

THE SPRINGFIELD NEWS

Entered February 24, 1903, at Springfield, Oregon as second-class matter under act of Congress of March, 1879.

SPRINGFIELD, LANE COUNTY, OREGON, FRIDAY, APRIL 11, 1919.

VOL. XVIII, NO. 13

TO TRY EK-KAISER FOR WAR CRIMES

Council of Four Will Attempt to Bring B. Hohenzollern To Answer.

BELGIUM TO BE ARBITER.

Germany Must Also Pay an Indemnity of \$5,000,000,000 Within Two Years.

Paris, April 9.—The responsibility of the German emperor for the war and the means for bringing him to trial by one of the allied governments, probably Belgium, have been definitely determined upon by the council of four. This follows the definite decision on the terms of reparations for war damages, whereby \$5,000,000,000,000 must be paid within the next two years and an inter-allied commission assesses the remaining damage for a period of 30 years, beginning May 1, 1921.

The agreement on responsibility for the war is understood to have been a compromise between divided reports presented by the commission of which Secretary Lansing is in agreement on the general responsibility of the German emperor for bringing on the war, but division occurred on whether it was feasible to bring him to justice before an international tribunal.

The French and British view favored a tribunal, but the American view, it is understood, favored moral indictment without recourse to prosecution, owing to the lack of an international law as a basis for trial before an international court.

Belgium, on which the war fell first and heaviest, is reported to have taken a view much similar to that of the United States, while Japan and Italy were partially in accord with the American view.

It was owing to these divergent viewpoints that the council devised a new plan, whereby one of the allied nations, probably Belgium would initiate prosecution against the former emperor and others responsible for the breach of treaties, the invasion of territory and the destruction directed against this country and leading to a more general spread of the war. The exact nature of the agreement is not disclosed but the foregoing is believed to cover the main lines.

The text as finally approved on reparations specifies that the enemy countries must admit responsibility for all loss and damage to all associated nations and their citizens caused by the unjustifiable aggression. But, in view of the inability of the enemy countries fully to recompense these losses, the clause states, an inter-allied commission will assess the losses on a just basis for 30 years, beginning May 1, 1921, with an initial payment of \$5,000,000,000,000.

Germany is to pay the entire cost of the commission and staff during the 30 years of operations. The first payment is to be credited against Germany's obligation to pay for the maintenance of the allied troops in the occupied regions, and the second priority is for the payment of food relief furnished to Germany.

WHIPPET TANK IS COMING.

Saw Service in Argonne and is Being Exhibited in Victory Loan Campaign.

One of the vicious little whippet tanks employed by the American soldiers in smashing German barb wire for the advancing infantry to pass over and for cleaning out nests of snipers, machine gunners and bombers, will be in Eugene from 3:55 p. m. tomorrow (Saturday) until 9:00 o'clock the same evening. The little caterpillar type machine will pass up and down the streets of Eugene on its own power, and will be an interesting sight.

The exhibit is being sent around the state by the Victory Loan committee.

We have some good piano boxes for sale. Berry Piano Store.

RETURNS TO SPRINGFIELD AFTER LONG ABSENCE

Mr. and Mrs. C. R. Lamar, who formerly lived in Springfield some 12 years ago, arrived in the city this week and intend making their home here.

Mr. Lamar will be remembered by many acquaintances as pastor of the Baptist church at that time. Ill health, however, compelled him to resign the pastorate, and together with his family he moved to California to recuperate. After recovering somewhat, he returned to Oregon and took up residence in Lebanon, where he has lived for some time. He could not resist the lure of Springfield, however, and decided to return to make his permanent home here and is now looking for a desirable place of residence.

Mr. Lamar does not at present contemplate entering actively in church work.

MARRIED.

Miss Ida Jones and Mr. Ward Lonsbery, both of Springfield, were married in Eugene on Wednesday at 3 p. m., Rev. C. E. Dunham officiating. They left immediately for Roseburg, where they will spend their honeymoon visiting with Mrs. Lonsbery's sister, Mrs. Rose Curtis. Later they will return to Springfield to reside.

Mrs. Lonsbery is the daughter of Mrs. Rose Conrad.

Miss Vera Nelson and Mr. Roy Maulo were married in Portland March 29th. Mrs. Maulo was formerly with the Ketel's drug store. They will make their home in Portland.

