

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.....\$1.75 Three Months75c
Six Months\$1.00 Single Copy 5c

THURSDAY, OCTOBER 8, 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.

OPEN UP THE NATRON GATEWAY.

The Springfield Lions club has gone on record as favoring the opening up of the Natron cutoff to common use and the extension of the Oregon Trunk from Bend to Klamath Falls with a physical connection at Odell. If the Interstate Commerce Commission would grant permits for these two phases of Oregon railroad development it would certainly be in the interest of public convenience and necessity, the grounds that further railroad extension must now be justified.

The building of the Natron cutoff connects the Willamette valley with the Klamath basin. The building of the Oregon Trunk proposed extension, with physical connection at Odell and common use of the Natron cutoff to Springfield would connect all Central Oregon to this part of the state. Better east and west rail connection has been the thing this state has most needed. Now that the Oregon Trunk railroad is willing to do its part to bring about this desired condition the Southern Pacific should not be permitted to hold back. Lets open up the Natron gateway.

Springfield would reap great benefits from this Oregon Trunk extension and common user arrangements. The Oregon Trunk and Oregon Electric are owned by the Great Northern and Northern Pacific group. Under the proposed arrangements the Oregon Electric would bring to Springfield and we would then have another competing railroad and also a system analogous to the S. P. & S. in Washington. Once the Hill interests starts in earnest in the Willamette valley we will see real development.

THE DOG IN THE MANGER.

The Southern Pacific Railroad company declares it will not build further extensions into the Klamath basin without the Oregon Trunk is kept out-and it is given a monopoly on the country. The same old policy of attempting to extract a pound of flesh that the S. P. is so good at when trying to put over its railroad deals. What the people of Oregon should say to the Southern Pacific is if you do not want to build without any strings, then get out of the way and let some railroad build who is willing to take the same chances as other business and industrial endeavors.

The S. P. is playing the dog in the manger so far as the Klamath basin is concerned. She has used her own time in developing the railroad in this section and has never adequately served Klamath Falls. Now that her territory is threatened with invasion she asks the Klamath people to fight off another railroad. We wonder how the Interstate Commerce Commission will view such action.

WHERE THE CROPS ARE RAISED

There are three million more people living in the cities than in the country but there are two million more children under 10 years of age in the country than in the cities.

Native Maori women salute their friends in the streets by rubbing noses. Imagine the mixture of paints if that were the custom in this country.

There is said to be a shortage in ministers but an over supply of preachers in this country.

Editorial Comment

FROM ONE WHO KNOWS

Twenty-eight cars of butter were shipped from Minnesota to the Pacific coast the past two months.

The shipments were by the Minnesota Association of Co-operative Creameries, comprising the dairymen of the state. In June alone the association sold and shipped 11,000,000 pounds of butter. One day the association distributed to its members \$1,800,000.

These are statements made by John Brandt of St. Paul, president of the Minnesota association, in an address in Portland. He said:

"The success of a nation depends upon the success of agriculture, and the success of agriculture depends upon co-operative marketing, and the success of co-operative marketing, depends upon service.

"Co-operative marketing made agriculture a success in Minnesota, which produces more than half of the 93-score butter in the United States. Wherever the dairy co-operative is functioning the farmers have never felt the pinch of hard times as it has been felt in localities where there was not organized marketing. There is just as good dairy land in Oregon as there is in Minnesota, but the producers are not organized as we are."

This is from one who knows. The 28 cars of butter shipped in two months by his organization half way across the continent to Pacific coast consumers is proof that he knows. The 11,000,000 pounds of butter sold by his association during the single month of June is proof. The \$1,800,000 paid out by his association in a single day to the dairymen of Minnesota is proof.

Western Oregon is a better dairy country than Minnesota. Its season are longer. Its weather is milder. Production of feed for dairy stock is easier and less costly. But Minnesota farmers are doing the business. They ship their butter 2500 miles over a costly rail haul and sell it under the eyes of Oregon dairymen on the Pacific coast. Mr. Brandt says co-operative marketing is the secret. Doesn't the sale of 11,000,000 pounds of butter by his association in a single month prove that he knows what he is talking about?

HARVESTING THE HOPS.

Hop picking season is over and the \$4,000,000 crop is safely in storage or on the way to market. Estimates on the total output run from 60,000 to 70,000 bales, or practically the same as it was before prohibition "ruined the industry." The value this year, however, is much above the average price paid before prohibition, and the amount paid the pickers is said to be in excess of \$1,100,000. Oregon is the largest hop producing state in the Union, and it is doubtful if there is another industry in the land which offers so many thousand people an autumn outing, and pays them over \$1,000,000 while they are taking it. Hop picking is a diversion that is beautiful and profitable. In one of the big yards in the Willamette valley one-third of the 3000 pickers was from Portland, one-third from the state outside of Portland and the remainder from every state in the Union. This shows that the money paid the pickers is well distributed.—Portland Telegram.

SAVE YOUR OLD ROADS.

Old macadam and gravel roads have an actual money value because they will serve as foundations for surfaces equal to that of Fifth Avenue, New York. It is a criminal waste of taxpayers money to disregard the salvage of old macadam and gravel roads.

In one mile of 18 ft. wide macadam road, 6 inches thick, there are 1,760 cubic yards, or about 60 carloads of stone which may be worth anywhere from \$3000 to \$6000, depending upon the local price of stone.

