

TOWN AND VICINITY

Dined With Friends—Mr. and Mrs. L. E. Basford took New Year's dinner with the Ludford family in Eugene.

Went to Corvallis and Albany—Mr. and Mrs. Carl Olson drove to Corvallis and Albany Sunday.

Went to Fall Creek—Mrs. S. Snooks left Monday to spend three or four days at Fall Creek.

Went to Signal—Bert Eaton went through Springfield on his way home to Signal for a visit.

Went to Ashland—Mr. and Mrs. R. J. Ward and daughter Martha attended the funeral of Mr. Ward's father in Ashland Friday.

Spends Week-End at Junction—Mrs. B. A. Washburne spent the week-end at Junction City with her uncle and aunt, Mr. and Mrs.

Here for Holidays—John E. Hastings and son Leland were down from McGlynn, Oregon, to spend the holidays in Springfield and Thurston.

Returned to Florence—Mr. and Mrs. Floyd D. Thompson returned to Florence Thursday after visiting their parents, Mr. and Mrs. L. E. Thompson.

Returned to Wendling—John Tomseth Jr., who spent Christmas week here with his parents, Mr. and Mrs. John Tomseth, returned to camp 34 at Wendling Sunday.

Went to Oakridge—Ed Merryfield went through Springfield on his way to Oakridge Monday. He had been home to Lebanon for Christmas and was returning to work.

Returned to Wendling—Bartley Tate, brother of Mrs. L. E. Danks, returned to Wendling Sunday after spending Christmas here with the Danks family.

Visits Aunt and Uncle—Miss Thelma Hastings left Monday night for Thurston to spend New Year's with her uncle and aunt, Mr. and Mrs. Charles Hastings.

Nephew Goes Home—Burrell Hoffmann, nephew of Mrs. L. E. Danks, who was here visiting his aunt over Christmas, returned to his home in Mapleton Monday morning.

Have Positions—Jack Lines of Seattle and R. D. Brown of Wilson, North Dakota, stopped in Springfield Monday on their way to Oakridge to take positions there.

Came from Thurston—Elva Gray and Gladys Hastings were down from Thurston Friday, and went through Springfield on their way to visit Mrs. E. S. Spies in Eugene.

Rented Dority Place—Mr. and Mrs. Jim Stewart rented the C. M. Dority property this week. They have been staying with Mr. Stewart's uncle, R. J. Ward, since their arrival from Canada.

Back from Visit—C. F. May of Landax was here Monday on his way home to his ranch from a visit with his daughter, Mrs. A. S. Gish, of Chehalis, Washington, with whom he spent Christmas.

Left for Shannon—Mr. and Mrs. R. E. Yoder and baby Martha left Springfield for their home in Shannon Thursday morning after spending Christmas here with Mrs. Yoder's parents, Mr. and Mrs. W. M. Green.

Basfords Entertain—Mr. and Mrs. L. E. Basford entertained at Sunday dinner Mr. and Mrs. Paul Basford, Mr. and Mrs. George Basford of Eugene, and Mr. and Mrs. Stoffer of Eugene.

Returned to Bridal Veil—Russell Olson, son of Mr. and Mrs. Carl Olson, and Odin Olson, son of Mrs. Emma Olson, returned to Bridal Veil Sunday after spending Christmas week with their parents in Springfield.

Go to Westfir—Mr. and Mrs. W. E. Rumble of Eugene went through Springfield Monday on their way to Westfir where Mr. Rumble will work at his trade as a carpenter. They had just been to Goldendale, Washington, to visit their daughters, Mrs. Ellis D. Conwell and Miss Mildred Rumble.

Here from Albany—T. M. Humphreys of Albany was down Sunday to visit his son, Roy A. Humphreys, of Springfield, and to bring his little grandson, Russell, Mr. and Mrs. Roy Humphreys and son Charles had just returned from a trip to Oakridge. T. M. Humphreys returned home Monday morning.

Return to Washington—Mr. and Mrs. Walter Decker and little son returned to their home in Bellingham, Washington, on Thursday. Mrs. Decker has been here for the past two months for her health, and has been staying with her parents, Mr. and Mrs. J. M. Thompson. Mr. Thompson was here for the Christmas festivities.

