

PUBLIC CONTROL OF RAILWAYS FAILURE

Chairman Patterson Recalls Costly Venture During World War.

Portland, Or.—(Special).—That the people of the United States have been twice hurt by experiments in government ownership of transportation means, once with the shipping board and again during government control of railroads and that these expensive adventures should not be repeated was the gist of a statement issued here by I. L. Patterson, chairman of the Republican State Central committee. Mr. Patterson said:

"LaFollette's proposals for government ownership of railroads forget, no doubt, the shipping board's prolonged and costly attempt to operate the nation's vessels at a profit. The experiment cost the country many millions.

"They must have forgotten, too, government operation of railroads during the war period. This was an experiment in socialism and was a colossal and extravagant failure.

"Government operation lasted 26 months. It gave the public the poorest freight and passenger service it had ever known and the most expensive. Although cost was increased, nothing was given the public in return, either in upbuilding the railroads or in service.

"Railroads of the country had been adding to their equipment at an average rate of 100,000 freight cars and 500 locomotives a year. The government operated the lines a little more than two years and turned them back to their owners with 304 fewer locomotives and only 1306 more freight cars than when it took control, while more engines and cars were out of order than at any time in railroad history.

"It might be said that the railroads went through an emergency period, the war period, and that is true. Figures show the lines carried 1.3 per cent more freight than under private operation, but to carry this heavier load, the number of employees was increased 11 per cent and the operating expenses by over 40 per cent.

"Within six months after the government seized the roads, all passenger rates were increased to a basis of 1 cent per mile and mileage passenger books were discontinued. All freight rates were increased 25 per cent. When the democratic administration took over the roads, it guaranteed the owners, as compensation, an annual income equal to the average of their annual operating income during the three years ending June 30, 1917.

"Despite the 25 per cent increase in freight rates and a 20 per cent increase in passenger rates, the railroads the first year of government operation failed by \$249,000,000 to earn the amount of this guarantee. That is to say, they failed by that sum to earn as much as they were accustomed to earn under private ownership.

"The difference had to be paid out of the public treasury. During the second year of government operation the deficit was \$360,000,000, and in the two months of the third year before the lines were turned back to private ownership, the deficit was \$102,000,000.

"Long before the railroads were turned back to their owners, it was realized that government operation was a fiasco. The public had never before known such poor service and such high rates. Shippers were served in miserable fashion and the situation became intolerable.

"The government was in dire straits in handling the problem. President Wilson dreaded to hold on to the railroads, yet he could not let go. Government control could not continue without the nation well nigh bankrupting itself and yet the owners would not receive the roads back in the deplorable condition to which they had been reduced by government control. The public patience was exhausted.

"President Wilson told congress the roads should be returned to their owners but said he did not know just how it could be done. No specific advice was offered, solution of the problem being left to the next Republican congress.

"The Esch-Cummings act, also known as the Transportation Act of 1920, prescribed the manner of giving back the railroad properties to their owners and their future operation. For a period of six months only after the lines were turned back to their owners, there was a government guarantee that was for the purpose of tiding the lines over the period of readjustment and to allow the properties to recover somewhat from the blows dealt them by government control.

"But this guarantee was only one-half what it was under government control and it ended in six months. This was about the best bargain that could be made to get out of an unfortunate situation.

"The railroads have never recovered from the immense burden of expense saddled upon them during the period of government control and the public has had a tremendous bill to pay as a result of the experiment. One trial of this plan should be enough. We had all we wanted at that time."

TOWN AND VICINITY

Here from Goshen—Dr. J. G. Robinson was in from Goshen yesterday. Here from Pleasant Hill—Mr. and Mrs. Homer Brown of Pleasant Hill were out with their baby yesterday. Here on Business—Leo Edwell of Colburg was in Springfield Tuesday buying lumber.

Will Run Saturday—The local Booth Kelly sawmill ran last Saturday to take care of the log supply, making a six-day week for the one week.

Entertaining Club—Mrs. Paul Sanford is entertaining the Goodfield bridge club this afternoon at 1:30 o'clock.

Moved to New Residence—Mr. and Mrs. C. F. Scott moved to their new residence on south 3rd street in Willamette Heights Saturday. Mr. Scott is now much improved in health, and is able to be up and around.

S. P. Man Here—W. L. Gray, of the Eugene office of the Southern Pacific railway, was in Springfield Monday inspecting lumber for his company to be sent to Oakridge.

Arrived from Washington—Mr. and Mrs. Harry Carraw and son, former Springfield residents, are returning to Springfield to make their home after a sojourn at Pe Ell, Washington. They moved into the Gott home between 3rd and 4th on B street a few days ago. Mr. Carraw was formerly in the second hand furniture business here.

