

THE SPRINGFIELD NEWS

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THURSDAY, SEPTEMBER 11, 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.

FARMERS JOIN HANDS WITH SPRINGFIELD

With this week's issue The Springfield News, which has served this city and vicinity for the last 21 years, becomes a county wide newspaper. Through arrangement with the Lane County Farmers' Union a section devoted exclusively to the union will be printed each week and the News mailed to the Union members.

The Farmers' Union has been working on the newspaper circulation since the county convention last April and the officers say they will soon have a paper in every farm home. The News was selected as the official publication of the Farmers' Union because of the kindly feeling of the members toward Springfield and the appreciation the publishers have for the farmers' interests which in reality are the interests of everyone in the county.

Springfield business men should cultivate this kindly spirit of the Lane county farmer. This is the best place in the county to trade. The chief reason the farmer has not traded more in Springfield in the past is because he has not been aware of the benefits to be derived. The merchants now have an advertising medium whereby they can reach the farmers' ears.

DEFENSE DAY

Tomorrow, September 12, the anniversary of the battle of St. Mihiel, has been set aside by our government as a defense test day. It is not a mobilization but simply an enrollment for one day in the army of the United States as evidence that you are ready and willing to defend this country in time of war.

Springfield already has a large enrollment but everyone, man or woman who is eligible, should sign their names to the roster as proof that they are glad to enjoy the privileges of this great nation. It is not an act of war but an act against war in each individual community. It will prove to the world that we are not a sleeping nation.

It's the man in the flivver that the candidate is after when he tours the country in a limousine.

JOHN J. PERSHING

John Joseph Pershing at 64, retires to private life, bearing the highest military honors possible to obtain in this country—General of the Armies of the United States. The permanency of his accomplishment is now established. The story of his chieftainship of the American armies during the great World War are found tersely worded in those official records which ensure for men of moment a place in history.

General Pershing will forever stand before the American people as a soldier on whom the gods smiled benignly. He stands today an inspiration to the normal American schoolboy, the living example of possible achievement as a result of close application, integrity, faithfulness to trust, coupled with a sound education and a full development of normal intelligence. There is nothing brilliant about Pershing, nothing theatrical. He has not risen because of dramatic appeal. He has never fired the imagination of his countrymen either in or out of the army.

A FEW OF THE HORRORS OF WAR

A billion dollars spent for aircraft—and not a fighting plane at the close of the war! A billion dollars!

There was another billion spent on artillery—without an American cannon made during the war at the fighting front when the armistice was signed!

One hundred and fifty million bread cans and 21,000,000 pairs of shoes bought for 3,500,000 soldiers! Add to that 945,000 saddles, 2,023,204 nosebags, 1,000,000 sets of double harness and 195,000 copper-tipped branding irons—bought for 391,000 horses and mules employed during the world war.

Twenty-one millions of dollars spent for harness for motorized ambulances! Wooden ships, transparent slickers, "gold fish" and so on Ad infinitum.

The next war should mobilize brains as well as brawn. Defense day is not quite complete without a few lessons in the management of war.

No organized protest here is evident against the raise of one-half cent in street car fares between Springfield and Eugene. Of course we do not wish to pay a higher fare than is necessary but if the \$13,000 deficit occurs in operating the street car system here every year then it will not be many years until operation will stop. Nobody is going to continue to run a business at a loss. If the one-half cent raise in fare will make the street car system break even then we would rather pay it than not have the street cars.

The origin of the domestic cat has been traced to Egypt but the wild cat is traceable to the blue sky.

Some people's ideas of clean movies is to have the girls in bathing.

Old fashioned women are now canning fruit but the new one are canning their husbands.

Editorial Comment

DRIFTING CITYWARD

A farmer near Portland who is also a skilled worker in one of the building trades has taken work in the city at his old trade though he holds on to his farm. He says his pay at his trade is sufficient to hire two men as good as he on the farm and still have enough on which to support his family. What he gets out of the farm this year should be mostly "velvet." Is there in this incident any hint of the reason for the drift cityward?

Is there really a drift cityward? The Sears-Roebuck Agricultural foundation, after an impartial survey of this question recently said: "Since last year another million people have left the farms and moved into cities. The population has increased during the same time about 1,400,000; which means there are 2,400,000 more people to be fed and 1,900,000 less producers of food."