NEW RADIO DEVICE.

Photographic receiving and recording of wireless messages is now being carried on by naval engineers near Bar Harbor, Maine. The instrument used is said to be the invention of C. A. Hoxie, of Schenectady, N. Y., an engineer employed by the General Electric company. By this invention the eye supplements or replaces the ear in reading wireless messages. It is also said to insure greater speed and accuracy in receiving and deciphering messages than has heretofore been possible. The machine has frequently recorded messages at the rate of 400 words a minute, and a speed of 600 words a minute was reached during a recent test.

BARNEY WILLIAMS INJURED.

Barney Williams, the contractor at the Booth-Kelly Lumber company, met with a very painful accident Tuesday when a pile of lumber fell on his hand, injuring it quite severely.

BERT LEE DIES TUESDAY.

Young Son of Mr. and Mrs. E. E. Lee, of Springfield, Succumbs to Malarial Fever.

Bert Lee, son of Mr. and Mrs. E. E. Lee, of this city, died of malarial fever on Tuesday, after a long illness.

Bert was born at Namra, Ida., March 31, 1902, and lived there until his parents moved to Springfield five years ago. He attended the public schools here and had a wide circle of young friends and acquaintances who mourn his untimely death.

Besides his parents, he leaves one sister, Mrs. D. E. Ferguson, of Jasper, and two brothers, Oscar and Ben, who reside here.

The funeral services, which were held Wednesday afternoon at the Christian church, of which the young man was a member, were attended by a large concourse of friends and schoolmates.

SPRING POETRY.

"Count that day lost
Whose low-descending sun"
Don't find a "pome"
By Grace E. Hall
In the Oregonian.
But we wonder where
She finds the time
To get her housework done.

The regular meeting of the High school Literary Society was held Friday afternoon in the assembly hall, and a splendid program was held here and a splendid program was presented by the freshmen and juniors. Superintendent N. A. Baker presented a number of very interesting slides pertaining to the various stages of army training and sports of Uncle Sam's boys in the different cantonments. The next meeting will be held on April 18. The program will be in charge of the sophomores and seniors.

AT THE SOURCE



HEED THE R. R. CROSSING SIGN

On the Southern Pacific lines north of Ashland there were between October 1, 1918, and February 28, 1919, a period of five months, 73 collisions between vehicles and trains. Of these, 38 were collisions with steam trains and 35 with electric trains on grade crossings and corners of streets in cities through which trains pass, resulting in three deaths and injuries to 35 people, besides damage to or destruction of 73 vehicles.

Nearly every day we read of people being killed on railroad crossings through the utter carelessness and thoughtlessness of drivers of vehicles, principally automobiles.

The list is increasing at an appalling rate, and in an effort to reduce or at least eliminate, if possible, this cause of injury to men, women and children the United States Railroad Administration has instituted an intensified campaign of education through the newspapers, and the following article taken from the March issue of the "Safety First Bulletin," published by the United States Railroad Administration, should be read by every driver of a vehicle, as it contains much food for thought to those whose one ambition is to "beat the train," and to those who are careful it is a further warning that "Safety First" is a couple of words easily remembered whether afoot, horseback or in an automobile:

Thousands of automobile and other vehicle drivers as well as occupants are yearly killed and injured on American railroad crossings that are protected by the familiar railroad crossing signs.

During the first two months of 1919 there were already three crossing injuries on the O-W. R. R. & N. lines and 29 on the Southern Pacific lines, 14 of which consisted of collisions with steam trains and 15 with electric trains on crossings and street corners of cities through which trains pass. These 32 collisions resulted in two deaths, 24 personal injuries, and damage or destruction to 31 automobiles and one wagon. If such a condition is already here, what can be expected when the pleasure driving season commences this spring?

From January 1, 1916, to February 28, 1919, there were 134 crossing accidents on the O-W. R. R. & N. lines, resulting in deaths of 21 persons and injury to 87. On the Southern Pacific lines north of Ashland, from October 1, 1918, to February 28, 1919, there were 73 crossing accidents, resulting in three deaths and 34 injuries.

In addition to deaths and injuries there were 188 automobiles and 19 other vehicles destroyed and damaged. A negligible number of the vehicle owners recovered anything, because in nearly every case the driver was at fault.

