

## FAIRS AS MONEY DISTRIBUTORS

### A Great Fair Creates a New Distributing Center For Currency

The legislature of Oregon will meet in a few days to decide on the question of submitting to the voters of the state a proposition to issue \$3,000,000 in bonds in support of the Atlantic-Pacific Highways and Electrical Exposition to be held in Portland in 1925. Assuming that the legislature takes this action, and that the voters endorse it, it may be in order to consider the effect of such a fair as a readjuster of the currency circulation of the country. These thoughts were suggested by some calculations made on the Chicago fair, which had the largest attendance of all the great fairs that have been held in this country. We have not the figures at hand now.

We are in the habit of thinking of New York as the center of the system of currency circulation of the country; and thinking of the currency as going out from that center to the extremities, like the blood flowing out through the arteries; and returning from the extremities to this center, like the blood returning through the veins. Then we are in the habit of thinking of other cities, like Chicago, Philadelphia, Boston and San Francisco, as secondary centers for the distribution of currency, whose influence modifies that of the great center of all.

We need also to recognize the tremendous fact that a great fair, like the Chicago, Philadelphia and St. Louis fairs and the proposed Portland fair, becomes for the time of its continuance and to a lesser degree for a time before and after, a new distributing center, which exerts for a limited period a powerful influence on the general distribution of currency in the country. We have heard of a great deal in political discussions of the currency question, about the periodical drainage of the extremities of the country and congestion in the money centers, and the consequent stringency in the outer sections of the country—the extremities.

The war and the conditions which it set up made a great shifting of the volume and character of business and balance of the currency. The North Pacific, especially the interior portions of it, one of the weakest of the extremities of the country, probably suffered as much from this shifting of the balance as any other portion of the country. The establishment of such a fair as this is likely to be at Portland would be a reversal of this current. It would be setting up, temporarily, a new center for the distribution of currency in the midst of one of these drained extremities, and pouring into it for a brief period a stream of portable wealth, to succeed a period of dearth. The effect of it in the stimulation of all local enterprises, had as well as good, can hardly be imagined. One of the dangers to be guarded against, so far as that could be done, would be the injurious effects of the excess.

A few figures, by way of illustration as a starter for those who may like to take their own pad and pencil, and figure to their hearts content. Depending on memory, let us place the total attendance at the Chicago fair at 11,000,000. Taking into account the vast increase in the population of the country, especially in the western half, and balancing the improved means of travel against the greater distance, it is not unreasonable to expect an attendance of 15,000,000 or even 20,000,000 at the Portland fair. Estimated at 15,000,000, for every \$50 that the average visitor puts down from the time he reaches Portland until the time he leaves the fair, there would be a deposit of \$750,000,000 brought in from the outside. You can figure on a basis of \$100 or \$200 to the person if these figures are too small to satisfy you.

The ultimate distribution of all this money thus dropped here, the amount spent in railroad travel, from the time the visitor gets on his train at Machias, Maine, or Miami, Florida, and where it all goes to; the immense increase in tourist travel during that season, the range it will take and the amounts of money that will be distributed from first hands by that means, in nearly every community in the northwest, we will not go into at this time. Some of these points we may take up later.

W. O. W. meets every Tuesday at 8:00 p. m. at the hall.

## ROTHERHOOD MEETING ELECTION AND DEBATE

The Methodist Brotherhood meeting which had been postponed for two successive weeks, was held in the church Monday evening. Thirty-two men sat down to the supper, which, as usual, was an excellent one.

It had been decided that, for this season's gatherings, instead of having always an address by some speaker from the outside, generally a member of the university faculty, the exercises should be of a varied character, and generally participated in by home people.

After supper, a business session was held. Officers were elected for the ensuing year, as follows: P. B. Hamlin, president; R. E. Davidson, first vice-president; J. E. Torbet, second; N. W. Emery, third; Wm. G. Hughes, fourth; F. M. Roth, secretary; J. P. Vaughn, treasurer; Thos. D. Yarnes, chaplain.

A debate was the literary feature of the evening. The subject was "Resolved that vessels of all nations passing through the Panama canal should pay tolls except American (U. S.) vessels engaged in coastwise trade." The speakers on the affirmative were M. C. Bressler and F. B. Hamlin; on the negative, R. W. Smith and F. M. Roth. The post-ponements had given the speakers more time for preparation. It was decided that three judges should be appointed: the leader on each side choosing one, and the president naming a third. Their ballots were taken up, without any chance of consultation. Two were for the affirmative and one for the negative. After the dismissal, the negative speakers were very emphatic in the expression of their convictions that those judges were not able to appreciate the relative importance of the Panama canal and the overflow ditch of the Springfield mill race, and that they probably would not be able to distinguish between the Hay-Panucote treaty and a load of baled straw if they should see them both on the streets of Springfield. But never mind! Just wait until one of those judges undertake to debate a question before a bench of judges on which one of those negative speakers has a chance to sit. Ugh!

