

# 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 .60c  
Six Months .75c Single Copy .5c

THURSDAY, AUGUST 20, 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.

### SHOULD EUGENE BE SAVED \$175,000?

Eugene has voted ten to one to buy the shop and terminal site for \$175,000. It is to be expected that they will vote the same way to trade the land to the Southern Pacific company for the tract at Springfield. Apparently the city condones the action of the chamber of commerce railroad committee in taking this industry away from Springfield.

Dozens of people have asked the Springfield committee if they intended to start suit right away to test the validity of the bonds. Taking the railroad officials word at face value that they intended to build in Eugene whether the bonds carried or not, it is to be supposed that the S. P. would buy the site if the bonds were found invalid. In which case Springfield would be saving Eugene people \$175,000 when apparently they don't want to be saved a cent. There are two angles by which the case may be attacked. It might be better to let Eugene buy the land and hold the sack by preventing the necessary trade of the property for that in Springfield. Some interesting developments may yet grow out of the bond election in Eugene.

Some folks complain that the government does not help business. Maybe they're right. England helps shipping men and France certainly aids the undertakers.

The executive council of the A. F. of L. announces that it will operate on non-partisan lines, henceforth. It might as well. No one carries the vote of the American workman in his pocket.

Some folks are worrying about the income tax, but most folks are worrying how to get an income sufficiently large to call for a tax.

Now they've found a fish with its own electrical lighting plant, safely stored in its interior. No poor fish there.

### Editorial Comment SUPPORT APPRECIATED.

The people of Springfield deeply appreciate the attitude of the press of the Willamette valley in regard to the recent railroad controversy.

With the exception of two or three newspapers every newspaper in the Willamette valley from Salem to Cottage Grove recognized that Springfield's contentions were right and just. Characteristic of most of the fair minded American press these newspapers "came to bat" on the side of right and justice. They came unsolicited and unafraid and spoke their minds in unmistakable terms. Truly these are the sort of newspapers the public must admire in these days of meddling in journalism by selfish individuals who seek to influence editorial utterances, either through giving or withholding patronage.

### WHY EUGENE MUST HAVE ESPEE SHOPS (Harrisburg Bulletin.)

The scrap between Eugene and Springfield seems, on the face of it, quite uncalled for. What difference will it make to Eugene whether the Southern Pacific shops are located on one side of town or the other? Wouldn't the benefits of trade fall to her business concerns fully as much with the shops located in Springfield, a friendly suburb, as they would located on the opposite side of Eugene, and Springfield hostile?

Of course they would. Eugene offered no protest over the location of the shops at Springfield until just a few months ago, altho the company's intentions were made plain more than a dozen years before, that the shops were to be built at Springfield. Indeed, it was quite satisfactory to Eugene's business interests. It was a good thing for Eugene, viewed from every angle, and everybody lived happily together in peace and harmony.

The sudden decision of Eugene to "lift the shops," as Springfield puts it, came like a killing frost on a July noonday, since which time there has been much commotion, turmoil and sowing of seed that may sprout oodles of lasting enmity. Now what caused all this?

Why should Eugene suddenly throw Springfield's friendship, loyalty and patronage to the far winds in return for smoky shops, litter and noise, and a heavy bonded indebtedness on her people—with no greater business prospects?

Why? Well, as the Bulletin sees it the answer is, Harrisburg. Plain little old Harrisburg, Eugene is throwing down Springfield, her best suburban feeder, because of Harrisburg, and at the same time knocking the props from under whatever hopes Harrisburg might have had that we too would share in some benefits from the building of the Klamath Falls line.

The mere rumor of a cut off from Springfield to Harrisburg brought on the scare. It isn't that Eugene feared Harrisburg would secure the shops. That could never happen against the combined wishes of Eugene and her husky co-worker.

But that cut-off looked possible. The location of the shops in Springfield made it none the less feasible. The more Eugene thought about it the greater the alarm. For the cut-off simply left Eugene on a side line, away from the thru traffic that will soon be using the Klamath Falls route, away from the great trains dirt from Omaha to Portland, from San Francisco to the Sound.

