

THE SPRINGFIELD NEWS

SIXTEENTH YEAR.

SPRINGFIELD, LANE COUNTY, OREGON, FRIDAY, OCTOBER 17, 1919

NUMBER 40

MAIN STREET TO BE REPAIRED

Council Will Also have Some New Sidewalks Constructed, and Take Care of Surplus Winter Water

At the regular monthly meeting of the city council last Tuesday evening, with all the members present, the matter of repairing the Main street pavement was considered, with the result that the street commissioner was instructed to arrange with the local paving company to make such repairs. The work is expected to be started within a few days.

The matter of sidewalks was then taken up, and the recorder was instructed to give notice by advertising that in cases where the city had heretofore ordered property owners to build walks in front of their places and such orders have not been complied with, the walks will be built by the city and the cost thereof assessed to the property. In cases where property owners now make the ordered improvement, before the matter is advertised in regular form, they will be saved the extra expense of such advertising.

The overflow of surface water from the country east of town during the rainy season was discussed by the council, after which the street commissioner was instructed to take such steps as he found necessary in the way of enlarging old ditches and digging new ones.

The council decided, on account of desiring to curtail expenses to the lowest possible limit, not to purchase a new typewriter for the use of the recorder's office at present.

The regular bills for city expenses were ordered paid.

CORSAW STORE EXPANDING

A. A. Gibson, from Mapleton, Oregon, has bought a half interest in the Harry B. Corsaw furniture store. The business will be carried on in the same progressive manner as heretofore, and plans are already made to handle larger stocks of home furnishings of all kinds.

WALTERVILLE STORE BOUGHT BY E. H. HOTALING

G. A. Cobb, of Cobb Bros., Portland merchandise brokers, who recently purchased the Gebauer general store at Walterville, was a business visitor in Springfield the fore part of the week, and he announced that they had sold the grocery, hardware and drug stocks of the Walterville store to E. H. Hotaling, superintendent of the Eugene municipal power plant, who will continue the business. The dry-goods and shoe stocks of the store have been sold to dealers in Eugene, and will be removed to that city.

HOT LUNCHES AT SCHOOL

Beginning next Monday, the Domestic Science department, under the supervision of Miss Williamson, will serve a hot lunch at the noon hour for those who take their lunches at school. This will not be a full lunch, but is intended to supplement the lunch brought from home by the addition of a couple of hot dishes.

The menu for the week is as follows:

Monday—Cream of tomato soup, crackers, and rice pudding;

Tuesday—Vegetable chowder and cocoa;

Wednesday—Cream of pea soup, crackers, and brown betty;

Thursday—Stuffed potatoes and cocoa;

Friday—Baked beans and cocoa.

These lunches will be served at cost. The price has been fixed at seven cents per day, or 35c per week. Tickets at the domestic science department.

Read what Dr. Dippel has to say about "Devitalized Teeth" on page 3 of this issue.

POSTOFFICE BUSINESS SHOWS INCREASE

Postmaster Stewart's report for the quarter ending September 1 shows sales of stamps for the period to the total of \$1,232.71. Stamp sales for the like quarter of 1918 totaled \$1,033.12, thus showing an increase in postage amounting to \$199.59. The quarter from June 30 to September 1 is the dulllest period of the year in post-office business, as it is in business generally.

CELEBRATE FORTY-FIFTH WEDDING ANNIVERSARY

Mrs. Grace Roberts and Mrs. J. J. Bryan were joint hostesses last Sunday at a dinner at the home of the former, the occasion being the forty-fifth wedding anniversary of their father and mother, Mr. and Mrs. L. C. Thompson.

All of the children were present except Mrs. Alma Castle, of Charleston, Washington.

Mrs. Alma Signor and Mr. N. H. Signor, mother and brother of the bride, and who attended the wedding forty-five years ago, were guests at dinner.

The children and their families present were: Mr. and Mrs. J. J. Bryan and daughter, Crystal; Mr. and Mrs. Kenneth Barrett, of Eugene; Earl Thompson, of La Grande; Floyd Thompson, of Halfway, Oregon; Mrs. Grace Roberts and daughters, Beatrice and Helen, and sons, Earl and Arthur, the latter from Richmond, California; Mr. and Mrs. N. H. Signor and daughter, Leah; Mr. and Mrs. J. M. Thompson, brother of Mr. L. E. Thompson and sister of Mrs. Alma Signor.