Because of this meeting being so much belated, it was decided not to hold the regular December meeting. So the next meeting will be on the third Monday evening in January, which will be the 16th.

## NATIONAL PRODUCTS CO. RUNNING STEADILY

The National Products company now has a force of half a dozen men employed in turning out cooperage stuff, which is shipped as fast as cut to a factory in Portland with which the plant here is connected, there to be worked up into the finished product, ready for the market. The plant here is expected to be kept running steadily with a moderate force all winter, if market conditions continue as favorable as at present. It is hoped that from the opening of spring a larger force can be employed.

## ROBERT NEWTON GRIFFIN

Was born near Dexter, Oregon, July 3, 1865. With the exception of about 12 years, from 15 to 27, spent at Dayton, Washington, all his life was passed in this vicinity. He was married to Miss Fannie Smith, of Roseburg, January 20, 1892, at Fall Creek, Oregon. Five children were born to this union. Of these, two sons: Richard C., of Springfield; and Walter M., of Aberdeen, Washington; and one daughter, Mrs. Laurel Allum, of Portland, survives him. Two daughters, Vera and Della, are dead. His wife, his mother, Mrs. Mary F. Griffin, of Eugene; five brothers and two sisters also survive him.

Mr. Griffin died at the temporary home of the family in the Elita apartments, about 2 p. m., Thursday December 1, 1921, after a long and painful affliction of cancer of the stomach. The funeral was held at Walker's chapel, at 1:30 p. m., Sunday, December 4, and was conducted by Rev. S. Earl Childers. The burial was at Mt. Vernon cemetery, where the I. O. O. F. and W. O. W. lodges had charge.

Mr. Griffin united with the Christian church about 20 years ago, and was baptized by Rev. R. G. Callison at Fall Creek. He was a member of I. O. O. F. lodge, No. 70, of Springfield, and of the W. O. W.

After the protestant stormy period, which we have almost forgotten, people were saying that winter had set in in earnest, and that we could expect no more fair weather. But the weather of the past week has been as fine as we could ask.

## SERIOUS INJURY AND NARROW ESCAPE

J. F. Powers, one of the watchmen at the Booth-Kelly sawmill, met with an accident early last Tuesday morning, which resulted in rather serious injuries, with a very narrow escape from much more serious. About 2 o'clock in the morning, he undertook to lower the gate on the race near the burner, as he had done many a time before. In some unaccountable way, he lost control of the windlass by which the gate is raised and lowered, was knocked from his footing and fell upon a platform 10 or 12 feet below.

He remained unconscious for about an hour. When he recovered consciousness and got his bearings, he made his way to the office and called Supt. Jarrett. He has no recollection of being struck by the windlass or of using the telephone at the office.

He received serious bruises on his face and on his right thigh, and one of his ribs was broken on the right side. The rib was bound in place on Tuesday. He was up on the street for a little time yesterday. He is resting as comfortably as could be expected; but, of course it will be some time before he will be in working condition again.

## STREET CARS NOW RUN ON NEW LINE

Street cars started operating over the new tracks and railroad bridge last Tuesday morning, between Springfield and Eugene. The same schedule which has been in effect on the old system will be maintained.

The new improvement which cuts out the old street car bridge which is regarded as unsafe, has been installed at a cost of \$60,000. New track has been built between Kincaid station and Springfield Junction where the street cars will use the railroad track and bridge into Springfield. Trolley wires have been strung across the bridge and connected with the Springfield system. As the staff system of dispatching will be used there can be no collisions between street cars and trains on the Oakridge branch railroad, according to officials.

## HESTON B. RHODES

Died in his home, at 6th and D streets, in this city, Tuesday, December 6, after a lingering affliction of hardening of the arteries, aged 45 years. His wife and two daughters, Jane and Theda; his parents, Mr. and Mrs. Noah Rhodes, of Eugene; a brother, C. F. Rhodes, of Medford, Oregon; and two sisters, Mrs. Ben Russell, of Eugene, and Mrs. John Nice, of Springfield, survive him. The funeral was held at the Christian church yesterday afternoon at 1:30, and was conducted by Rev. F. Wallace Zook, the evangelist who is now conducting revival services at that church. The burial was at Mt. Vernon cemetery. The I. O. O. F. lodge conducted the burial services. The funeral arrangements were in charge of Marion Veatch, of Eugene.

