

THE SPRINGFIELD NEWS

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H. E. MAXEY, Editor F. C. WESTERFIELD, Manager

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SPRINGFIELD, JANUARY 17, 1924

Editorial Program

- I. Make Springfield the Industrial Center of Western Oregon.
- II. Develop a Strong Trading Point; Build a City of Contented Homes.
- III. Improve Living Conditions on the Farm. Promote the Raising of Purebred Livestock and the Growing of Fruit; Work for Better Markets.
- IV. Tell the World About Oregon's Scenic Wonderland.

LAW ENFORCEMENT

There is too much dumping of criminals by one community on another for the good of law enforcement. Petty thieves or disreputable people are often "run out of town" by police officials. They settle in other communities and the same process occurs. The towns dump on each other and consequently neither are any better off. Everybody is trying to escape the responsibility of feeding prisoners in jail. The city passes its prisoners along to the county on the merest pretext of jurisdiction and consequently the county jails are always full. Both city and county officials are sworn to uphold the laws, state and federal, as well as their own regulations. More prisoners should be serving sentences in the localities where they committed the crimes. u

MISLEADING STATISTICS

Statistics are sometimes not what they seem. For instance, it is announced that our agricultural imports exceed our exports by about \$400,000,000. But there is included in this forest products which are really products of the soil. We import a large quantity of wood pulp. Excluding forest products, the excess of so-called agricultural imports is about \$100,000,000. But there is included in that silk and rubber, neither of which is usually classed as agricultural, although strictly such when we consider their origin. When food products alone are considered, our exports and imports very nearly balance. Our imports of food products are very largely of a class of commodities we do not produce in this country—coffee, tea, spices, tropical fruits, etc.

A flood of literature on the "starving German children" has come to our desk lately. The more we read it the more suspicious we are of it; especially after the liberal education Uncle Sam gave us when we were abroad in 1918 and 1919. It might not hurt us to send over a little food for the cause of humanity but when they ask us to part with our hard-earned cash to pay for food stores in their own warehouses to feed their own children our mind somehow reverts back to the days when the German hordes devastated northern and eastern France and then give up when the battle turned to their own soils.

With the passing of the tax conservative and supervision commission the county has seen the supreme court throw another of Oregon's freak laws into the scrap heap. Nobody is crying about the loss of the new tax makers. Somehow it is not quite in line with democracy to elect officers and then have somebody else appoint guardians for them. History records that our forefathers fought over things like that.

Cleveland is making plans to "keep dry" during the republican convention. Cleveland has a duty to perform toward the country. It would be a calamity if the delegates became drunk and nominated some of the men who are candidates.

Twenty-six states have passed compensation

bills for their ex-service people. Yet it is not the state's duty. American soldiers fought in France for the United States and not for the individual states. It's up to the federal government to pass the adjusted compensation bill. There are not a few ex-service men who would like to see the federal bill passed and the states compensated in the amounts paid their ex-service men, or as nearly as possible. The states that have voted bonuses to their soldiers are Illinois, Iowa, Kansas, Maine, Massachusetts, Michigan, Minnesota, Missouri, New Hampshire, New Jersey, New York, North Dakota, Ohio, Oregon, Rhode Island, South Dakota, Vermont, Washington, Wisconsin, Colorado, Montana and Pennsylvania.

Editorial Comment

AMERICA'S RAILROADS

America's development has been attributed mainly to the railroads. After a period of several years, in which practically no railroad construction work was carried on, the annual report of the Interstate Commerce commission shows that railroad construction is beginning again. Applications are now on file for authorization to construct 2,487 miles of railroads, while during the last year the mileage of new work was 881.7 and 523 miles were abandoned.

Railroads of the United States are the most efficient in the world. Comparative figures compiled by Julius Kruttschnitt for the Railway Business association show that in 1920, the railroads of the United States handled 32.71 traffic units per dollar capitalization, with average receipts per ton mile of freight of 1.662 cents. The Interstate Commerce commission equation, it may be stated by way of explanation, calculates units as ton miles plus three times passenger miles.

"The railroads of Great Britain handled 8.24 traffic units per dollar capitalization, with average receipts of 3.029," says Mr. Kruttschnitt.

"In South Australia, 10.95 traffic units were handled per dollar of capitalization, with average receipts of over three cents. In New South Wales, Austria, 15.67 traffic units were handled per dollar of capitalization, with average receipts per ton mile of freight of 2.49 cents."