Returned from Silverton—Miss Lucille Cook returned from Silverton Saturday after spending two weeks there. She is staying at the home of her aunt and uncle, Mr. and Mrs. Levi H. Neet.

At San Pedro, Cal.—Errol E. Parker, eldest son of Mr. and Mrs. John C. Parker, and first class fireman on the U. S. S. Arizona is now at San Pedro, California, where his ship is docked, according to word received here.

Home Over Week-End—Miss Constance Rebban, who is a student in Salem high school this year, was home to spend last week-end with her father, W. C. Rebban.

Visited Adams—Mr. and Mrs. W. R. Dawson and son, Billy, were down from Albany Sunday, and were guests at the home of Mr. and Mrs. W. Henry Adams. They returned to Albany on Monday.

Installs New Heating Plant—The Grimes Plumbing company is installing a new heating plant in Dr. Read's large house on the point between Springfield and Eugene near the Pacific highway.

Stopped on Way South—Mrs. Chris Caspers of Salem arrived Monday for a day's visit with her daughter and son-in-law, Mr. and Mrs. Thad Barber, on her way south. Mrs. Caspers left Tuesday afternoon for California, where she will visit her brother-in-law and family, and her son who is in the navy at San Diego.

Returned to Tacoma—Mrs. Carl Purdue, sister of Mrs. D. W. McKinnon, left for her home in south Tacoma Tuesday. She and her two children have been visiting for a month at the McKinnon home in Willamette Heights. They stopped a day in Portland where she visited at the home of another sister, Mrs. A. S. Jellison, before going on to her home.

Guests at Olson Home—Oswald B. Olson and his mother, Mrs. Emma Olson, entertained at dinner last Sunday. Those present were Mr. and Mrs. Hugo Hallin of Eugene and their children Frank, Ralph, George, Rose and Genevieve, and Mr. and Mrs. Bruce Lansbery, and their children Maxine, Phyllis and Junior.

The Wilfert Sand and Gravel company loaded two cars of sand for the Southern Pacific company at Southern Oregon on Tuesday.

The Carbolinum Wood-Preserving company shipped a carload of creosoted lumber to Nebraska Tuesday.

The Springfield Mill and Grain company shipped a car of flour and feed to Okridge Tuesday, one to Marshfield Saturday, and one to Cushman and another to Lakeside on Friday.

A new bank fireplace is being installed in the residence of Mr. and Mrs. Carl Olson on 3rd and D streets. Further remodeling is being done, including the enlarging of the living room.

A dance under the auspices of the American Legion will be held this evening in Stevens hall. Music will be furnished by the Woods orchestra of Spokane, Washington. Jack Larson is in charge of the affair.

Mr. and Mrs. Sam Patnam were here from McLeod Bridge Saturday. Mr. and Mrs. Swanson of Vida were Springfield visitors Saturday.

Moved to Wattersville—Dr. and Mrs. W. H. Pollard accompanied by Arthur Foster, and their children, W. Sam, Ruth, and Jule, motored to Wattersville and back Sunday.

Changing Residence—Mr. and Mrs. Harry W. Whitney and daughter have moved from their home on 4th and E streets to A street between 5th and 6th.

Missionary Society Meets—The Foreign society of the Methodist Episcopal church met at the home of Mrs. W. H. Ballard on Tuesday afternoon. A program and lunch were enjoyed.

Underwent Operation—Mrs. Roy Pugh of West Springfield underwent a major operation Monday morning at the Pacific Christian hospital in Eugene.

Submitted to Operation—Mrs. E. L. Dundas of Glenlake, Oregon, submitted to a major operation at the Pacific Christian hospital in Eugene on Monday.

Attended Shower—Mrs. Clark B. Wheaton and Mrs. John F. Ketchel were honor guests at a shower Tuesday evening in Eugen honoring Mrs. Ray Rennie, recent bride. Mrs. Rennie was formerly Miss Marjory Photoplace. The shower was given by the star points of the Eastern Star.

Cartoon Interests—"Our George" the "Sport Model" chairman, is the subject of a cartoon posted on the bulletin board at the Booth-Kelly sawmill. It represents George Davenport, chairman of the Springfield local of the 4L organization, in the familiar pose of japping for order. The artist is Herbert J. Cox, head accountant of the local office force of the company.

W. C. HUGHES POINTS OUT DEFECTS IN PROPOSED BILL

Oregon's already heavily burdened farmers can be forced to come under the dictation of a super-commission and compelled to pay into the state accident fund, if the proposed amendment to the Workmen's Compensation Law is enacted by the people in November, according to W. J. Hughes, president of First National bank in addition to being saddled with more expenses, the farmers along with Oregon's working people and the industries that employ them, likewise will be deprived of their basic American rights of appeal.