Returned to Florence—Miss Marguerite Hurd and brother, Roscoe Hurd, who were here from Florence spending three days with relatives and friends, returned to their home Thursday.

Here from Dotham—J. B. Hodson came from Dotham to spend Christmas and New Year's with his sister, Mrs. Cal Barnes.

Left for Portland—Mr. and Mrs. Ronald Roberts left Saturday morning for Portland to visit Mrs. Robert's brother and wife, Mr. and Mrs. Will Abcen. They returned Monday.

Went to Corvallis—Miss Clara Wise left Monday afternoon for Corvallis, driving down in her car. She spent New Year's Day with relatives, Dr. I. N. Widner and family.

Drove to California—After a visit here with his mother, Howard Freeland, P. M. Freeland of Bakersville, California, left for his home New Year's day. He spent the summer here in Oregon.

Here from Waltherville—M. J. Wearin of Waltherville was in Springfield attending to business matters on Saturday. He reports a fine community Christmas at the Waltherville church, with a tree and children's program.

Ray Stacey of Marshfield spent the holidays with his parents, Mr. and Mrs. Wm. E. Stacey.

Merle Tobias spent a part of his vacation in Portland.

L. S. Scott of Waltherville was in on business Saturday.

Garland Griffith, who was injured last week in an auto accident, is able to be up and around.

Carey Thompson and brother, Frank Thompson, were in from Vida Monday.

Mrs. O. F. Thatcher and two children were here from Wendling Friday.

Al Killen of Portland arrived here Saturday evening to spend New Year's with Mr. and Mrs. Pete Tomseth and family.

BORN—At their home in Waltherville, December 30, 1923, to Mr. and Mrs. John Dickbusch, a daughter.

INCOME TAX IN NUTSHELL

WHO? Single persons who had net income of \$1,000 or more or gross income of \$5,000 or more, and married couples who had net income of \$2,000 or more or gross income of \$5,000 or more must file returns.

WHEN? The filing period is from January 1 to March 15, 1924.

WHERE? Collector of internal revenue for the district in which the person lives or has his principal place of business.

HOW? Instruction on Form 1040A and Form 1040; also the law and regulations.

WHAT? Four per cent normal tax on the first \$4,000 of net income in excess of the personal exemption and credits for dependents. Eight per cent normal tax on balance of net income. Surtax from 1 per cent to 50 per cent on net incomes over \$6,000 for the year 1923.

Tips for Taxpayers

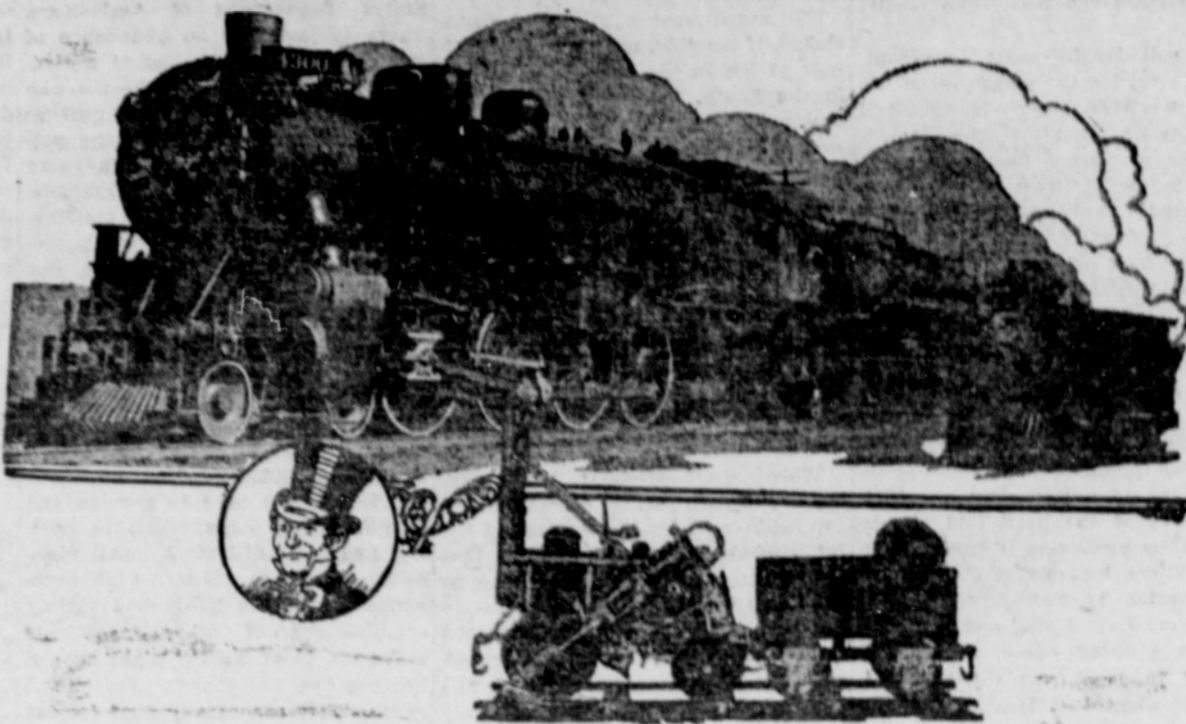
No. 1. January 1, 1924, marks the beginning of the period for filing income tax returns for the year 1923. The period ends at midnight of March 15, 1924. Heavy penalties are provided by the revenue act for failure or willful refusal to make a return and pay the tax on time.