## A WOMAN WHO KNOWS HER HUSBAND



## BASKETBALL LEAGUE IS FORMED—TEAMS PRACTICE

Springfield has a basketball league. Last Thursday evening representatives of the churches, high school and American Legion met and decided on practice nights as follows:

High School, every Monday and Wednesday night at the high school gymnasium; American Legion, 1st and 3rd Fridays and 2nd and 4th Thursdays at the high school gym.; every Monday at the Lincoln school gym.; Methodist Sunday school every Saturday at the high school, every Wednesday at the Lincoln school; Christian Sunday school every Tuesday at the high school, other nights when possible at Morrison's hall.

During practice this week each team will elect their captain, and the five captains will meet soon as possible to decide upon a schedule of games for the season. The school board has given permission to the various teams to use the two gymnasiums provided that the teams pay all expenses incurred which they have gladly agreed to do. We hope to be able to publish the schedule next week, and continue to publish the team standings from game to game.

## LATEST MOVEMENT AT THE LOUD FACTORY

It often takes considerable time to get a new manufacturing plant to running smoothly. The Loud Manufacturing corporation has experienced a good deal of difficulty in installing motors and getting them to working satisfactorily. The recent decision to run with motor power exclusively involved some trouble along that line.

They hope to have a model of a complete bungalow on exhibition in a few days. The demand for houses is so great that they expect to devote their attention to that line of work chiefly for some time to come. A pressing need which they are feeling, now, as they are enlarging their facilities step by step, is a new dry house.

The company recently made a purchase of 200,000 feet of lumber at Penn. in the Coos Bay region. Two carloads of this was being unloaded at the plant Monday. They are now working a force of from 12 to 15 men. Mr. Fred Lindsey, who arrived last week from North Dakota, set in Monday as superintendent of construction.

## CHAS. C. BOWMAN

Was born in Yamhill county, Oregon, March 20, 1860. He had lived in Springfield in former years, had been away several years and come back to Springfield several months ago. He was struck with paralysis last Thursday, and died at his home early yesterday morning. He leaves a wife, Mrs. Lottie S. Bowman, and two sons. The funeral will be held at Walker's chapel at 2 p. m. tomorrow. The burial will be at Laurel hill. Rev. S. Earl Childers will have charge of the services at the chapel and the Elk's lodge of Eugene at the cemetery.

## CHRISTMAS SEAL SALE GOING OVER STRONG

The fourteenth annual sale of Christmas Seals by the Oregon Tuberculosis association opened Thursday, December first and will continue until Christmas eve. Never before has the entire state been so thoroughly organized for a large and successful sale as it is this year. Not only have some of the enthusiastic agents been "rarin' to go" for the past several weeks, but some of them have already gone and a few actually sent in orders before the date set for the opening of the sale.

The little Christmas stickers for use on holiday packages and letters, sell for a penny apiece and not only help dress up the season's greetings, but furnish a fund which that most dreaded of all diseases, tuberculosis, is fought by legislative, educational, preventative and relief measures. Through systematic and scientific work along lines of health education tuberculosis has decreased forty per cent in the past sixteen years and it is to aid in further wiping out the disease that the seals are offered once each year.

In endorsing the seal sale, President Harding recently said: "I am glad to note the splendid success of the campaign against tuberculosis, as shown by the decline in the death rate in 1920, to the remarkably low level of 114 per 100,000. The enormous saving of life reflected by these figures clearly indicates the success of the work of the National Tuberculosis association and its affiliated organizations."

As honorary vice-president of the association, my earnest hope is that the coming fourteenth annual seal sale may be completely successful, in order that the splendid work may be further developed. I trust there will be a generous response to the appeal."

Clackamas county first ordered \$1900 worth of seals and has already ordered an additional \$200 worth, so great has been the demand for the little stickers. Mrs. Mary R. Caulfield is chairman of the sale in that county.

Mrs. Collins Elkins, who is handling Crook county reported several days ago that she had sold \$65 worth of seals. Miss Ella Cochran of Canyon City, had the distinction of sending in the first final returns. She sold her seals before the sale actually opened in other parts of the state and has sent in her check. Mrs. Eugene Hayter is the chairman for Dallas. Her first order was for \$200 worth of seals and already she has ordered an additional \$100 worth. Mr. Hayter, vice-president of the Dallas National bank, has written the tuberculosis association the following letter: "Last year this bank put up a good picture as a prize to the grade school selling the greatest number of seals and the little folks simply worked their heads off for that picture. It was such a success that we are offering another picture this year."