This shifting of population is just as inevitable under present conditions of low farm prices and high city wages, as the flow of water this way or that at the tipping of a trough. A million leaving the farm for the city always means an added two million difference between rural and urban population. At this rate we shall soon reach a balance between country and city.—Portland Telegram.

GRADE CROSSING PSYCHOLOGY

When ill people will spend weeks in bed and money for doctors, nurses and medicine, with the hope of saving their life.

But, judging from the number of grade crossing accidents, many of them place their life in imminent peril by dashing across the track in front of a fast-moving train and even into the train rather than spend 10 seconds waiting for train to pass.

The psychology of this is not easily discernible. It is evident, however, that not grade crossings, but carelessness in effecting a crossing, is the seat of trouble.

Many devices have been installed for protection of public at grade crossings but the most effective safeguard is for drivers of autos to stop, look and listen.

North Carolina enacted a law requiring autos to stop before crossing and in six months with this law in effect, in spite of increase in registered autos, grade crossings casualties on the principal railway system of that state were reduced 50 per cent, fatalities being 4 instead of 8, injuries 11 instead of 22.

When it is considered that such a law is intended to safeguard the drivers of autos against injury or death at crossings, it would seem that they above all others should favor its enactment.

If the "stop law" effects such a reduction in North Carolina, how much greater would be the saving of life from passage of a similar law in all states.—The Manufacturer.

Communication

Blackfalds, Alta. Sept. 3rd, 1924.

The Springfield News, Please find inclosed a P. O. money order for two dollars and fifty cents, (\$2.50) to pay up our subscription for "The Springfield News"

We enjoy "The News" very much as it tells us so much about our friends and former home.

We like our new home in Alberta very much, and the climate so far, has been much nicer than we expected to have and has only been a few days that one could not work out doors and be comfortable. We have been here 2 1/2 years.

Yours respectfully, M. J. POWELL.

THRIFT

—is largely a matter of right buying. You buy right, here.

Eastman Grocery PHONE 66

LET DOLLARS SERVE WITH DOUGHBOYS

In the last war, we drafted our young men. Took them from the field, the factory, the store and the office. Took them from the mother, father, wife and child. We put rifles in their hands and sent them to the Great Adventure overseas.

As they marched away, Dollars stood on the curbstone and cheered lustily. And waved flags. While the boys fought and died—many of them—and were wounded and maimed—still others of them—Dollars turned and bred a lot of other dollars for the profiteer. The saturnalia of greed was a national disgrace.—Cappers Weekly.

SOME "FACTS" THAT AIN'T SO

Many things that many of us today believe to be true have become "facts" by repetition through the years. So it may be as to the story which started recently when Henry Ford was elected referee for the Indianapolis automobile classic, to the effect that he was an automobile racing driver in the early days. He did some fast driving, but not in racing. He got Barney Oldfield to do that for him. Ford was a mechanic, developing an engine, and some speedy driving he did was incidental to that.

A lot of things that are "so" today were not so when the stories started. Sir Walter Raleigh did not introduce tobacco or potatoes into England. Owls do not avoid daylight. Tortoises placed in gardens do not rid the gardens of grubs and other pests, but fill up on good garden stuff. Ostriches, when pursued, do not bury their heads in sand. A black roof in a dog's mouth does not indicate purity of breed. Growing pains in children are not that but rheumatism. Haspripes did not originate in Scotland, but can be traced to ancient Persia and, by inference, to Egypt. One more will be enough for this time—Watt did not invent the steam engine, but improved it. The inventor was Edward Somerset, Earl of Worcester, England, in 1665. How many invented it before the Earl did, never will be known.—Motor West.

THE FUTURE OF SOCIALISM

How far socialism will extend among wage earners only the future can disclose, but there is reason to hope that it will decline rather than increase.

We do not base such hope on the influence and validity of arguments against socialism, but upon economic conditions, which are modifying and reversing the material interests of the wage earner.

