

THE SPRINGFIELD NEWS

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THURSDAY, SEPTEMBER 5, 1929

WERE FOR OURSELVES ONCE

Senators McNary and Stiever and a delegation from the three northwestern states have gone to Washington to finish up what our Councilman Cox, secretary of the Willamette Valley Lumberman's association, who appeared before the finance committee in the nation's capital in June, started—a tariff on lumber. They went back with their "blood up" determined to have lumber protected and we, who live in lumber milling communities, are moved to acclaim "that's the old fight."

After all, as soon as one's glances over the proposed tariff schedules he sees a lot of selfishness. Everyone is trying to get what he sells protected and what he buys on the free list. We might as well play the game like the Easterners.

We object having lumber, our major product, on the free list with shotguns, nux vomica, etc. We think that a 25 per cent ad valorem duty would do for us what it has done for Canada—keep our mills running steadily and our people all employed.

If a tariff on lumber is hard on the Canadian exporters we are sorry, but let them run their mills four or five days a week as we have done for the last three years. When it becomes a matter of choice between our workmen and their 40 per cent Chinamen and Hindus we are selfish too, and while we have been a little slow starting, we are not ashamed to tell the rest of the United States where we stand.

The finding of the bodies of Henry Cramer and Guy Ferry, lost Labor day two years ago after climbing the Middle Sister peak is grim evidence that the mountain claimed the two University boys. From these two boys, those of us who climb high mountains should learn a lesson—high mountains are dangerous after dark and in stormy and cloudy weather. Nights are always freezing on high elevations in the Cascades. A storm breaks out of a black cloud in a few minutes. A person, though heavily clad, can freeze to death in a very short time.

Grants Pass and Medford are in a controversy about another road to the Oregon Caves from Medford. The Jackson county seat would create a super road district most of which would be in Josephine county and finance a paved road from Medford to the Caves. Naturally Grants Pass objects and the highway commission is being called in to referee the fight. All is not quiet in Southern Oregon.

There are lots of nice fish in the Willamette river. Anytime one looks over the rail of the new Springfield bridge many big ones are seen in the clear water as it runs over bed rock. A good plan would be to put up a sign for the tourists "See the Rainbow trout," for some who would otherwise go away saying there are no fish in our rivers.

Motor Ekerson is back from Cleveland. He did not win the derby but he put up a game race and received much praise as a flyer. After all that is the biggest thing in a sporting event.

ENROLL FOR MEN'S RIGHTS

Now there is a world organization called Aequitas, formed to fight for Men's Rights.

It is housed in a fine old Vienna palace and its members are 25,000 suffering males who have been driven by the tyranny of femininity to join forces in the hope of preventing the further subjugation of men.

The Aequitas say that women have always ruled France, that women voters outnumber the men in England, and that the United States is completely under the dominion of the ladies.

The Aequitas admits it does not want to re-establish the tyranny of the male. (Evidently that is considered a hopeless task.)

The program of the Aequitas, if carried out, would make it impossible for women of means or women capable of self-support, or women who leave their husbands within three years of marriage, to get alimony. Divorced women would be denied the use of their husband's names.

There are other purposes of this movement for Men's Rights. But it is a rather timid, milk-and-water movement. For example, many American men are in it. But they refuse to make their names public.

They're afraid. And who wouldn't be?

NOT HEALTHY TO RETIRE!

Thomas A. Edison was recently asked whether he intended to retire.

"No," he answered, "it's unhealthy."

These are wise words from a man of true wisdom. His inventions and discoveries have benefited the world for many years—at his advanced years many men stop working, and give themselves to rest and comfort, but he remains just as busy as ever.

He knows not only secrets of electricity, but also secrets of good living.

He has learned that life is an experience glorious and vital—and that retirement means stagnation and death. His own splendid health and mental ability at an advanced age is a sterling example of what hard work can do for one.

Some eastern textile manufacturers advocate a new tariff principle. They would have the tariff on products coming into this country equal to the difference in wages between the exporting country and the United States. This would not only tend to equalize competition with home products but it would also raise wages abroad, as the shipper would rather pay his money in his own country than as duty to a foreign country.

Aviation is coming into its own. A national air transport company which operated in 1927 at a \$46,000 deficit made an operating profit of \$544,000 in 1928. While the lowering of the postage rate made a great difference in revenues passenger business also increased with the company.

Two young New York travelers pulled up in front of the Capitol buildings in Washington the other day and called to a policeman, "Hey, buddy! What's the joint?" They don't grow them so smart even in the big town.

Henry Ford says we do not have automobiles because we are prosperous, but we are prosperous because we have them. That's another interesting line of reasoning.

History of Local Names

ROW RIVER—This stream rises on the western slopes of the Cascade Range and flows into the Coast fork of the Willamette near Cottage Grove. It was at one time known as the East Fork of the Coast Fork, but two neighbors who lived on its banks quarreled continuously until the stream name was changed to Row River, pronounced with a short "o."

DISSTON—Disston post office was established October 25, 1906, with Cranston H. Jones as the first post master. The compiler has been unable to obtain information as to the origin of the name. Lena M. Carr, post master of the neighborhood, states that the place was named for the Disston saws which were used in the saw mills of the town.

JUNCTION CITY—About 1870 when the railroad construction war was being waged in the Willamette Valley, Ben Holladay had a scheme to build a western railroad. It was to join his east side line at a point in the Willamette Valley not further south than Eugene. Junction City was selected as the place where the two roads would come together. The west side road was not built according to plans, so the city never became a junction for railway traffic, but nearly 50 years later it did become the junction point of the two main branches of the Pacific highway through the Willamette Valley. The name, therefore, is now quite appropriate.

SILTCOOS LAKE—Not much is known about the origin of this name, except, of course, that it is Indian. It is said to be the name of a local chieftain, and also that it is an Indian family name. This version seems to be substantiated by an entry under Kuitish, a small Yakonan tribe on the lower Umpqua river in the Handbook of American Indians, where the village Tsiskhaus is listed. The proximity of Coos Bay could easily produce a distortion in the name of the lake, although the Indians of the two regions were not related. The name was formerly spelt Tsiltcoos, but the U. S. Geographic board adopted the shorter term. The lake is a fine body of water covering several square miles and has an elevation of eight feet. Siltcoos river connects the lake with the Pacific ocean. Siltcoos station and post office is at the northeast corner.

TO THE EARLY PIONEERS

Helen Fridmore.

No narrative in history, no song or poem however grand, could tell of the steadfast faith and the courage to whom the great task fell. The mighty task of making a trail through a country of perils unknown.

To new specks of civilization where no seed had ever been sown.

A long hard trail was the sunset trail o'er mountains and thirsting plains; Loved ones were left in weeping graves, and brave hearts marched on again.

Sometimes there was snow, and cold and wind, or the wagons hub-deep in mud—

And sometimes the trail, when the red-men warred was stained with the heart's own blood.

Often they were cold and hungry, the food ran low and the oxen were lame—

In truth 'twas never a pleasant trail o'er which our fathers came.

But they who traveled the sunset trail, saw naught but a vision fine, And gave to us God's own green country, this land of your love and mine.

On they came, the valiant bands, following always the trail which led To the promised land by the western sea, where the sun sank gold and red—

All honor to their memory, the women and men of the early day, Who faltered not and founded our West at the end of the sunset way.

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A Job For The Exterminator

By Albert T. Reid



Albert T. Reid