In fifteen counties the sale is being handled by the county public health associations. They are: Harney, Wallowa, Union, Hood River, Klamath, Curry, Coos, Lane, Clackamas, Multnomah, Deschutes, Washington, Jackson, Douglas and Yamhill. In other counties, civic clubs, women's organizations and individuals are selling the seals.

## TAXI CHANGES STAND

The Springfield Taxi operated by Mr. and Mrs. Steinmets which has been making The News office their headquarters for the past year, has rented the old city hall building on the corner of 3rd and Main and moved in this week. The phone is expected to be installed by next Saturday. The new number will be 23 and in the mean time they are still using the old number 2.

They have enjoyed such an increase in business that it was necessary for them to move to a location that would enable them to park their cars near their place of business, and at the same time conform with the city parking ordinance.

## FORTNIGHTLY CLUB MEETS

The Fortnightly club will meet this evening at Steven's hall according to their plans of two weeks ago. Several invitations have been sent out. It was voted by those in charge that \$2.75 will cover the cost of music and rent for the five dances that are planned, making it 75 cents for each evening. Tables will be provided for those that do not care to dance. A jolly time is anticipated.

"East Lynne"—great in the book, greater on the stage, greatest on the screen. One hundred million people enjoy "East Lynne", at Bell, Sunday, December 12th.

## ABOUT WALKING ON THE PAVEMENT

### Some Points From a Recent Public Discussion Of the Matter

In a free-for-all discussion at the Methodist Brotherhood meeting, Monday evening, in which everybody tried to work out of his system whatever seemed to demand utterance, which had not been talked about before, a member complimented The News on its article of a month ago on the habit of walking on the pavement at night, and a further discussion of that subject on broader lines was indulged in. The News was only passing along some one else's idea then, and it is willing to keep doing that so long as there is anything in Springfield that needs correcting or improving.

One of the discussers, Monday evening, said that, in addition to the bad condition of the walks, which in times past drove people to the pavements, overhanging trees in many parts of town now make it almost impossible to carry an umbrella; and so people had been tempted to swing out to the pavement, where there was no obstruction clear up to the place where the rain came from.

The man who raised this question, who drives in from the country in his car declared that the conditions on 5th street are peculiarly dangerous on account of the great number of cars parked without lights, and the consequent difficulty of distinguishing a pedestrian near those cars. Some one suggested that if pedestrians would persist in walking on the pavements, they should be required to carry a light. It might be well to require them to carry a bell or a horn and sound it in time of fog.

W. H. Adrian, who was present at the meeting, brought up the point of right-of-way, which is set forth in this extract from the Motor Vehicle law of 1921, chapter 371: "Pedestrians, when using any highway outside of incorporated cities or towns, shall use the left hand side of such highway, so as to leave the right hand side of the highway free for vehicles passing in the same direction and for safety in meeting vehicles proceeding in the opposite direction."

This deals only with highways outside of towns, for the reason that within the town-pedestrians are expected to keep to the sidewalks. Nevertheless, if a pedestrian thinks his convenience of comfort at any time justifies him taking to the pavement, if he will observe this rule, and keep to the left, he will give the driver of a vehicle a better chance, will be less liable to be run down and will possibly receive more lenient treatment under the law if an accident happens because he is on forbidden ground.

Let us all do this until we can learn to do better.

## CARD OF THANKS

We wish to thank our many kind friends who so generously assisted us during the sickness and death of our beloved husband and father, and for the many beautiful floral offerings.

Mrs. Fannie Griffin.  
Richard C. Griffin.  
Walter M. Griffin.  
Mrs. Earl Allum.

## "THE CLIQUE"

What is the Clique? 'Tis those who attend All of the meetings, on whom we depend. They never are absent unless they are sick— Those are the ones the grouch calls "The Clique." The ones who are never behind with their dues, Who come to the meetings and have their own views, They'll serve on committees and never say "die." "The Clique" are the ones that always "get by." We all should be proud of members like these— You can call them "The Clique" or whatever you please. They never attempt any duties to shirk— These are "The Clique" that do most of the work. But there are some people who always slip fault, And most of this kind are not worth their salt. They like to start trouble, seldom will stick; They like to put all the work on "The Clique."