The new policy of restricted immigration and other factors are going to sustain American wages on a high level, if American economic enterprise is not stricken by radical tax experiments and destructive government interference, and if we do not involve ourselves in unwise European commitments. But politics is going to have little to do with it except mischief.—Chicago Tribune.



going away

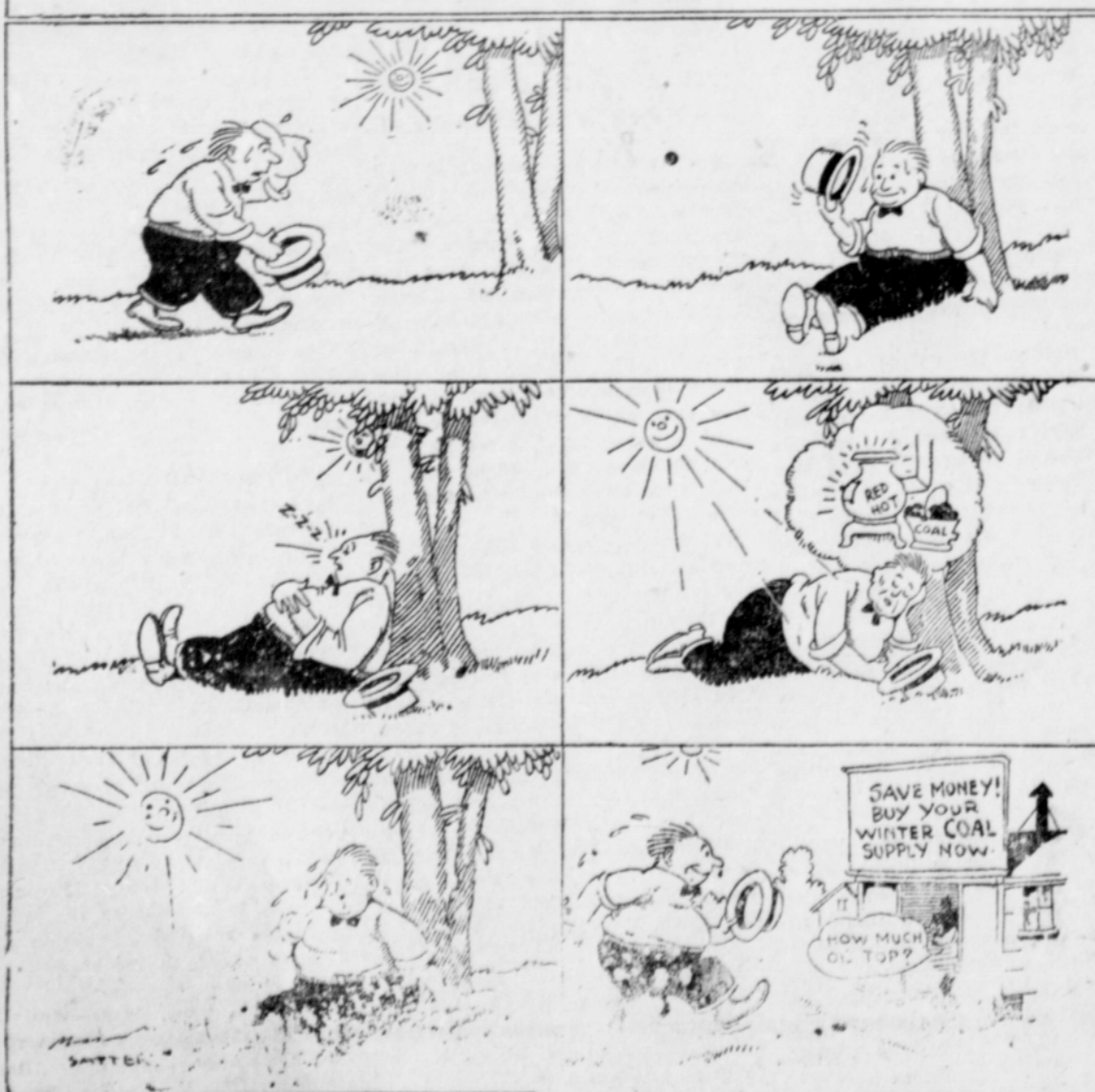
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Rely upon Southern Pacific comfortable, convenient and economical service to take you to the fair this year.

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Southern Pacific

A "GRATE" IDEA



Everybody Will be There This Year - -

Indications are that this year will surpass any fair held in Lane County far years.

RACING — ENTERTAINMENTS

MUSIC — EXHIBITS

Buy Your Season Ticket

LANE COUNTY FAIR

Sept. 15, 16, 17, 18th