Perhaps you do not know it, but it is a fact that the United States possesses somewhere around forty per cent of the world's railroad mileage, and the world today has about 750,000 miles of railroads. In the last century, the increase in railroad mileage has been about fifty per cent, with approximately 50,000 miles built in various parts of the world since 1913.

Where new railroads are being built, and have been built in recent years, in the Old world, American railroad methods are being followed and have been followed, thus proving that our railroads are not archaic as certain politicians would have us believe.

With the renewal of railroad construction work in the United States again on a lively scale, America is bound to derive the benefit of further increased prosperity. No one knows, of course, what the future may hold in serial development, but it is safe to say that it will be many years, perhaps forever, that the world will need the railroads for adequate means of transportation.

A BUSINESS PROPOSITION

General Charles G. Dawes and Owen D. Young who represent the United States on the International Committee appointed by the Reparations Commission to determine Germany's capacity to pay her war debts have sailed for Paris. Little information could be given out by General Dawes or Mr. Young before leaving but Mr. Young said: "I regard the questions to be settled by our Committee as business questions only. I hope they will be approached in that spirit with the determination to get a constructive answer speedily."

Press despatches of January 7 from Berlin, in commenting on situation in Germany say: "The brightest spot of all is fact that Germany realizes reparations question must be settled if actual bankruptcy and collapse is to be avoided."

"Reasoning men here interpret the new year's 'reconciliation' talk of President Millerand of France as sincere, and a symptom that, if the situation is skillfully handled by both sides, the middle may be cleared up."

If business men and executives of the type chosen to represent the United States on the International Committee are given half an opportunity it is almost a safe bet that Europe can expect to see a practical plan evolved which will help bring about a satisfactory solution of the present European financial tangle.—Industrial News Bureau.

The Roseburg damsels who created a disturbance on the main street over in Sutherlin the other night are again able to be up and around.—Roseburg News-Review.



The breadwinner of the family knows good bread when he eats it—consequently he demands and deserves—



FEATHERFLAKE FLOUR

Bread Made from Featherflake is Better
Dealers Like to See Featherflake

Springfield Mill & Grain Co.

BELGIAN ARTIST PAINTINGS SHOWN AT UNIVERSITY

An exhibition of paintings by the Belgian artist Emil Jacques, now of Portland, is being held in the little museum of the Arts building at the University of Oregon in Eugene. The exhibition includes 30 oil paintings, one water color, and a number of art processes, such as etching, monotypes and the like. The museum is open from nine o'clock in the morning until five in the afternoon during this week.

Many of the scenes are of the re-

gion around Ypres, since destroyed by the war. Mr. Jacques lived for some time in Holland, and one of the paintings shows a canal scene painted there. Besides his foreign work there are canvases which have Oregon settings.

Poet to Lecture

John G. Neihardt, America's epic poet, is to appear on the lecture platform at the University of Oregon at Eugene on Saturday evening at 8:15. He will read from some of his well-known volumes, "Man-Song," and "The Stranger at the Gate." The com-

ing of the white man to the west has been celebrated by this poet in an epic cycle beginning with "The Song of Hugh Glass."

Mr. Neihardt speaks Friday night in Portland under the auspices of the Portland Library association, and will arrive in Eugene on Saturday afternoon.

A \$500 prize for the most creditable volume of verse by an American was awarded in 1919 to Neihardt. He is also the poet laureate of Nebraska, and has been awarded a Chair of Poetry at the Nebraska state university.

Sacrifice Sale

AT

HALL'S CASH STORE

Forced to sell at a sacrifice owing to the mill shut down which knocks the props from under business.

My creditors are howling for their money and as my December bills are still unpaid I am obliged to sell at prices that are greatly reduced.

\$25, \$28, \$30 SUITS
AT \$10, \$12.50 and \$15
\$30.00 OVERCOATS AT 1/2

All leather Gloves for \$1.25 up at a 25% reduction

Rubber Footwear — 2-Piece Underwear — Unionsuits — Sox — Slippers

Raincoat Clothes — Dress Pants — Work Pants — Corduroy Pants

and Breeches — Jackets — Sweater Coats — Leather Coats

Hats — Caps — Work Shoes — Dress Shoes

And Hi-Tops

Regular **\$2 OVERALLS** at **\$1.65**

EVERYTHING CUT TO THE QUICK

January Thaw



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