

THE SPRINGFIELD NEWS

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THURSDAY, MARCH 20, 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 Wonders.

SUBSTANTIAL BUILDING GROWTH

Springfield is enjoying a substantial residence building growth. Not a boom as is occurring in some towns but a growth which is satisfying a genuine demand. A dozen or more new houses have just been completed or are under construction. It is noticeable too that the better class of houses with concrete foundations are being constructed and no cheap buildings are being put up. Springfield is entering on an era of prosperity and even with the high cost of building there is no doubt but money invested this way will yield an adequate return.

A lad may hear a thousand miles over his radio instrument but that does not prove he can hear his mother when she calls him to get up in the morning.

In this modern age when the wolf comes around the door he often finds the family out motoring.

Bad combinations are flat pocketbooks and flat tires.

Hell may be paved with good intentions but bonds were not issued for all the paving.

Success in business is often attained by those who attend to their own business.

Uneasy rests the head that does not carry a Chamber of Commerce membership card.

A hypocrite is a man with gold fillings in his false teeth.

Editorial Comment

AN OBJECT LESSON TO PROFIT BY

Premier Mussolini, of Italy, former Socialist leader who advocates many policies that savor of Socialism, says that in justice to Italy all major state owned and operated public utilities must be returned to private ownership, because these utilities, especially the state owned and operated railroads, are costing the Italian taxpayers unreasonably sums; that users of public utility services are securing that service at the cost of taxpayers who do not use it. Farmers who do not use electricity are taxed to support the great hydro-electric companies owned by the state, while people who do not ride on trains or use them very heavily for freight must pay taxes to maintain roads used by heavy travelers and shippers. Railroad workers, Mussolini says, practically own the

state railroads and operate them for their own profit. Numbers of employes and wages have increased out of all proper proportion. Service is poor, rates three times as high as they were seven years ago, deficits where there had been profits.—The Manufacturer.

WHO PAYS FOR OUR HIGHWAYS?

One of the many factors that assures to this state a tremendous future development is our magnificent highway system. Judge Doby outlines briefly the new construction contemplated for 1924, the total cost of the system to date, the relation between highway bonded indebtedness to the entire bonded indebtedness of the state, and, most important of all, calls attention to the method of paying for our highways. It is a statement of fact in which every Oregonian should take pride.

Oregon's highway system is unique on two counts. First, it will be, when completed, the finest state highway system yet developed. It is today in the front rank, with over a thousand miles of paved roads and excellent feeder roads that serve every section of the state.

But the system of paying the cost of these highways—some \$38,000,000 in bonds now outstanding—is the finest feature of the entire program. As Judge Doby points out—"It is probably different than any other state in the Union, and, I think, more equitable than that of any other state." With the exception of an old quarter-mill tax, the entire cost of the highway system is being paid from the automobile license tax and the tax on gasoline.

In other words, the man who uses the roads pays for them. This fact should be remembered in connection with any discussion of state indebtedness.

At intervals—especially for political purposes—figures are quoted purporting to show "Oregon's staggering indebtedness" as compared with other states, with the inference that this increases direct taxation. Nothing could be farther from the truth. Highway bonds constitute almost two-thirds of the state's bonded indebtedness; and the retirement of these bonds does not cost a penny in direct state taxes.—Oregon Business.

WHAT HAS BECOME OF PROMISES TO HELP FARMER?

When Congress convened in December a terrifying amount of work confronted it. The President had raised the issue of tax reduction. The progressives were forcing the railroad issue. President Harding had left before the Senate the world court question. The world remained out of joint awaiting our cooperation. Agriculture was enmeshed in a profound depression.

Such were the labors before Congress, and now Congress is laboring with something wholly different. There came an exposure of official irregularity in high places. Since then, nothing much has been heard or smelled but oil. Upon the pursuit of graft in the government almost the whole interest of Congress and the public is concentrated.