Harrisburg might be the junction point instead of Eugene! And that would never do.

"The shops! Ah, the shops! Bring them into Eugene at any cost, and all the trains must pass our way." That is the cry, as this paper hears it. It's the meat of the nut. It's the reason for all the strife and trouble between Eugene and Springfield.

Incidentally Harrisburg loses the distinction of becoming a prominent junction point on the Southern Pacific. But that's of little concern to

Eugene. Harrisburg, Springfield, Junction City and all other towns with aspiration for sharing the results of railroad development would be brushed aside to make way for the ambition of the university city.

### WANTED—A DEPOT LOBBYIST

(From the Southwestern Oregon Daily News)  
Purchase of a prospective passenger station site by the Southern Pacific can be considered little more than a gesture until the Southern Pacific gets down to brass tacks and gives us some definite word as to when the station will be built. The Southern Pacific has millions of dollars tied up in prospective right-of-way and terminal sites which it may never use. The mere acquiring of ground by a railroad signifies no more in the building line than the purchase of any promising piece of land by a real estate dealer. The realtor buys for speculation; the railroad buys for protection in the event that it may some day need the land.

The present passenger station facilities are a disgrace to the Southern Pacific as well as to Marshfield. It is a disgrace, however, that Marshfield can't excuse, explain or laugh off. Possibly the railroad can.

There are water tank towns of 500 inhabitants strewn along the Southern Pacific in California which boast of passenger facilities superior to Marshfield's. Practically every hamlet has an ornate little plot of park. By comparison the joke is certainly on Marshfield.

It is high time this city started "working on" the Southern Pacific. In this connection it wouldn't be a bad idea for the city to have a smart lobbyist camp on the trail of the powers that be, and, if nothing else, "annoy" them into giving us a modern station. We sent a lobbyist

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to Washington on the jetty project and got it. What's the matter with sending one to Southern Pacific headquarters to entreat or worry them into giving us what we legitimately deserve?

There is a modern saying that "the wheel that does the squeaking is the one that gets the grease." It may be that we haven't hollered loud enough. There surely ought to be some effective method of waking 'em up and of impressing on them the fact that we need and want a definite date of construction instead of an indefinite promise; in other words, a depot instead of a depot site.

### PUNISH THE BANDITS

(Albany Democrat-Herald)

"Justice, swift and terrible, should be meted out to the three desperadoes, who broke from the state penitentiary at Salem last evening, killing two prison guards and mortally wounding a third. There should be no delay. When they are caught, they should be given a trial as soon as possible and the supreme penalty should be fixed and the executions should be carried out just as soon as the legal requirements of the case can be justified. The bandits should pay their debt to society in full and promptly.

Society will be better situated with such men dead and gone. Its safety is always in jeopardy as long as the Tom Murrays and Ellsworth Kellys and the Oregon Joneses draw the breath of life. Society thought it had that coterie of bad men within its control. But it didn't. At the moment it considered itself safe from their attacks, it was made the victim of their lawlessness.

Such bandits do no good in this world. Their sole business is the doing of evil deeds. "Oregon" Jones is dead, pierced by a bullet, after he had played his part in killing two men and wounding a third. Murray and Kelly and Willis should join him in death, even as they worked with him in his nefarious schemes in life.

### Entertainers for Guest.

Mr. and Mrs. Carl Olson, Mr. and Mrs. Harry Whitney and daughter Mary, and Miss Ruth Norton, and Mr. John Welch Jr. entertained Mrs. L. W. Macgowan, and her guests Mrs. J. W. Fear, and Miss Selma Fear, of Los Angeles, at a picnic dinner and bridge party Tuesday evening. After dinner in the park near the mill race, bridge was played by lantern and bonfire light.

Has Major Operation—Mr. W. R. Ingram underwent a major operation at the Pacific Christian hospital, Wednesday morning.

Dismissed from Hospital—E. O. Fandrea was dismissed from the Pacific Christian hospital Tuesday.

New arrivals at the Novelty Store Ladies' Silk Hosiery of the latest shades and of quality. The price is right.

### Answer to last week's puzzle.



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The Registrar, Oregon Agricultural College  
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