This great quantity of stone has been moved from the quarry to the road, spread and compacted, representing a probable further investment of at least \$5000. Years of traffic have compacted this stone far better than is possible by any mechanical process and in tearing it out the work of years is undone.

Time and traffic have shown up the weak spots and these can be repaired by adding new stone without disturbing the old compacted portions.

By utilizing old road base of this kind for an asphaltic wearing surface, Boston has modernized many miles of street at low cost and the original investment was saved.—The Manufacturer.

Marriage Licenses Issued.
During the past week marriage licenses have been issued to the following by the county clerk: William C. Davis, Walton, and Nellie C. Coombs, Eugene; Claude Lawrence Pratt, and Ione Healy, both of Marcola.

Lumber Business Good—An exceptional amount of business has been handled by the Springfield Lumber company this week, two cars of lumber being shipped in for finishing and shipped out each day.

More for Less.

Farmer to young man from the city: "You want big pay for someone who has never done any farm work."
"Well I figure it will be worth more because it'll take me longer."

Try and Get it!

"I think, young man, you have a lot of nerve to ask me to marry my daughter when you're only earning \$30 a week. That won't pay your rent."
Rent! You don't mean to say you'll charge Gladys and me rent?"

Mixed Sweets.
Friend to newlywed: "Did you have waffles with honey?"
Newlywed: "No, she was too tired to get up this morning."

Blonde Boss Opines.
Who says motherhood interferes with a woman's chosen career? I read in the paper the other night where a woman with a baby in her arms robbed a store.

Anything But That
A young bride has sued for divorce on the grounds that her husband wiped his hands on the guest towel.

LAST CHANCE FOR BARGAIN
The Eugene Guard's offer of one year's subscription by mail for \$2.95 closes Saturday, October 10.—Adv.

SPECIAL PRICE on plate work. Dr. N. W. Emery, dentist, Patton Bldg.

Secretarial, Stenographic or Book-keeping Course

Eugene Business College

Enroll Today It's A Good School
A. E. Roberts, President
992 Willamette St. Phone 666 Eugene, Oregon

Art Classes

W. A. Elkins of the Elkins Gift shop in Eugene, will conduct art classes in pastel, oil or any other form of art wanted, at the Brattain school starting in the near future. Any one interested may call Mrs. Ora Reed Hemenway at the Brattain, phone 88 during the day.

Tire repairing



Official Goodyear

Tire Repair Service
Station, Expert Balloon
Tire Repairing

Eugene Vulcanizing Works

957 Oak St. 1020

DANGER



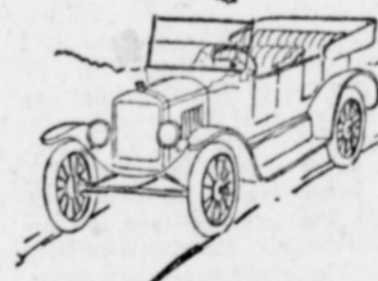
You wouldn't think of sending out invitations to burglars to come to your house and kill you—now would you? It just isn't being done—at least not in that way. Still many families are unconsciously doing it every day.

When you keep money, jewelry and valuable papers around the house—no matter how secretly you think the fact guarded—you are inviting loss—maybe physical harm and death. Fire, too, is an uninvited guest which every day is somewhere causing great loss of property and life.

The cost of a safety box in our burglar and fire-proof vault is so small that it should not enter into the case.

Commercial State Bank

"She's better than she used to be"



"—starts easier, climbs hills better and gives less trouble all around. And I believe the answer is this new Zerolene 'F' for Fords I've been using. It costs less than the oil I'd been using, but it actually seems to lubricate better."

Zerolene "F" for Fords gets to all the parts requiring lubrication—especially the wrist-pin bearings and upper half of the cylinder walls.

Zerolene "F" for Fords is made by the Standard Oil Company's patented vacuum process. It deposits a minimum of carbon, and because it lubricates better it enables the engine to develop a noticeable increase of power over and above what Ford owners have been accustomed to expect.

A Ford is an A-1 transportation investment. Protect your investment by proper lubrication.

STANDARD OIL COMPANY
(California)



F for FORDS

"Feeds those oil-starved Fords"

But
It Doesn't
Mean Anything

By
"Rube" Goldberg

Autocaster Service
Copyright 1925 by S. L. Goldberg

THIS IS EASY. I CAN PLAY ANY INSTRUMENT YOU'VE GOT IN THE HOUSE—AND I KNOW ALL OF SHAKESPEARE'S PLAYS BY HEART

SMART YOUNG MAN, THAT—IT'S A PLEASURE TO HAVE HIM CALL

I CAN FIX AN ELECTRIC BELL AND COOK AN OMELET, TOO

HE CAN DO ANYTHING—IT'S LIKE TO HAVE HIM FOR A SON-IN-LAW

WELL, GOOD NIGHT—I HATE TO GET TO THE OFFICE AT SEVEN IN THE MORNING BECAUSE THE BOSS JUST RAISED ME TO \$15 A WEEK

HERE HE IS AGAIN, DAD—TELL HIM I'M OUT

HE'S A MASTER OF ALL TRADES, BUT IT DOESN'T MEAN ANYTHING!