This is because the subject of graft is not only important but is peculiarly adapted to the uses of politics. The public does not get excited about foreign affairs. Less than a fifth of us are concerned directly with reduced income taxes. The railroad question is not now exciting. The farm problem—well, a graft hunt at Washington is a fine way of attracting the farmers' attention away from his troubles at home. The scandals at Washington offer the best of political provender, and so it is graft, graft, graft and the fate of oil bespattered statesmen from morning to night.

The house has moved slowly with tax reduction. Nothing at all has moved, as far as the naked eye can detect, in the fields of transportation and foreign interests. There has been no focusing of attention upon agriculture—just a little first-aid to the Northwest when its rural banks began to go down like rows of ten-pins.

The graft is of very great importance. It affects the foundations of the government. But it is a pity that with so much else needing to be done, this one subject should be monopolizing the field. It should be possible for Congress to do more than one thing at a time. It should be possible for public opinion to give attention and support to more than one public matter at a time.—Lincoln (Nebr.) Journal.

OREGON NEWS ITEMS OF SPECIAL INTEREST

Brief Resume of Happenings of the Week Collected for Our Readers.

Authority for a per capita payment of \$150 to the Indians of the Klamath agency in Oregon was granted by the secretary of the Interior. The amount to be distributed is approximately \$182,000. About 1220 Indians will share in the payments.

Announcement by the Standard Oil company that it intends to remove its advertising signs along the state highways in Oregon is appreciated by the state highway commission, according to a letter prepared by Roy Klein, state highway engineer.

As a result of the serious illness of O. P. Hoff, state treasurer, Governor Pierce announced that nothing could be done at present with relation to the purchase of a site for the proposed new plant for the state training school for boys at Salem.

The state of Oregon will be limited to ten votes at the national democratic convention to be held in New York next June, regardless of how many delegates are sent to the meeting, according to a legal opinion handed down by the attorney-general.

In an address before the Klamath Falls chamber of commerce Colonel C. C. Thompson, superintendent of the Crater Lake national park, stated that records of parks for last year showed Crater Lake the only self-supporting national park in the United States.

A charter amendment authorizing the issuance of \$987,000 of bonds to cover 75 per cent of the cost of acquiring rights-of-way for wide bridge approaches was adopted by the voters of Portland at the special city elec-

tion held March 4 by 5554 majority. Discussion of the labor situation in Oregon and outlining some plan whereby workers may be distributed to the best advantage of both employer and employe, will feature a meeting of the seasonal employment commission to be held in Portland Saturday.

An order for a special election to be held in Lane county May 16 at the time of the primaries to vote upon the question of levying a special tax of 2 mills to raise Lane county's share of the cost of constructing the Pacific highway bridge over the Willamette river at Harrisburg was made by the county court.

There were two fatalities in Oregon due to industrial accidents during the week ending March 13, according to a report prepared by the state industrial accident commission. The victims were: Louis Larson, Holbrook, foreman, and D. B. Wagner, Molalla, edger. A total of 615 accidents were reported during the week.

Ray C. Steel, federal game warden for Oregon and Washington, has released 200 ducks and geese from cold storage plants, left by Medford sportsmen, contrary to the game and storage laws of the country. The game was sent to the poor farm and other institutions in Jackson county to be used for food for the inmates.

After almost a year of controversy over the appointment of a director of hatcheries for the commercial fish commission of Oregon, Hugh Mitchell of the federal bureau of fisheries was appointed to the position. Since the removal of R. E. Clanton last year the work has been handled by Carl D. Shoemaker, master fish warden, with the assistance of Harland B. Holman as supervisor.

Three confessions were obtained by H. H. Pomeroy, state fire marshal, and other officers from Dr. James Olin Kenyon, Milton dentist, that he wrote threatening letters to Dr. A. D. Wood-

mansee, also of Milton, and twice set fires in the latter's office. The fires that caused damage of approximately \$4500 to the contents of Dr. Woodmansee's office occurred November 2, 1923, and January 31, 1924.