The children presented their father and mother with a Vivitor graphonola.

INDUSTRIAL REVIEW

It is reported the Eugene Fruit Growers' association will make 45,000 gallons of vinegar.

During August \$1,200,000 worth of work was done on Oregon roads; in September, \$1,400,000.

A mammoth sea wall is to be built at Seaside.

Coquille has voted \$50,000 bonds for a new school building.

The cannery at The Dalles now has a weekly payroll of \$6,000, and is still short of help. Apple canning is now in full blast, and is expected to keep the plant going until about February.

Douglas county's plan of assessing timber values at 100 per cent was resisted and was not carried into effect.

Marshfield—The Loyal Legion of Loggers and Lumbermen are putting up a fight against the I. W. W. in this vicinity.

Dillard—Tomatoes in this vicinity yielded 2,000 boxes to the acre the past season.

Salem—The Oregon state fair shows over \$10,000 net cash surplus.

Newberg has another packing house putting up fancy fruits on a large scale for the larger eastern markets.

The state highway commission is receiving bids on 178 miles of new roads and bridges.

The schools at Medford and Dufur were closed in order to permit pupils to help in saving the apple crop.

The Oregon Livestock company is filling for water to irrigate 90,000 acres of land south of Malheur lake.

Stanfield—Bonds for \$30,000 have been issued to construct a city water system.

After spending three days investigating the death of Charles Taylor, whose body was found on the summit of the Cascade mountains, and examining 40 witnesses, the Lane county grand jury for the October term of circuit court Wednesday afternoon returned an indictment of murder in the second degree against Martin Clark, who is now in jail.

THE AMERICAN MERCHANT MARINE QUESTION

Washington.—The Republican Publicity Association through its president, Hon. Jonathan Bourne, Jr., gives out the following statement from its Washington headquarters:

"Vessels engaged in foreign trade which entered and cleared American ports during the fiscal year ended June 30th, 1919, aggregate nearly 93,000,000 net tons, according to official figures recently published. Let us analyze those figures.

"Of this tonnage nearly 52,000,000 was foreign and 41,000,000 was American, either new or temporarily operating under our flag. Of the American tonnage over 33,500,000 plied between the United States and North American ports, principally those of Canada, Mexico, and Cuba—easy distance—thus leaving less than 7,500,000 net tons to handle our import and export trade with the rest of the world.

"The total of that trade for the fiscal year 1919 was valued at \$10,179,000,000, imports amounting to \$3,096,000,000 and exports to \$7,074,000,000. Our total trade with North America came to \$2,344,000,000, of which \$1,344,000,000 was hauled by 'cars and other vehicles,' leaving something like one billion dollars worth of our trade to be moved by 32,500,000 net tons of American vessels.

"While this was going on, the remainder of our trade with the world, amounting to \$7,835,000,000 in value, was being carried by something under 60,000,000 of net tonnage, of which nearly 90 per cent was foreign, or, at a rough calculation, foreign vessels carried about \$7,000,000,000, or 70 per cent of our entire trade last year. To put it in another light: While 33,500,000 net tons of American vessels were handling one billion dollars' worth of our foreign trade within the confines of the North American division, 52,000,000 net tons of foreign vessels were getting paid for handling seven billion dollars' worth of our foreign trade to and from the uttermost confines of the earth and in between. To the American who has relied implicitly on the rosy vision of America triumphant as a maritime nation, as pictured by the press agents of this administration, this analysis will give quite a jolt. Expressed in ratio it would read something like this: 33.5:1000::52:7000. Ton for ton, foreign tonnage showed an efficiency nearly four and one-half times greater than our own in getting cargoes.

"For example, the net tonnage of

British (England, Ireland, and Scotland) vessels entering and clearing our ports in 1919 totaled 15,400,000, and it handled \$3,067,000,000 worth of our trade—nearly one-third of it, in fact. This was less than one-half the tonnage we devoted to the North American division, and it handled over three times the trade, by value. Japan, with an entrance and clearance in American ports of 1,588,000 tons, handled nearly one billion dollars' worth of our foreign trade, or with less than one-twentieth of the tonnage we devoted to North American trade, the Japs handled an equal value of our foreign trade. The Danish, Dutch, and Norwegian vessels entered and cleared our ports in an aggregate of nearly 2,700,000 tons, handling \$1,172,000,000 worth of our trade. These are the great maritime nations with which we must compete in the future, and never forget that Germany is coming back in ten years. Our merchant marine must have the full support and co-operation of the government and the people if it is to succeed, and this will necessitate Government aid and, ultimately, private operation and ownership to insure business efficiency and fair returns. What we give in aid will return an hundred-fold in trade, for a ship is the best salesman in the world, and the people must support the program for perpetuating the American flag on the high seas."

