in taxes the amount to be given it in buying the \$175,000 shop site the shop lifters are telling their people. Funny how they are going to do this when all the land and improvements will be outside the city limits. Just another one of those camouflage arguments.

"Yeggs Hit Springfield," says Eugene newspaper headline. No, they didn't mean the shop lifters. Yet there is little difference in what those yeggs did and the Eugene yeggs are trying to do to Springfield.

THE DRIVE AGAINST DEATH PENALTY

Clarence Darrow, regarded as the greatest agnostic in the United States, backed by Dudley Field Malone, another arch enemy of the fundamentalists, United States Senator Royal Copeland, and a number of prominent criminologists, psychologists, psychiatrists, surgeons and prison officials, are now to lead a movement to abolish capital punishment in every state of the union. It is planned to open the attack on "legalized murder" in the state of New York. Eight states already have abolished state killing. Four states, Oregon, Washington, Arizona and Missouri, re-established capital punishment in 1918, but this action it is believed came as a result of hysteria during the war.

Penologists, pretty generally, regard capital punishment as a relic of barbarism, and they produce a mass of statistics to prove that the penalty falls chiefly on the poor and the helpless. The religious aspect will not be officially introduced into the argument, though it is expected, if opposition develops among the ranks of the church-goers, they will find themselves on the horns of a dilemma. Officially of course the government has no religion. Unofficially, however, the American people are recorded as a Christian people, and it is pointed out that Christianity and capital punishment cannot stand on the same platform. It is held that even though man may have the right to fix punishment in this world he cannot justify his right to carry his judgment into the next world; that it is impossible by judicial ruling, to fix the hour of possible repentance, and so safeguard offenders against the certainty of eternal punishment.

To kill or not to kill will be a question that will arouse more than average interest.

African natives were disappointed because the Prince of Wales would not allow them to continue dancing for him until one of the number dropped dead according to custom. They wouldn't make such objection if a few kings started to dance.

A Brooklyn man is suing because his wife won't cook. Over in England a man is suing because his wife does cook, thus presenting to the judiciary a gastronomic poser.

Some of the New York girls who roll their own are now painting their knees so that the scenery in the street cars may be more attractive. Art students are increasing in number.

A visiting prince tells us that man may have come from monkey but American women certainly came from heaven, and of course there cannot be any dispute about that.

New York has now introduced the jazz funeral, hymns being syncopated to fox trot tempo in one of the select Broadway funeral chapels. At least this should make us feel that congratulations were in order for the star of the ceremony.

Scientists are now working on the production of the synthetic brain, so there may be hope for congress after all.

We pity a man with an alibi when he comes before a jury of 12 women.

Editorial Comment

OIL, THE INDOMITABLE INDUSTRY
In spite of periodical investigations and burdensome taxes which it must pay, the oil industry continues to grow.

During the last three months, April, May and June, there were 100 new oil companies incorporated under the laws of the various states, having a total capitalization of some \$75,000,000.

Gasoline output in May broke all records with 922,000,000 gallons, 61,000,000 gallons more than the previous high record of April.

Consumption of gasoline during May increased 24 per cent over same month of 1924.

Production of gas and fuel oils in May was 1,275,000,000 gallons, a daily average of 41,166,666 gallons, more record figures.

Producing, refining and marketing petroleum and its products in the United States requires the services of 780,000 employees. This means that more than 3,500,000 persons are dependent upon oil for a livelihood.—The Manufacturer.

Why Easterners Eat More California Pears

Per capita consumption of Pears for 1920 to 1924



Chart by courtesy of California Pear Growers Association

When it's all said and done, the number of pears that are eaten per capita in the large centers in the east and middle west is the determining factor in how much the crop will bring to the grower. The two brothers "Supply" and "Demand" have the last word in the matter.

It is interesting to see what has happened in these markets during the last few years. The increasing number of pounds of pears eaten per capita give us a reasonable basis for hope for this year and the years to come.

In Chicago the last four years have seen the per capita consumption of pears almost doubled. In 1921 the per capita consumption was 2.31 pounds and in 1924 it had risen to 4.23 pounds.