No road district, whether within an incorporated city or outside, has the authority to levy a tax for improvement of a city street, was the decision handed down at Astoria by Circuit Judge Campbell in the case of A. G. Spexarth against Clatsop county and its officers. The action was brought to test the validity of the special levy of \$100,000 made by the Astoria road district meeting last fall to pay a portion of the cost of improving Taylor and West Bond street.

Laying of rails on the Eugene-Klamath Falls line of the Southern Pacific has been completed a total distance of 37½ miles, according to announcement made by William Sproule, president of the Southern Pacific company. Rails have been laid a distance of 6½ miles beyond Oakridge on the north end of the so-called Natron cut-off, and for a distance of 31 miles north of Kirk, at the south end of the new improvement. This leaves 51 miles to be completed.

Preliminary arrangements for dedication of the big highway bridge at Winchester are being made by committees representing the Roseburg chamber of commerce and civic clubs of Oakland and Yoncalla. This bridge, one of the largest and longest on the Pacific highway, spans the North Umpqua at Winchester and is to be named the R. A. Booth bridge in honor of the former highway commissioner. The dedicatory exercises probably will be held Sunday afternoon, April 27.

Mr. and Mrs. Cochran and little son were here from Mabie during the past week.

W. R. Renzie was in from Thurston Saturday.



Yours for Better Baking

That's Featherflake

Friend housewife—better flour means better bakings. You are just as near to baking success as your telephone. Just call your grocer and order a sack of—

FEATHERFLAKE FLOUR

For your convenience packed in attractive 49, 24½ and 10 pound bags. Look for the white dove in the red disc—that's the Featherflake trade mark.

These quality stores sell Featherflake: A. R. Sneed's Store, Eastman Grocery, Community Cash Store, Newport Grocery, McMurray's Store, Glenwood Cash Store.

Springfield Mill & Grain Co.

Cody, Rough on Rats, Crosses Great Divide

Cody is dead. Those who knew the friendly black gentleman pussy-cat in the Cash and Carry store will mourn the loss of a real personality. He was taken sick suddenly, and died on Tuesday. On Wednesday he was buried.

When his owners, Mr. and Mrs. Dallas B. Murphy, brought him from Salem two years ago he immediately waged war on all rats and mice in the Cash and Carry store, until his reputation was known among the entire clan of rodents, and they stayed as far away as possible from his active 12 and a half pounds of

hunter. Except for his fearlessness in war, in which he resembled the famous Captain Cody for whom he was named, Cody was of a most pleasant and peaceful disposition. People coming to the store were greeted by cheerful purrs, and children could touch him without fear of being scratched. His work will be taken up by another cat, Mr. Murphy says. But who can take Cody's place?

Mrs. D. J. Beals underwent an operation Saturday at the Springfield hospital.

Mrs. W. Spears and daughter were in from Marcola Tuesday.

John Kickbusch was here from Wallowa Tuesday.

Mrs. Hodges of Marcola was operated on at the Springfield hospital Friday.

The Carbolineum Wood-preserving company shipped a double carload of creosoted poles to Pennsylvania Saturday, and loaded another for the same place and one for California on Tuesday. The company also unloaded a carload of poles from the Tillamook district.

The Springfield Mill and Grain company received a carload of bulk corn from the middle western states on Tuesday, and a carload of feed from Portland Monday.

B. O. Smith loaded a carload of potatoes for California Tuesday.

Grins vs Growls

"While the Optimist grins and the Pessimist growls, the Actomist is getting there" An ACTOMIST is one who fits action to opportunity. Get it.

Be an actomist, take full advantage of the opportunities that are here now - - be ready for bigger business. People are buying from those in whom they have confidence and the man who advertises has confidence in his merchandise or he would not advertise them. Buy advertised goods. You get more for the money spent. The merchant who has good values tells you through his advertisements.

Be an Actomist

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