ENGINEERS' EXAMINATION TO BE HELD

An examination will be held on December 5, 1919, at 520 Corbett building, Portland, for all professional engineers who are unable to meet the requirements, without examination, of the act of the legislature of the state of Oregon, 1919, Chapter 381, requiring all professional engineers to be registered after January, 1920.

Necessary blanks for application to take the examination may be had upon request from A. B. Carter, secretary, state board of engineering examiners, 520 Corbett building, Portland. All applications to take the examination given on December 5 must be filed with the state board of engineering examiners at least thirty days prior to that date.

Eugene Register: Mayor Peterson has been appointed as a delegate to a meeting of mayors of the Pacific coast in Sacramento, California, October 30, the object of the meeting to be to boycott certain commodities for the purpose of lowering prices and reducing the high cost of living.

CARNIVAL WEEK'S MANY DIVERSIONS

Cold Weather Drawback to Outdoor Amusements—Fair Crowds Attend—Prospect Good for Last Day

Although the chilly weather of this week, especially at nighttime, has reduced the attendance at the outdoor diversions furnished by Brown's Amusement company, there have been fair-sized crowds "taking in the carnival," and—despite what the weather may be—a big attendance is expected this evening and until the close tomorrow night.

The various attractions under management of the Brown company appear to give satisfaction, and are all that the company claims for them in the way of clean amusement.

There has been dancing every night, and the dance given by the Elks' band, Tuesday night, had a good attendance and was reported an enjoyable occasion in every particular.

The music for last night's dance, in Stevens hall, was furnished by Gross' orchestra, from Eugene, which will also play for the dance tonight, likewise be given in the hall if the weather continues unfavorable.

Tomorrow night the closing dance will have music by the Elks' band, which will also give a concert in the evening.

The Twin City tractor of the Oregon Tractor company, of Salem, was the first machine for the tractor demonstration to reach here, being shipped from Salem and arriving Tuesday morning. The demonstration of this machine will be made by P. H. Van Doren, agent for the company, and Henry Shaveland, driver.

The Beeman hand tractor, from Portland, and the Fagoel, from Eugene, came yesterday. Seven more tractors from Eugene have been promised to take part in the demonstration.

The demonstration, in a field at the terminal of the street-car line, is expected to be in full swing this afternoon and all day tomorrow.

The Eugene Aero company's flying machine has been undergoing repairs all week, and it is planned to have it here tomorrow afternoon. Flights are to take place from the field at the end of B street.

HIGH-SCHOOL DEBATES

University of Oregon, Eugene.—Two hundred high schools of the state are eligible for entrance into the Oregon High School Debating League, now entering its thirteenth year, according to announcement by R. W. Prescott, professor of public speaking in the University, who is secretary of the league.

The state is divided into twelve districts for the purposes of the league. Each one of these, Professor Prescott announces, will have a separate question for the preliminary rounds, which will be contested in January, February and March, with the finals in May.

C. A. Howard, of Eugene, is director of the South Willamette district, consisting of Lane and the northern part of Douglas county. The subject for debate in this district is: "Resolved, That the principle of compulsory investigation as defined by the Canadian act of 1907 should be applied to all disputes arising between railway companies and their employees."

High schools eligible for membership in this district are: Eugene, Junction City, Springfield, Cottage Grove, Drain, Roseburg, Yoncalla, Coburg, Creswell, Crow, Dorena, Elmira, Florence, Irving, Lorane, Mapleton, Marcola, Myrtle Creek, Oakland, Pleasant Hill, Riddle, Sutherlin, Walker, Walterville, Santa Clara, Thurston, Glido, and Wilbur.

Graveling of the highway between Echo and Stanfield is completed.

Cottage Grove—The local cannery has handled eighty tons of blackberries.

THE SWEETEST STORY EVER "TOLLED"



J. THOMAS