

THE SPRINGFIELD NEWS

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THURSDAY, MARCH 18, 1926.

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.

FREE NAVIGATION.

Portland is not alone in her desire to keep the navigation of the Columbia and Willamette rivers free from obstruction. It would effect most communities of Oregon if products for water shipment were sent to Astoria or Longview or had to be unloaded there. Freight rates by water from Astoria and world ports are the same as they are from Portland. Necessarily there would be added railroad costs to all products handled by water if they could not be brought to the port of Portland. If Longview wants a bridge she should not be opposed in it provided that it is built high and broad enough between piers that the largest ship might clear it without danger.

During February 83 vessels carrying 88,522 tons of cargo cleared Portland for foreign ports. For domestic ports 78 vessels cleared with 85,011 tons. These cargoes were valued at \$10,000,000. Portland has expended nearly 20 million dollars on harbor and port improvement. It should not be made useless for any bridge.

EARLY CLEANUP.

Spring has come earlier than year and has found an unusual amount of winter's accumulation of rubbish. It behoves us all to cleanup our premises a little earlier than usual. A little paint here and there, a cleanup of lawns and parkings would make our city look better—especially in some parts of the city where parkings and vacant lots have not been attended to for several years.

This much can be said for an electric dishwasher—it can't ask for a divorce.

The Southern Pacific company has just placed an order for the construction of 23 three-cylinder locomotives to be used in the mountainous sections, some of which will be on duty over the Cascade Natron cutoff. Railroad men say these large engines has revolutionized railroading to the extent that no shopping will be required between Portland and Sacramento. This may have had something to do with the fact that no shops are to be built at Springfield.

General Butler preferred charges against his host in San Diego who gave a cocktail party in his honor. If a few people in private life would prefer charges against hosts who enliven their guests with moonshine there would either be less moonshine parties or more care in making up guest lists.

The only member of the family who can get madder than the woman who is asked to buy less is the daughter who is asked to put on more.

Now they call them beauty parlors—used to be places similar conducted for making up circus clowns.

Since the corn is in liquid form we have no more husking bees.

Editorial Comment

BUS LINES VS. STREET CARS.

Frequently, tucked away in the more obscure columns of the press, is found notice that another town has abandoned its street railway. The number of these must be getting pretty large in the United States. And now Canada seems to be following suit. An item just noticed says that St. Thomas, Ontario, has run its last street car over an electric line which was built in 1898. There were \$50,000 worth of bonds which the city guaranteed, and which are still to fall due in 1928. The city took over the lines under a mortgage in 1902 (doubtless much to the company's relief) and has lost about \$900,000 since that time. It is believed that no small number of street railway companies would gladly be purchased or even "sized" by the cities in which they operate. At least there is a disposition on the part of street railway managers to let municipalities meet the exigencies of changing conditions.

The street car seems to be going the way of its predecessor, the stagecoach. In St. Thomas, the motor bus line is taking its place. We are living in the time when the demand for rapid transit has become a necessity, both in economic and industrial progress. There are a multitude of new towns and cities which will never know what a street car line looks like; they are beginning their municipal careers with bus lines.—Dearborn Independent.

S. P. ORDERS MORE CARS FOR SHIPPERS

Southern Pacific company has placed an order with various car building firms for 1100 fifty-ton standard single sheath box cars, and 500 general service 50-ton drop bottom gondola cars, according to G. W. Luce, freight traffic manager.

Construction of these cars will entail an expenditure of about \$3,225,000 and will materially increase the company's car supply to care for the growing traffic needs of its territory.

The box cars are duplicates, except for some refinements of design; of the 200 box cars ordered by the company last year and of the 500 box cars now being built in the company's shops at Sacramento.

This is the second large equipment order placed by the company within two weeks, the company on February 26 having ordered 23 three-cylinder Southern Pacific type locomotives at a cost of about \$2,000,000. These locomotives will be delivered in time for use in handling the year's peak traffic in the late summer and fall months.

WALTER FENWICK ON U. OF O. BALL SQUAD

University of Oregon, Eugene, Ore., March 18.—(Special.)—Walter Fenwick of Springfield, is a member of the varsity baseball squad, being one of the first athletes to turn out for spring practice.

The team is practicing both indoors and outdoors, depending on the weather. Early workouts consists mainly of limbering up. Coach Billy Reinhart announced, Fenwick one of the five pitchers who are turning out, but more men are expected to report after term examination are over.

Final negotiations have been made for the Oregon-Portland Beaver game in Eugene, April 1. The Beavers who are now training in California, will stop in Eugene on their way to Portland where they open the season April 6. This game will give the varsity some stiff competition for early season.

Willamette Club Meets.

The Willamette club met at Cottage Grove last Thursday night, with Dr. and Mrs. W. H. Polard, Dr. and Mrs. R. P. Mortensen and Miss Nina Boesen present from Springfield. A banquet for the club was held in the Bartel hotel.

The next meeting of the club will be held about May 7 at Springfield. It is likely that a picnic will be held on the Methodist church grounds. The club is composed of former students of the Willamette university at Salem.

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Springfield, Oregon

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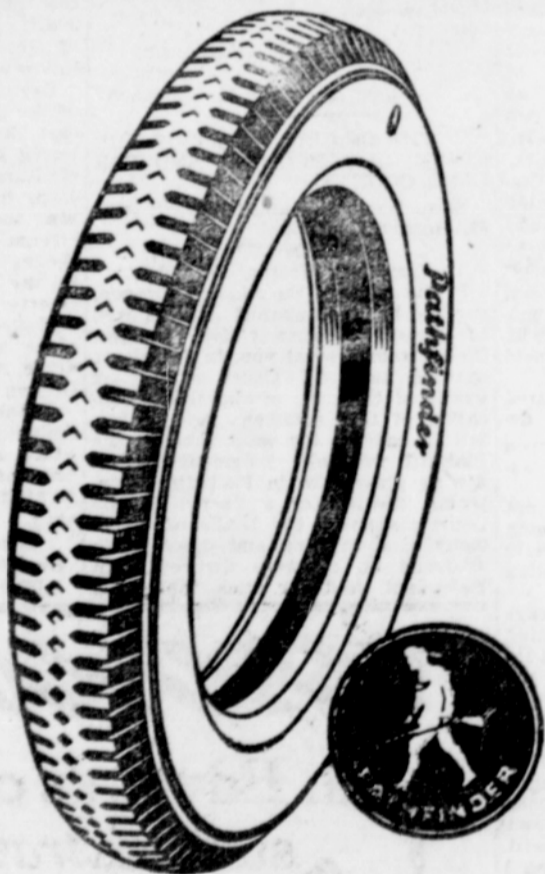
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