

THE SPRINGFIELD NEWS

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THURSDAY, AUGUST 29, 1929.

HAIL THE GRAF ZEPPELIN

In the sixteenth century Magellan circumnavigated the globe in a sailing vessel, and the fact has been drummed into the heads of school children ever since as one of the most progressive steps taken by man up to that time. Now we are face to face with a new circumnavigation of the globe—by means of a modern airship—a feat that would have been thought impossible even a few years ago.

The Graf Zeppelin is now in the midst of its round-the-world tour—from Lakehurst, N. J., to Lakehurst, N. J., with only three stops in between. Think of it. Never yet has there been such an undertaking, and every indication points to complete success.

The first jump, from Lakehurst to Germany, was completed in the record time of 55 hours, without mishap.

Day by day the eyes of the world are focussed on this great, epoch making flight—an event that will loom far larger in the history books of the future than the famous feat of Magellan.

The flight of Dr. Eckener and his crew presages a new era of progress—it has the most vital bearing on future commerce and travel. All hail the Graf Zeppelin!

WAIT BEFORE YOU DENOUNCE!

"Another group of bureaucrats pestering the farmers," and "only one more commission affording jobs at Washington at fat salaries to its members," is how Senator Glass speaks of the new Federal Farm Board.

This is not at all creditable to his judgement. As he probably knows, Mr. Legge, Chairman of the Farm Board, accepted the position at great personal financial sacrifice, and none of the other members of the board are likely to grow wealthy on the salaries they get from the government.

The board is only a few weeks old. So far it has been making an earnest effort to gain first-hand knowledge of the problems with which it will have to deal, and its few suggestions to various farm groups have seemed to be well considered and economically sound.

We must wait before passing judgment on the farm board. The board deserves a fair chance. It can be judged only by results, and it will naturally take some time before these can be expected.

It has been figured out that it is seven times safer to ride in a motor bus than a private car comparing fatality statistics. Whenever we meet one of these juggernauts in the middle of the highway we are inclined to agree with statistics.

Get married and learn to love each other afterwards would be the kind of advice some of consolidators of Eugene and Springfield would give young people if they were consistent in their line of reasoning.

The Silverton golf club appeared in pajamas on the links the other day. Golf in its advanced stages make people not queer but we had not realized that they had become so proficient in the neighboring city as yet.

Pajamas as day time apparel seems to be both popular with men and women in some sections. Evidently it is the only form of clothing that both sexes agree on.

ONR MAJOR INDUSTRY NEEDS BACKING

The lumber industry is, from the standpoint of dollars and cents in revenue, the most important in the state of Oregon. Sixty cents of every dollar produced in the state comes from timber products of some kind.

It is a known fact that the prosperity of lack of prosperity in the lumber business is immediately reflected in all other lines of business. The lumber dollar is a steady dollar, in that it is not seasonal. The sawmills and logging camps operate, except for brief intervals, twelve months in the year. By far the biggest item of expense in lumber production is labor and this creates a payroll which filters out into every avenue of commerce.

When these payrolls are menaced the prosperity of the entire state is jeopardized and that is the situation which now confronts the lumber industry.

In an effort to recognize the laws of supply and demand and regulate production to the flow of business the sawmills and logging camps throughout Oregon and Washington have during the past two years for long periods operated only five days per week and have otherwise taken steps to prevent an over-supply which would glut the markets. This has been expensive for both the employer and the employee. For the mill owner it has increased the overhead expense of operation, for the employee it has meant fewer hours work and consequently less pay, but both have borne their part of the burden for the mutual good that would be derived from it.

During the past year, while lumbermen in the Northwest have taken these steps to protect their markets, they have had to sit by and see an increasing volume of lumber pouring in from Canada and Russia. The lumber coming from Canada is produced by mills that employ largely Chinese, Japanese and Hindoos. The Russian competition needs no description as it is generally known that employees of the mills there receive what is approximately forty cents per day and that American labor cannot meet such competition in a foregone conclusion.