A large number of the accidents were caused by the automobile running into the side of the train, engine or cars. In some of these the train was standing still. Many were due to the automobile going at such speed

that it skidded onto the track when attempts were made to stop it. In some cases the automobile brakes failed. Several accidents were caused on account of the driver's looking in one direction only while the train approached from the opposite direction. A few accidents occurred on double track where automobiles stopped to let by a train in one direction, and on crossing track was struck by a train coming from the opposite direction on the other track. Quite a number of automobilists were warned by flagmen and switchmen, but did not heed the warning and plunged into a collision. Several drivers were going at such speed that when they encountered train near or on crossing they could not stop, but turned their machines to the side, going through the fence, down an embankment, or against a crossing sign. In some instances the auto driver crashed through railroad crossing gates when they were down.

Sheer recklessness on the part of the driver is the principal cause of the numerous deaths and injuries to automobile occupants, and not infrequently the reckless driver brings death and suffering to members of his own family. The United States Railroad Administration is desirous of avoiding such accidents, but the trains must run, as the railroads are the arteries through which flows the necessary commerce of the country. Their efficient and unimpaired operation is as necessary to the United States of America as the arteries are necessary in the human body, therefore they cannot be allowed to stop functioning.

The engineer of the locomotive on the train or in a switching yard is human, and abhors running anyone down. He is using all possible precautions, but he cannot stop a train within a few feet, as an auto can be stopped. Engineers have on some occasions completely collapsed mentally and physically when their engines killed anyone, and that, too, without any blame on their part. They try their utmost to avoid striking anyone, but the engine has only the rails to run on, while the auto driver has everywhere else, therefore, the engineer positively cannot help running down the auto when the driver deliberately and unexpectedly plunges ahead of the moving engine.

It seems that it is up to the newspapers, the public, and officials, and the employes of the United States Railroad Administration to do what they can to help educate the reckless auto driver in order to save him from his own fate, which sooner or later is sure to come unless he mends his ways and becomes careful when approaching a railroad crossing.

Taking a risk over crossings has wined out families; it has killed friends and dear ones. There is no necessity of any crossing accident, either on the country road crossings or on street crossings in the city, if the auto driver will only look ahead,

ANOTHER BIG TRACTOR FOR COUNTY ROAD WORK

The Lane County Court has purchased another large tractor of 75-horsepower which will be used on the roads of Lane county, making a total of three of these big machines now owned by the county.

This tractor will be used exclusively for hauling crushed rock, announce members of the court, while the other two will be used to pull the scarifiers and graders. It is planned to do away with hauling in trucks as far as possible as the wheels of these vehicles cut up the road, while the big wagons that are used with the tractors have wheels a foot wide and act as a roller as they pass over the roads.

FORK ON M'KENZIE PASS ROAD TO BE COMPLETED.

The Lane County Court Monday signed the contract for the joint improvement of the road over McKenzie Pass, and the work will begin as soon as weather conditions permit, it is stated.

Under this contract the Lane County Court will give \$15,000, the Deschutes Court will give \$5,000, and the Forestry Department and State Highway Commission will furnish a large part of the money. Lane county has already done \$6,000 worth of work on the road for which it is given credit. This work was completed last year above Blue River.

SOUTHERN PACIFIC WILL MAKE TOURIST RATES.

F. E. Batturs, assistant passenger traffic manager of the Southern Pacific and Western Pacific railroads, announced today that the United States Railroad Administration had authorized the publication of low round trip summer tourist fares to western resorts in the Sierras and Santa Cruz mountains, to Lake Tahoe, Yosemite Valley, Crater Lake, Yellowstone Park, Glacier Park, Grand Canyon, Shasta and Feather River regions and practically all other summer resorts to which it has been customary to sell summer tickets in the past.

The sales dates will be May 30 to September 30, inclusive, except 15-day tickets will be sold on Friday and Saturday. There will be two general classes of fares—for tickets limited to three months from date of sale carriers under Federal control will make a reduction of 20 per cent from double the one-way fare; and for the 15-day tickets sold on Friday and Saturday, the reduction will be one-third. Fifteen-day tickets will not be sold to points more distant than 400 miles.

Mr. Chas. Walsh, of Lowell, was a weekend visitor at the home of his sister, Mrs. Brownette.