Form 1040A, heretofore used for reporting net income of \$5,000 and less, from whatever source derived, has been revised in the interests of the largest class of taxpayers—wage earners and salaried persons. Reduced from six pages to a single sheet Form 1040A is to be used for reporting net income of \$5,000 and less derived chiefly from salaries and wages. Persons any part of whose income is derived from a business or profession, farming, sale of property or rent, though the amount is \$5,000 or less, will be required to use the larger form, 1040. The use of Form 1040 is required also in all cases where the net income was in excess of \$5,000, regardless of whether from salary business, profession, or other taxable sources.

It being impossible to determine at this time which form is desired copies of both forms will be sent taxpayers who filed individual returns for the year 1923, and may be obtained also at the office of collectors of internal revenue and branch offices upon written request.

G. M. Snague, Mutual Life Insurance Co., Eugene, Ore., Phone 377 if

MOST MODERN PASSENGER LOCOMOTIVES BOUGHT BY S. P. TO HANDLE GROWING WESTERN TRAFFIC



The evolution of the railroad locomotive here is shown in a striking manner. At the top is No. 4300, newest gigantic mountain-type locomotive of the Southern Pacific, for heavy transcontinental passenger trains. Standing beside it, in sharp contrast, is the old "C. P. Huntington," or Locomotive No. 1 of that railroad. Below is the famous "Rocket" which pulled the first train in 1829, at what was then considered the remarkable speed of 24 miles an hour.

THE most modern passenger locomotives thus far designed have just reached the Pacific coast and will be of material aid in handling the record winter tourist traffic from eastern states.

They are the result of years of study and experience by Southern Pacific experts and planned to best meet conditions here. Operation of heavier trains on longer runs will result, together with added comfort to passengers through smoothness in starting and handling of trains.

Known as the "4-8-2," or "Mountain Type," these monster engines are to be put into service with the opening of the new year by the Southern Pacific Company in handling heavy transcontinental trains.

They are equipped with the very latest devices for increasing power and economy; are 97 feet, 6 1/4 inches in length, and 15 feet, 11 1/4 inches in height. Their tractive, or pulling power is 27,510 pounds without the

auxiliary booster engine and 67,660 pounds when this auxiliary engine is used in starting and at slow speed.

The tractive power of 67,510 pounds, converted into hauling capacity, means that these locomotives can pull on a straight track up a grade of 26 feet per mile a modern heavy fourteen-car passenger train at a speed of fifty miles an hour. About 3,250 horsepower, equal to 147 "flyer" type automobiles, is developed.

The first of these gigantic engines will operate over the difficult mountain and desert run between Los Angeles and El Paso.