With the exception of rough lumber, no timber products of any kind can be shipped into Canada without paying a 25 per cent ad valorem duty. When their markets are good they keep them for themselves yet they are permitted to ship their lumber into this country free of all duty and when our markets are better than theirs, as is the case at present, they take the business away from our mills and we are helpless to meet their competition.

The Northwest lumber manufacturers are asking for a protective tariff on lumber and shingles which will guard against this influx of cheap lumber. Powerful interests composed of a few concerns having timber holdings in Canada have established a lobby in Washington to defeat the tariff on lumber and to date they have been successful, due to the lack of support which the general public has given our senators on this important subject.

They are trying to pass legislation in Manila to prevent pigs from living in the same house with people. Objection is being voiced to the proposal and well it might, for we have not attained this state of civilization even in the United States. Some of the male population might be rightfully classed as pigs when it comes to living with the rest of the family.

J. E. Bennett, who is one person who will not get peeved at anyone for announcing that said Bennett is a candidate for governor, has gotten out a campaign card upon which he quotes favorable comment from Portland newspapers. A cutting from the Portland News gives the information that Bennett has "amassed a nice fortune." Without more than hinting that "nice" is ambiguous, if not actually incorrect, it is our opinion that printing such a statement on a campaign card shows a lack of judgment that disqualifies for gubernatorial aspirations. And these cards are being sent out to the newspapers. Well, the least we can suggest is that there should be a liberal distribution of that "nice" fortune for advertising space.—Cottage Grove Sentinel.

History of Local Names

BELKNAP CRATER AND BELKNAP SPRINGS.—Belknap Crater is one of the most important features of the Cascade range, and lies just north of the McKenzie pass. The crater and its enormous lava fields are easily seen from the McKenzie highway and produces a spectacle that is awe-inspiring, to say the least. The crater has an extreme elevation of about 7000 feet. It was named for J. H. Belknap, an early resident along the McKenzie river, and a son of R. S. Belknap, who developed the springs. J. H. Belknap was interested in the toll road that was built over the McKenzie pass in the early seventies. R. S. Belknap discovered Belknap Springs in November, 1869, and conceived the plan of developing them.

BLACHLY.—Blachly is about three miles from Triangle Lake, a well-known geographical feature of the coast range. Residents of this neighborhood formerly received the mail at Franklin post office, now discontinued. The office at Blachly was established June 27, 1892, and named for William Blachly, a local resident.

WESTFIR.—Westfir is named for the Western Lumber company. The name was first used July 19, 1923. The Western Lumber company is a large producer of fir lumber. The post office was established in 1923.

SILK CREEK.—This stream flows into the coast fork of the Willamette river near Cottage Grove, and according to Elbert Bede was originally known as Hazleton creek. A woman living on the stream became dissatisfied with her lot and brought a cow to town and traded it for a silk dress.

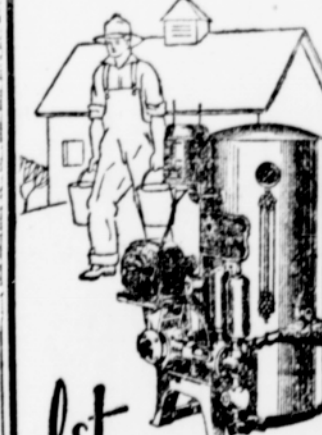
GLENADA.—Glenada townsite was platted by George H. Colter about 1890. The compiler is informed that since the place was in the circle of the Siuslaw river, it was called "Glen-Ada," the "Ada" being for Mrs. Colter. Why the circle of the river suggested "Glen" has not been explained. The post office authorities played havoc with Mr. Colter's name by condensing it to Glenada. The office was established about 1891 with Margaret L. Grant as the first postmaster. She was a sister of Mrs. Colter.



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By Albert T. Reid



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IT AIN'T ANY
FUN ANY MORE

Albert T. Reid