BORN.

Monday morning, April 7, to Mr. and Mrs. C. E. Montgomery, a daughter.

CARD OF THANKS.

We, the undersigned, desire to express our heartfelt gratitude to the kind friends and neighbors for their sympathy and assistance rendered during our bereavement for our darling son and brother; also for the beautiful floral offerings.

MR. and MRS. E. E. LEE,
OSCAR and BENJ. LEE,
MR. and MRS. D. E. FERGUSON,
MR. and MRS. D. W. GRAY.

have his mind on what is before him, and keep his engine, brakes and running gear in good shape, as the failure of these to function at the critical moment has often caused death. It is the practice of railroad employes when approaching or going about a curve or other obstruction which impairs the view to send a flagman ahead. Would this not be the proper thing to do for the automobilist when there are several in the car? It would be practicing Safety First. Where the view is more or less obstructed the auto driver in every case jeopardizes his own life and the lives of the other occupants of the car if he attempts to make a crossing before he is positive there is no danger from trains, cars or engines. When the view is clear and good for some distance he should look both ways, and not only one way, but in every case at least STOP, LOOK AND LISTEN.

In all cases the driver should be sure his car will not stall on the track. If he is not sure of this, then it would be safer not to try to cross at all.

VITUS FARM SELLS FOR \$32,000 CASH

L. C. Ables, Berkeley, Cal., Capitalist, Acquires Valuable Property.

PLACE CONTAINS 285 ACRES.

Will Be Developed As First Unit In Springfield Irrigation Project.

What means as much to Springfield as any other single factor in her development was brought to practical fruition this week when L. C. Ables, of Berkeley, Cal., plunked down \$32,000 in hard cash for the August Vitus farm of 285 acres near here.

Mr. Ables is associated with W. L. Benham in the Benham irrigation project, and expects to put the entire farm he has just purchased under irrigation as rapidly as possible. The water will be ready for use, if needed, by the middle of May. Mr. Ables was attracted to the Springfield district by the possibility of cheap irrigation with plenty of water. He came here a year ago to investigate the irrigation situation, and became convinced that the Willamette valley has a great future if drained and irrigated.

One hundred and fifty acres of the farm are already seeded to grain, and Mr. Ables has made arrangements to have 50 acres seeded to barley. He plans to irrigate every acre this summer that can be reached with water.

LANE COUNTY TEACHERS' INSTITUTE ENDORSE LEAGUE.

Junction City, Ore., April 5.—The following resolutions endorsing the League of Nations were adopted by the Lane County Teachers' Institute in session at Junction City, Ore., April 5, 1919:

Whereas, the Central powers of Europe in their desire for world domination have forced upon the allied nations and the United States the most destructive war in all history; and

Whereas, to prevent future wars and promote the liberty and progress of the whole world it is necessary to have a world organization of the democratic nations similar to that of the states of the United States, sufficiently strong to curb the lawless ambitions of militaristic nations; therefore be it

Resolved, That we, the teachers of the Lane County Institute, pledge our heartfelt support to the League of Nations now being formed at Paris by the representatives of the United States and the allies and urge our senators in congress to give their moral support and their votes to the movement. Be it further

Resolved, That copies of these resolutions be sent to Senator Geo. A. Chamberlain, Senator Charles McNary, William H. Taft, president of the League to Enforce Peace, 130 W. 42nd St., New York, and to the newspapers of Lane county with a request to publish.

(Signed) WM. SCOTT,
Chairman.
E. J. MOORE,
County School Supt.

BIG SURPRISE TO MANY IN SPRINGFIELD.

People are surprised at the INSTANT action of simple buckhorn bark, glycerine, etc., as mixed in Adler-I-ka. ONE SPOONFUL flushes the ENTIRE bowel tract so completely it relieves ANY CASE sour stomach, gas or constipation and prevents appendicitis. THE INSTANT, pleasant action of Adler-I-ka surprises both doctors and patients. It removes foul matter which poisoned your stomach for months. H. M. Peery Drug Co.

FISHING TACKLE.

McDowell's Department Store has installed a good line of fishing tackle and are prepared to serve you.

WATERSHED COATS

Glendenning has them for ladies or gentlemen, the quality of which are unsurpassed at a price lower than can elsewhere be obtained.