"Furthermore," said Mr. Hughes, "our farmers, working people and industries will be absolutely at the mercy of a slow moving, arbitrarily appointed political commission of three men. Under the proposed amendment the commission will have powers to decide upon questions affecting workers and industry. No matter how unjustly they might treat an injured

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workmen, the law specifically deprives the worker of his right to appeal to "Bert," suing the governor himself.

Paul Swanson of Wable was in on Monday.

FINANCES MANAGED WITH RARE GENIUS

Portland, Or.—(Special).—When President Coolidge said in his speech of acceptance that finances of the country have been managed by the Republican administration with a genius unmatched since the days of Hamilton, he meant just what he said and gave facts and figures to prove it. I. L. Patterson, chairman of the Republican State Central committee, declared in a statement given out here.

When it came into office, he said, the Republican party inherited a legacy of debt that stood at about \$24,000,000,000, of which \$7,000,000,000 was in short term obligations to meet which no provision had been made. Government bonds were far below par and war taxes still plagued the people. More than \$11,000,000,000 were due the United States from foreign countries. The whole people were suffering from a tremendous deflation. Money was scarce and interest rates high. An unprecedented financial problem was presented to the incoming administration. The sums to be dealt with were so huge that never before in world history were debts of such proportions to be paid.

The administration promptly provided a budget system and put it into operation. This was the keystone in the arch of Republican finances that was to bridge the chasm of debt. Tremendous savings were effected by it. For the fiscal year ending June 30, 1921, the expenditures of the government were \$13,133,000,000 and the surplus was \$34,000,000. Contrasted with that was the year ending June 30, 1924, when expenditures were \$14,977,000,000 and the surplus exceeded \$500,000,000. This was a cut in the annual cost of government of \$2,841,000,000.

The public debt has been cut to about \$11,250,000,000, a reduction in three years of about \$2,750,000,000, which means a saving in interest each year of about \$120,000,000.

The short-time obligations amounting to \$7,000,000,000 have been either refunded or paid. Together with all this, internal revenue taxes have been reduced twice and many of them repealed. During the present fiscal year, there will be a saving of taxes to the people of about \$4,000,000 every day, compared with 1921.

Of the amount of debts due this country from foreign governments, 40 per cent have been liquidated and will provide funds for the retirement of about \$12,000,000,000 of the principal of our national debt in 52 years.

During the Republican four years now ending, the government has taken a notable step toward economy of administration, as shown in another way. In 1921, the last pre-budget year, of the cost of government collected in national, state and municipal taxes, after debt payments, federal expenditures were 59 per cent of the total and those of the states, cities and towns 41 per cent.

Planning Hunting Trip—W. Henry Aikin is planning to go hunting on Friday with Ralph Kaddyer of Portland, Mr. Knight of Jefferson, and Mr. Hatten of Corvallis. They will return on Monday.

Injured in Accident—Wayne Hawk, 23, and Carl Lewis, 18 both of Springfield were injured Monday night about 7:30 o'clock, when the motorcycle on which they were riding crashed into a broken-down wagon partly obstructing the roadway and bearing no lights near Harrisburg.

Hawk sustained a broken right leg and a badly gashed knee, and his companion a deep cut over the right eye, bruises and cuts on both legs and over other parts of his body.

They were taken to the Eugene hospital by Cecil Wooley, Eugene garage man, who lives on the highway near the River avenue and River road crossing where the accident occurred.

To Form Music Classes—Mrs. Gifford Nash, formerly supervisor of music in the Eugene schools, to organize music classes in Springfield.

On Friday afternoon, October 10 in

the league room of the Springfield Methodist church, a public demonstration of the fundamental music training system for beginners will be given by Mrs. Gifford Nash, of Eugene.

All mothers interested in having their children well started in their music are cordially invited to visit this demonstration and bring their children.

Appointments for private lessons for advanced piano students may be made at this time, or by phone, Eugene 1744 J.

NOTICE TO CREDITORS

Notice is hereby given that Donald Young has been appointed administrator with the will attached of the estate of Henry Pierre, deceased. All persons having claims against said estate are hereby notified to present the same with proper vouchers to the said administrator at his office at 860 Willamette street, Eugene, Oregon, on or before six months from the date of the first publication of this notice.

Date of first publication the 9th day of October, 1924.

Signed: DONALD YOUNG, Attorney with the will annexed of the estate of Henry Pierre, deceased.

O-9-16-23-30-N-4

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Lunch meats of all kinds, just to suit, sliced with our new machine. Come in and see what a fine assortment we have. Also our Peter Pan line of bakery goods, our own make.		
Sugar 12 lbs.	\$1.00	100 lbs \$8.05
Large pkg. Kerr Wheat Flakes		25c
No. 2 Pork and Beans, per can		10c
Navy Beans 3 lbs.		25c
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Fresh Brazil Nuts, per pound		15c
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