Boston shows almost as good a

record as Chicago with 2.25 pounds consumed per person in 1920 and 4.03 pounds in 1924.

In staid old Philadelphia, where things are supposed to move so slowly, the per capita consumption has jumped from 2.35 pounds in 1921 to 3.66 pounds as the record for last year.

The average New Yorker, for example, ate in 1920, 2.02 pounds of pears. Last year he ate over 3.81 pounds of pears, or almost one third again as much.

Naturally there are good reasons for this increasing demand for pears in these cities. Mrs. Chicago sees in her morning paper an advertisement which tells her that at her grocer's she will find California Bartlett pears for sale. She is told that they will be there for only a few short weeks and then she will get none till next year.

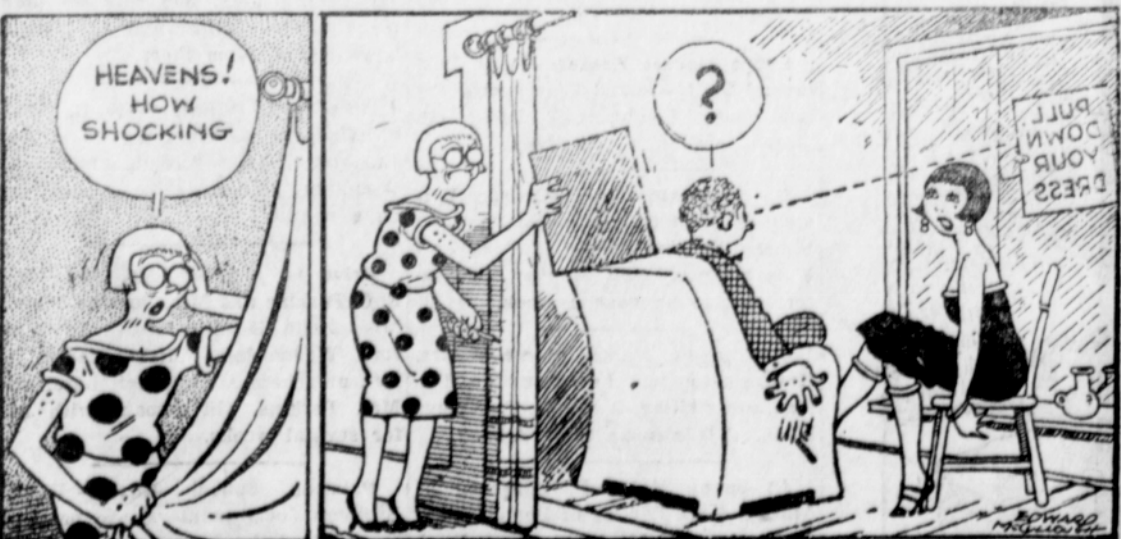
She does her morning marketing and at the store she is confronted with signs and hangers and placards telling her that here are the pears that she had read about and has been waiting for.

It is just possible that she hasn't been aware all winter that she was waiting for the chance to buy California pears, but she buys them—she takes them home and when they are eaten, Mr. Chicago and all the little Chicagoans demand more.

This has been happening in some seven of the large eastern markets for the past four years. The results speak for themselves—more people are eating pears, with the consequence that the grocer disposes of his pears with greater ease, and the grower's market is stabilized and his crop brings him a greater return on his investment.

FOLKS IN OUR TOWN

Lindy Admits She Made A Blunder
By Edward McCullough
AUTOCASTER



Make Way! for the Powerful Star

The Million Dollar Motor Demands "Passing" Space

Make way for the Powerful Star! No matter the grade — no matter the road — clear up "passing" space for the oncoming Star Car. Pull to one side — let the Star Cars rush by to the top.

Power—real power for the first time in a low-cost car — in the Star Car's Million Dollar Motor. Don't try to match this amazing power — it is new, a radical improvement in performance. Make Way!

To appreciate, you must ride behind the Million Dollar Motor.

For proof, tackle any "test" hill — take the wheel of the 1925 Star Car. Results will astound you.



At the New Reduced Prices
SPRINGFIELD GARAGE