The Southern Pacific recently ordered sixty-three new locomotives to be placed in service during 1924. This is in addition to the ten "Mountain Type" passenger engines; six heavy "Pacific Type" passenger locomotives, for use between San Francisco and Los Angeles, and thirty-four improved "2-10-2" heavy freight engines now being delivered.

The two orders will make a total of 113 new locomotives that will be available within the next year to aid

in the general policy of the Southern Pacific of keeping well to the fore in serving the public with the very best transportation possible.

Increased power of the new locomotives will permit the handling of heavier trains. Smoother starting, with elimination of jerks by taking slack, is accomplished. Such devices as super heaters, feed water heaters and the booster engine, are resulting in new records for operating economy.

The new Pacific engines will make the through run without change between San Francisco and Los Angeles, pulling such fast trains as the "Lark." This type of engine during the last year has made an enviable record in the through run of 536 miles between Ogden and Sparks.

The newest type Pullman cars and other equipment of latest design also are being placed in operation to carry out the railroad's plan for furnishing the most modern service. Dustless and smooth roadbed, excellent food in dining cars and courteous attention add to the comfort of travelers.

Many Interests Interested

Representatives of many agencies interested in Oregon's agriculture will participate in the state-wide agricultural economic conference that is to be held January 23 to 25 at Corvallis. Producers of poultry, crops, all kinds of livestock, fruits and nuts, and dairy products will meet with bankers and business men in thoroughly analyzing problems of production and marketing and in formulating a state-wide program that will serve as a guide to future development of the state's agricultural resources.

The conference will be organized along commodity lines, the various groups meeting first in separate sessions and later reporting their recommendations to the entire conference, where each report will be harmonized with all the others.

Dr. S. Ralph Dippel, Dentist, Vitus building, Springfield, Oregon.

New Valve Installed

A new blow-off valve was put in at the Mountain States Power company on Monday, which will be used as an exhaust on the outside, instead of on the inside. A hole was cut in the brick wall, and three-inch pipe attached to the boiler and connected up. The new arrangement will make most of the noise outside instead of inside, according to L. E. Danks, superintendent.

A carpenter dropped his hammer from the top of a building and yelled, "Look out below!"

Pat looked out of a window, and the hammer hit him on the head. He said, "You Americans use funny language."

"Why" asked the carpenter. "You say 'look out' when you mean 'look in,'" replied Pat.

EUGENE COLLECTION AGENCY

No collection, no fee. No entry fee or dues. Legal department.

W. H. BROWERS, Mgr.

Springfield News \$1.25 per year.

Fined for Deer Meat—L. T. Groat, southern Lane county rancher, was fined \$125 by Judge Jesse G. Wells in justice court last Friday on the charge of illegal possession of venison. Deputy Game Warden Hawker made the arrest.

O. A. C. SHORT COURSES

Intensive practical instruction in agricultural specialties varying from one week to 20 weeks as follows:

General Agriculture, Jan. 2-March 19.

Horticulture, Jan. 2-March 19.

Dairy manufacturing, Jan. 7-Feb. 2. Herdman and Cow Testers, Jan. 2-June 12.

Farm Mechanics, Tractors, Trucks, etc., Jan. 2-March 12.

Farm Mechanics (one week), Feb. 18-Feb. 23.

Third Annual Canner's School, Feb. 4-Feb. 23.

Land Classification and Appraisal, Jan. 7-Jan. 12.

Agricultural Economic Conference, Jan. 21-Jan. 25.

For further information regarding any course, address, The Registrar, Oregon Agricultural College, Corvallis, Oregon.



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BUCKEYE MALE TRIO, LIKE MINSTRELS OF OLD, WILL "DOUBLE IN BRASS"



The Buckeye Trio is not only a fine singing organization, but is also a group of capable instrumentalists featuring brass work in their program. The members are George Chenot, artist on the trombone, saxophone; William T. Beck, who plays slide cornet and banjo, and Glendel Craggs, master of the baritone horn. In the vocal work, first second tenor, and baritone arrangements are given and very fine harmony effects are obtained. There are several costume changes during the program and some interesting novelty features which never fail to please.

HIGH SCHOOL AUDITORIUM

Monday, January 7th, 8:15 p. m.

Under Auspices Local No. 70, Loyal Legion of Loggers and Lumbermen.

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